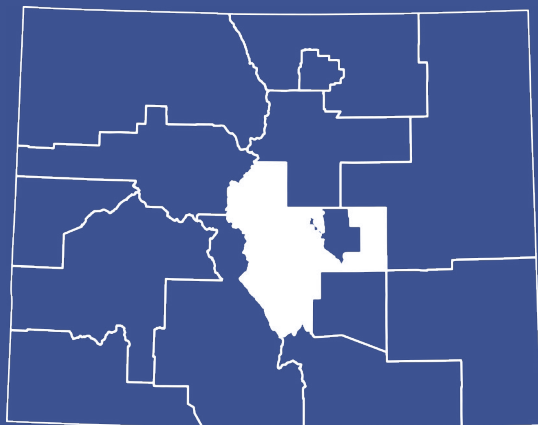


Adopted October 2025



Central Front Range 2050 Regional Transportation Plan



Counties:
Custer, Fremont, Park, Teller
(partial) and El Paso (partial)

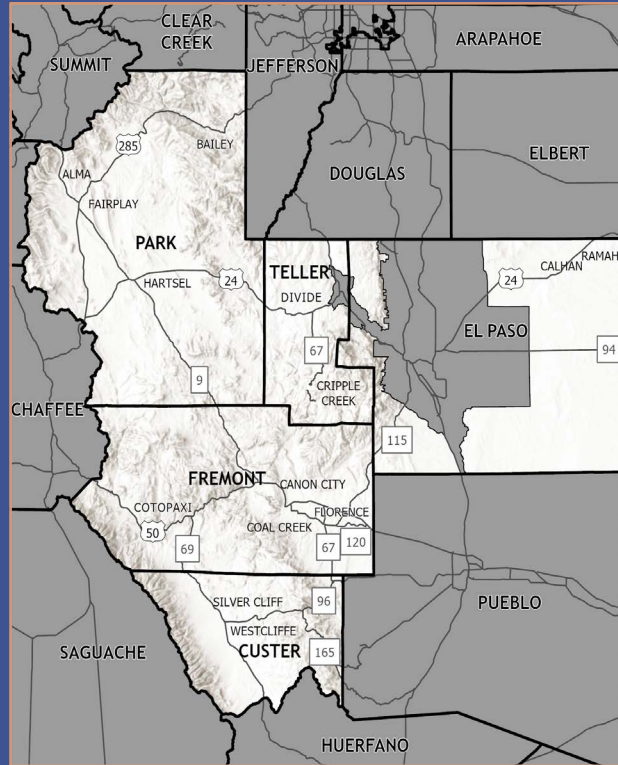
The map to the left shows the location of the Central Front Range Transportation Planning Region within Colorado.



Regional Plan Introduction

This Regional Transportation Plan (RTP) is the long-range transportation planning document that guides the ongoing development of a multimodal transportation system for the Central Front Range Transportation Planning Region (TPR) in Colorado. This plan has been developed in compliance with state and federal standards, as outlined in the State and Federal Requirements section. Accompanying the RTP is the region's Coordinated Public Transit and Human Services Transportation Plan as an appendix, in accordance with all Colorado Department of Transportation (CDOT) and Federal Transit Administration (FTA) planning requirements. The plan communicates the Central Front Range TPR's evolving transportation needs and priorities to CDOT and Colorado's Transportation Commission. This plan reflects the TPR members' input, data and background information as well as public sentiment. While the plan looks out 25 years to 2050, it also helps to inform the development of the 10-Year Plan, which allows decision-makers to consider transportation investments in Central Front Range Colorado today, tomorrow and in the future.

The Central Front Range TPR has varied terrain ranging from rolling eastern plains of El Paso County to the rugged mountain passes surrounding Alma to winding canyons of the Arkansas River. The TPR includes the CO 9, CO 67, CO 69, CO 78, CO 94, CO 96, CO 115, CO 120, CO 165, US 24, US 285 and US 50 highways. The Central Front Range serves as a transition between urban, rural and mountain environments, and traffic patterns support commuters, tourists, freight and local daily traffic. Residents of the region have commented on the long commute times and the negative impacts of through traffic on local roads. Recent population growth in the region is influenced by the neighboring urban centers of Pueblo and Colorado Springs. The region has a rich history of Gold Rush and mining-related transportation infrastructure, including stagecoach routes, tunnels and historic railroads like the Cripple Creek and Victor Narrow Gauge Railroad and the Denver, South Park and Pacific Railroad – which all can be visited today.



Map of the counties (and parts of counties) in the Central Front Range TPR.



Letter from Region Chair

Dear Neighbor,

The Central Front Range TPR planning commission, representing Teller, El Paso (rural), Fremont, Custer and Park counties, has the responsibility of ensuring that our area's transportation needs and priorities are met and are effectively communicated to the public and key transportation decision-makers. This RTP accomplishes this by recognizing current needs and priorities, and by formulating solutions to keep pace with regional growth and changing conditions.

The Central Front Range TPR began transportation plan development in Fall 2024. This document summarizes identified needs and resulting priorities and is a direct reflection of TPR member input, data analysis, and public feedback received via online and printed surveys and town halls.

This RTP has been developed in tandem with CDOT's Statewide Transportation Plan. Ensuring connectivity between the Central Front Range and the broader state transportation system is essential for regional mobility. Key elements of this plan will be integrated into the Statewide Transportation Plan to align regional and statewide efforts to create a cohesive and coordinated approach to transportation planning.

Additionally, this plan aligns with ongoing planning efforts such as the Statewide and Regional

Transit Plans and the Active Transportation Plan, supporting a multimodal approach to network development and project identification. This coordination enhances regional connectivity, improves transportation efficiency, and ensures a seamless network that better serves communities across the Central Front Range.

In this time of limited funding for transportation, it is vital that the RTP reflects the overall priorities and needs for our area. As a result, this plan is expected to be a living document that informs the decisions CDOT makes about the state's transportation system. The intention of the RTP is that it is periodically revisited by the TPR to ensure that we are on the right path to accomplish the vision and goals set forth in this plan. A list of the TPR's most important action items for implementation is catalogued in the final chapter of the RTP.

Your familiarity with our region's transportation needs, priorities and challenges is important both now and in the future. I invite you to review this plan and become more engaged in the Central Front Range region's transportation future.

Sincerely,



Dwayne McFall,
Chair, Central
Front Range TPR

Central Front Range TPR Members

Composed of elected and appointed officials, the TPR's Regional Planning Commission is responsible for establishing regional priorities and needs, developing the multimodal RTP, and ongoing planning coordination with CDOT. Members of this TPR include:

- Alma
- Brookside
- Cañon City
- Cripple Creek
- Custer County
- El Paso County
- Fairplay
- Florence
- Fremont County
- Park County
- Ramah
- Teller County
- Silver Cliff
- Victor
- Westcliffe
- Williamsburg

Eligible communities not currently participating (having no signed Intergovernmental Agreement on file) are Calhan, Coal Creek and Rockvale.



CDOT planners and TPR members participating in a meeting inside a conference room in Cañon City.

State & Federal Requirements

Legislation at both the state (§43-1-1103, C.R.S.) and federal (CFR 450.206) levels, as well as state transportation planning rules (2 CCR 601-22), requires the development of a comprehensive, long-range Statewide Transportation Plan that encompasses at least a 20-year period and incorporates the priorities and needs of the TPRs across the state. The state and federal requirements have been followed in the creation of this plan.

Every four to five years, CDOT updates the Colorado Statewide Transportation Plan (referred to as Your Transportation Plan), which serves as a long-range planning tool and identifies regional and statewide trends and issues. Plans are developed to inform the Statewide Transportation Plan and to prioritize transportation projects in the region.

The Statewide Transit Plan, while not a federally-required document, is required by the State of Colorado. The supporting Regional Coordinated Human Services and Transportation Plans must be completed to be eligible for federal funding through the FTA. Key themes are integrated into Eastern TPR's plan, and the full RTP is included in Appendix X.

Plan Development Process

This 2050 RTP was developed over approximately one year and included three primary phases: identification of transportation needs, verification of priority projects, and creation of the plan. The TPR and public input, along with a data-driven analysis, were critical to plan development.



1.
Identification of
Transportation Needs



2.
Verification of
Priority Projects



3.
Creation
of a Plan

Regional Transportation Story

The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the region by 2050. This section shares the story of the communities within the region, highlights the state of local transportation infrastructure, and identifies how the system is used. Combined, this information highlights the uniqueness of the TPR and helps identify the greatest needs in the region.

Population & Employment

The household population is expected to increase by 14%, while the employment rate is expected to grow by 15%, demonstrating overall growth throughout the Central Front Range TPR between 2024 and 2050.

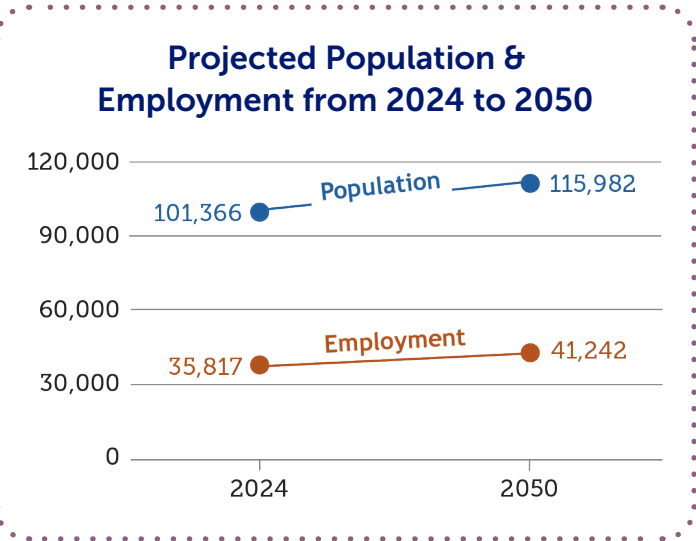
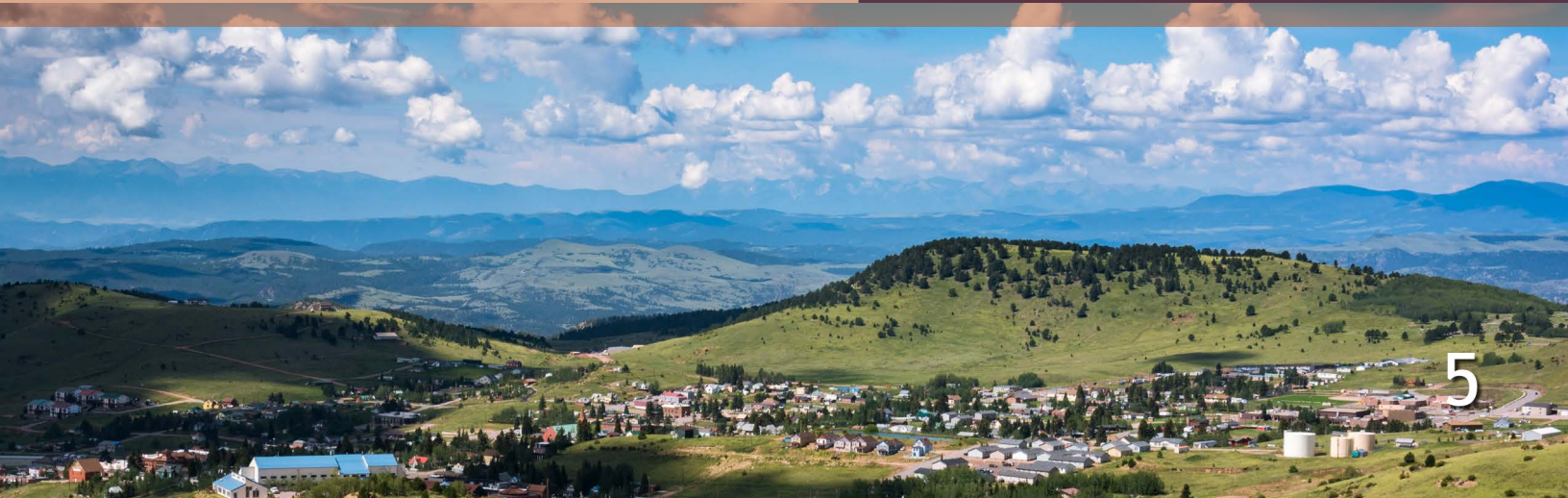
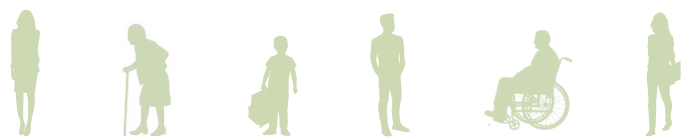


Figure 1. Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.



Historically Underserved Populations

Transportation — whether walking, rolling, biking, taking transit, vanpooling, carpooling or driving — is a critical element of everyone's daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation of accessible and inclusive communities, healthier lifestyle choices, and improved economic prosperity. When considering the Central Front Range's mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that have a higher-than-average need for transit

often have limited access to transportation services and facilities.

Historically underserved communities that were a part of the analysis include:

- Communities of color
- Older adults (65+)
- People with disabilities
- People with limited English proficiency
- People with low incomes
- Veterans
- Zero-vehicle households



Creating an Equitable Transportation System

Colorado's statewide transportation and transit planning efforts consider the needs of all people and communities through an equity framework, ensuring equity is meaningfully integrated into the planning process — not only from an equality perspective, but also through the lens

of equity. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping and social/recreational activities. Access results in opportunities that can often positively influence personal health and quality of life.

Where People Travel to Work (by County)

Custer County

Custer County (Live & Work): 37.2%

El Paso County: 10.6%

Fremont County: 7.4%

Denver County: 6.3%

El Paso County

El Paso County (Live & Work): 70.9%

Denver County: 5.9%

Arapahoe County: 4.9%

Adams County: 3.3%

Fremont County

Fremont County (Live & Work): 40.1%

El Paso County: 14.1%

Pueblo County: 9.5%

Denver County: 6.6%

Park County

Park County (Live & Work): 16.7%

Jefferson County: 17.8%

Denver County: 15.3%

Arapahoe County: 10.1%

Teller County

Teller County (Live & Work): 36.4%

El Paso County: 28.5%

Denver County: 7.1%

Arapahoe County: 5.5%

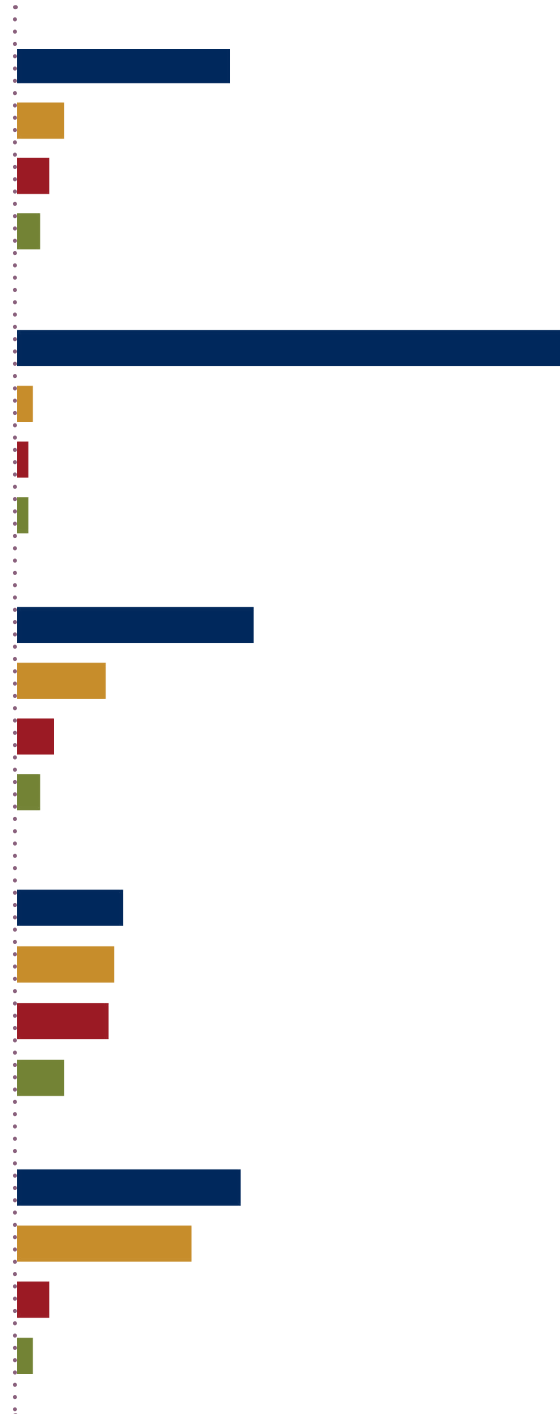
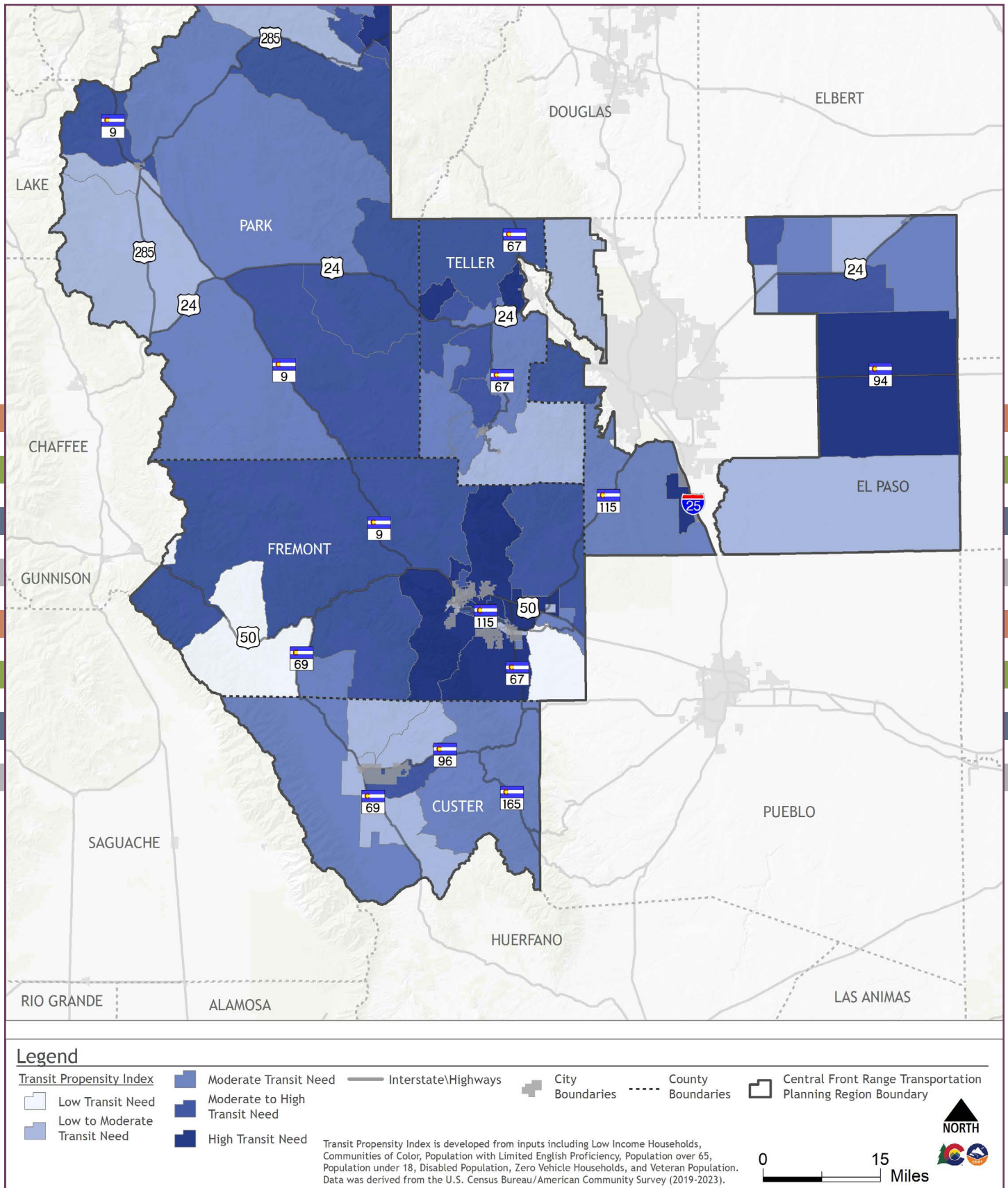


Figure 2. Source: U.S. Census, Longitudinal Employer-Household Dynamics, 2022

Identified Transit Need



The map above depicts transit needs in the Central Front Range TPR and helps identify priority areas for transit improvements.

Aging Population

Aging adults, those over 65 years old, are anticipated to have different travel needs. The aging population will likely need public transportation services as alternatives to driving as well as roadway improvements such as better signage, striping and lighting. The older adult population in the Central Front Range TPR is expected to increase by 41%. This growth pattern will require special considerations when planning for a more accessible and connected transportation system in the region.

Vehicle Travel & Congestion

While the total Vehicle Miles Traveled (VMT) are anticipated to increase by 17% in the region from 2020 to 2050, the travel experience is anticipated to remain at an acceptable level of service with minimal congestion compared to other highways around the state. The Central Front Range TPR experiences higher levels of congestion seasonally due to tourism and when closures of I-70 force detours into the region.

Road Conditions

- Drivability life is the remaining life of the surface of the road and indicates how long a highway will have acceptable road surface and driving conditions. Highways with low-drivability life are often rough on vehicles and require resurfacing or reconstruction in the near-term.
- Nearly half of the corridors in the Central Front Range TPR have low-drivability life (zero to three years). The Central Front Range TPR road conditions are categorized below based on 2023 data.

Growth of the Aging Population from 2024 to 2050

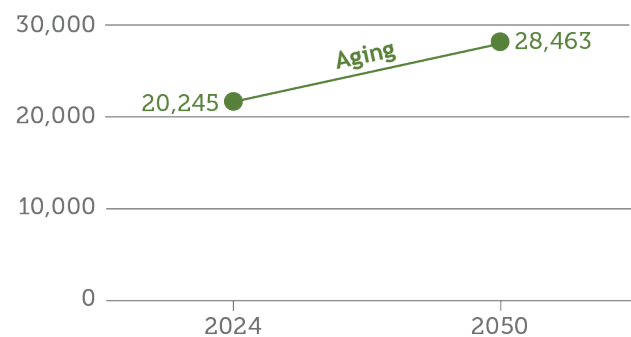


Figure 3. Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.

Vehicle Miles Traveled (VMT) in the TPR in 2024 Versus Estimated VMT in 2050



Figure 4: CDOT DTD, Travel Modeling Unit, 2024

Highways in the Region with Various Levels of Drivability Life

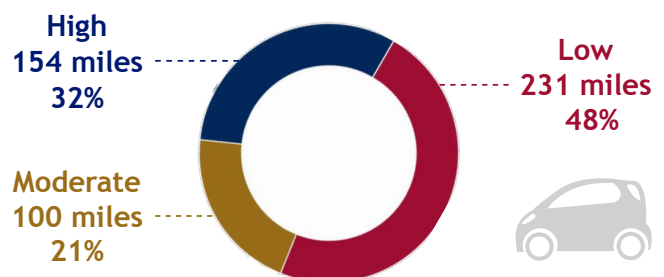
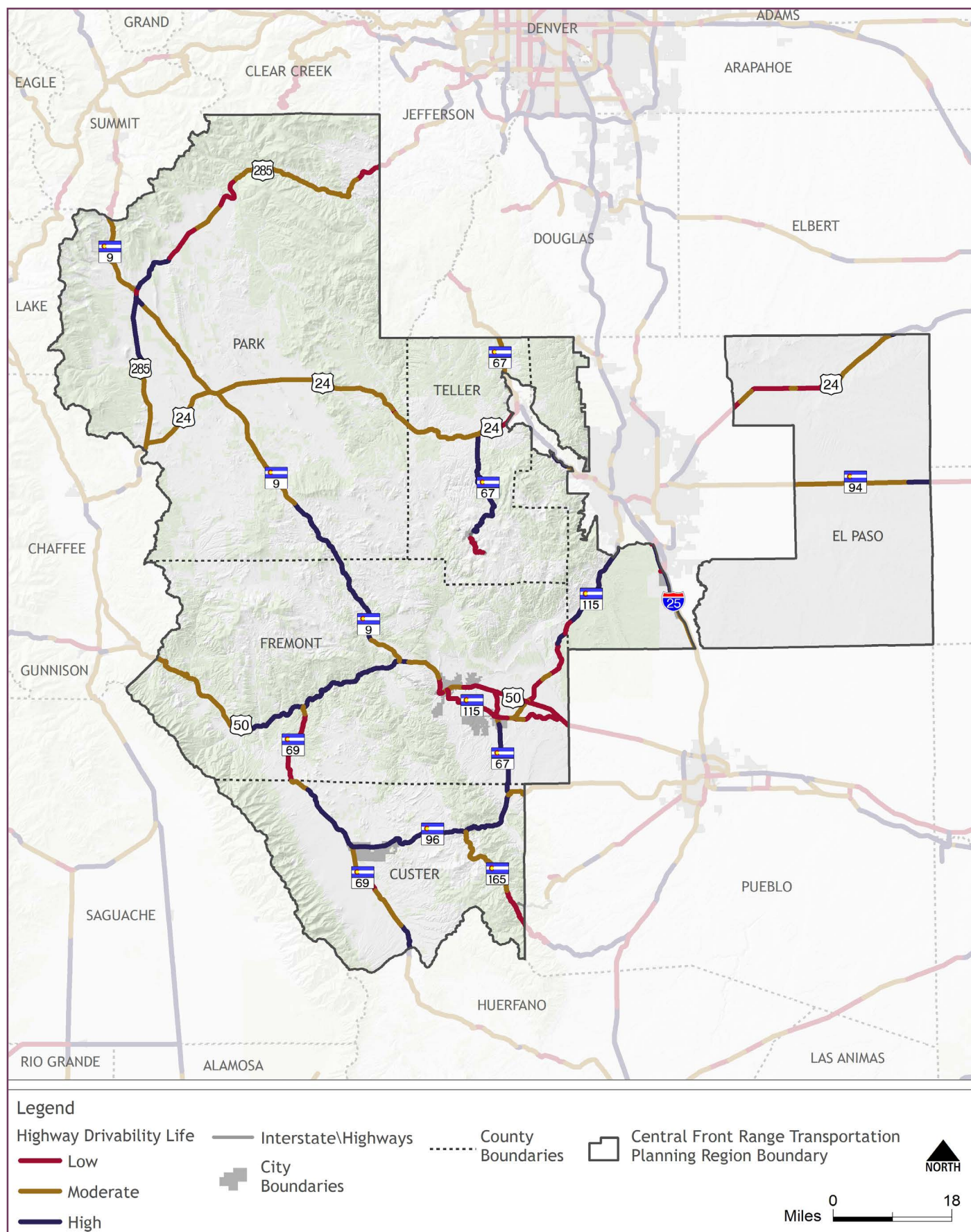


Figure 5. Source: CDOT Asset Management Database, 2023. Note: Due to rounding, figures may not total exactly to 100%.

Highway Drivability Life



The map above depicts highway drivability life in the Central Front Range TPR. It is used to identify the remaining service life of roadways that need maintenance or improvements.

Colorado State Highway System Drivability Life Index 2023.

CDOT's Advancing Transportation Safety

Colorado's Advancing Transportation Safety (ATS) initiative is a statewide collaboration of public and private partners dedicated to improving transportation safety. Developed under the 2020-2023 Strategic Transportation Safety Plan, ATS builds on the Moving Toward Zero Deaths effort, and advocates for a unified, coordinated approach to key safety issues. The initiative aims to foster a strong safety culture and reduce fatalities and serious injuries on Colorado roadways through long-term investment and commitment.

Vulnerable Road Users (VRU)

VRU are defined as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), using personal mobility devices (e.g. walkers or wheelchairs), and those on foot in work zones. The 2021 Bipartisan Infrastructure Law (BIL) requires each state to identify areas where people who ride bikes and walk are at higher risk of being involved in a crash that results in a death or serious injury, and work towards making those locations and populations safer. CDOT is committed to this effort, actively working with local partners to implement data-driven safety improvements and ensure safer travel for users of all modes.

Top 3 Crash Factors Resulting in Injury or Death (2023)



Source: CDOT Crash Database, 2025

VRU Crashes Recorded in the Central Front Range TPR Resulting in Serious Injury or Death (2023)



Source: CDOT Crash Database, 2025

During the development of the 2025 Strategic Highway Safety Plan, the following concerns were identified by local stakeholders:

- **Community Challenges:** grant navigation and staff support
- **Driver Behavior and Education:** distracted and impaired driving, speeding, crash data gaps, need for accessible, early, and comprehensive education, Colorado roads and rules, engineering as a profession, collective programming
- **Enforcement and Policy Gap:** explore automated enforcement, judicial accountability, workforce shortage, stronger penalties and policies (e.g. seat belts and helmets)
- **Infrastructure and Design Gaps:** multimodal infrastructure need, rural roadway design (e.g. lighting, shoulders and signage), wildlife fencing
- **Innovation:** data-driven solutions, technology integration, grant partnerships, collaboration with different entities, policies and planning (Right of Way coordination, lane diets, Americans with Disabilities Act (ADA) engagement), intersection safety
- **Safety Culture:** differences between generations, utilize grassroots efforts, social factors affect driving behaviors and safety awareness, work with youth



US 50 near Cañon City.



Aerial view of Fremont County airport.

Colorado Freight Corridors

Colorado Freight Corridors are key transportation routes in Colorado that are critical for local, regional and national goods movement. Highways that have been identified as Freight Corridors are critical because they support Colorado's economy by connecting industries to markets, integrating multimodal networks like rail and air, and ensuring reliable, cost-effective movement of goods. Together, these corridors cover more than half of all state highway system lane miles. Three Colorado Freight Corridors pass through the region: US 24, US 50 and US 285.

Transit

Several transit providers operate fixed route bus service, vanpool service, and on-demand service in the Central Front Range TPR. CDOT operates two interregional Bustang Outrider routes that stop in the Central Front Range TPR, including: (1) the Crested Butte-Denver line stops in Fairplay; while (2) the Alamosa-Pueblo line stops in Penrose and Cotopaxi. Local and regional services also connect riders within and outside of the TPR. The Park County Commuter provides regional service to Breckenridge in the Intermountain TPR. The City of Cripple Creek, Cañon City Golden Age Center (referred to as the Fremont County Transit) and Teller Senior Coalition all operate local transit service. Human service transportation providers in the region include Envida, Fremont County Head Start, Starpoint, Park County Senior Coalition, Daybreak and more.

Airports

The Central Front Range TPR has three general aviation airports: Fremont County in Penrose, Silver West in Westcliffe and Calhan Airport in Calhan.



Main street in historic downtown Cañon City.



Bicycling & Walking

High-Demand Bicycle Facility/Active Transportation Facility mileage statistics are based on a 2017 CDOT inventory that documented striped bike lanes, bikeable shoulders, shared-use paths and sidewalks along Colorado's state highways. High bicycling activity corridors were identified using 2023 Strava data, which tracks annual trip activity by roadway segment. Segments ranking in the top quartile of activity within each TPR are classified as high bicycling activity.

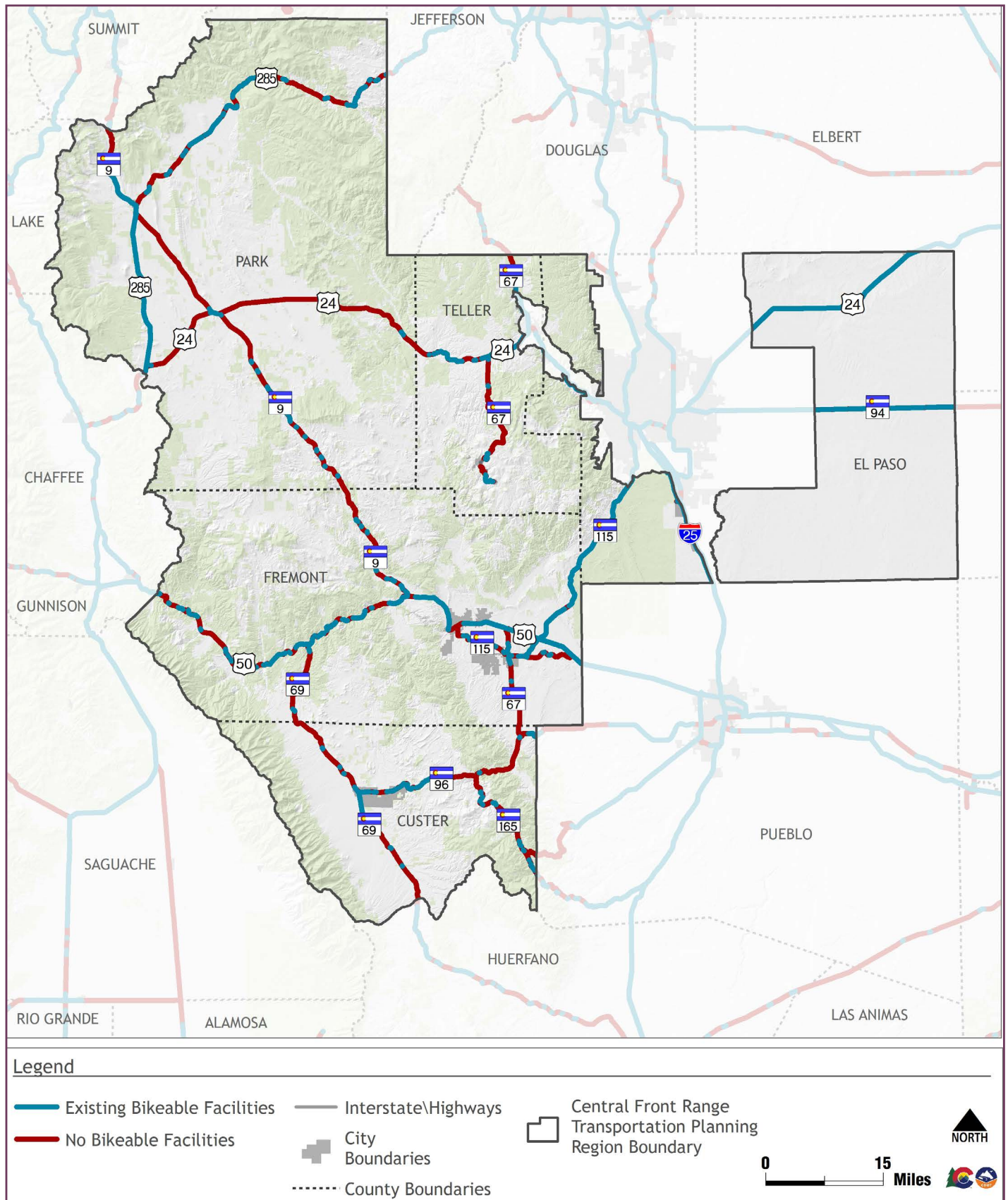
Facility Mileage

- .5 miles of striped bike lane
- 10 miles of shared-use path
- 17 miles of sidewalks
- 225.5 miles of bikeable shoulders
- 490 miles of highways

High Bicycle Activity Corridors

- CO 9 between Fairplay and Alma
- US 24 south of Peyton
- US 50 through Cañon City
- CO 67 between Wetmore and Florence
- CO 9/CO 67 is the highest-use continuous corridor
- CO 96 through Westcliffe/Silver Cliff

Bicycling Facilities



The map above shows various levels of bicycle facilities on highways within the Central Front Range TPR.

Scenic Byways

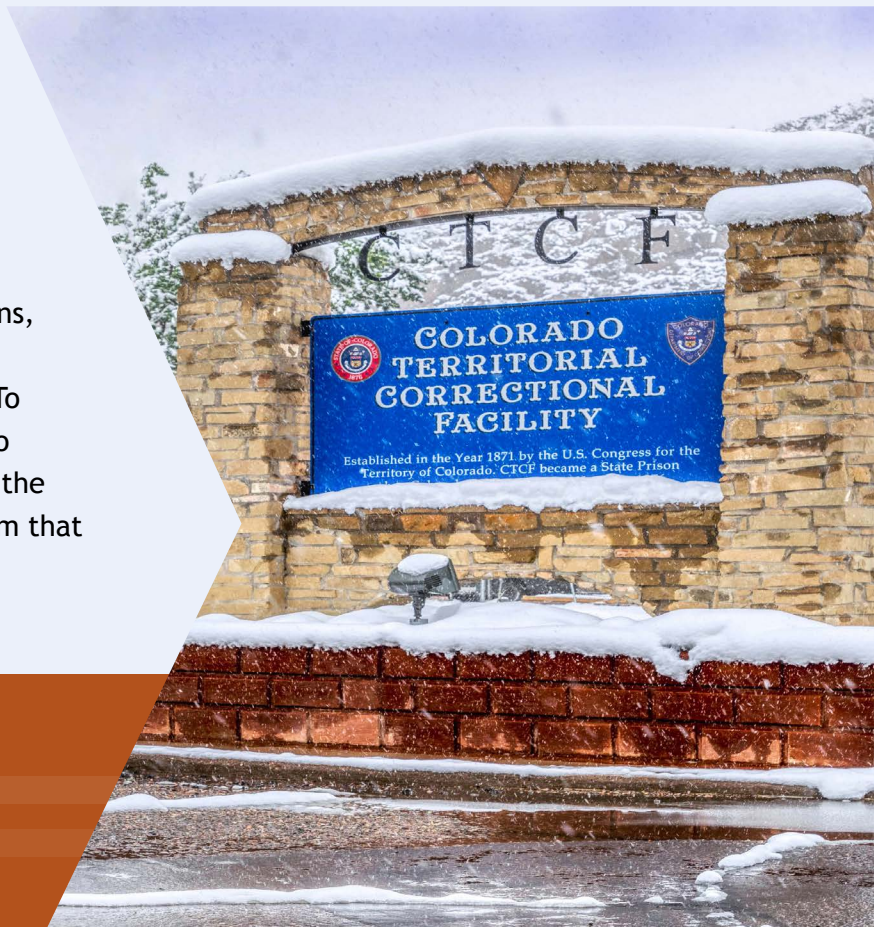
Colorado's 26 Scenic and Historic Byways are officially designated routes that each have their own unique scenic, historic, recreational, cultural, archeological and natural characteristics. The byway corridor includes the right-of-way and adjacent areas such as viewsheds, main streets, point of interests, overlooks, sites and attractions within the region. Each byway has its own Corridor Management Plan outlining the byway's goals, strategies and responsibilities, as well as protecting its intrinsic qualities – specifically for community livability and visitor experience. Included in the Central Front Range are three scenic byways: Frontier Pathways (America's Byways), Gold Belt Tour (America's Byways) and Guanella Pass (National Forest Scenic Byway).

Economic Vitality

Primary economic generators in the Central Front Range TPR include agriculture, military installations, public sector (prisons), construction, gaming, manufacturing, tourism, and outdoor recreation. To accommodate the consistent through traffic and to support the continued growth of these industries, the region must have an efficient transportation system that connects to these destinations.



Sangre de Cristo Mountains above Westcliffe.



Prison facility in Cañon City.



Central Front Range TPR's Transportation Focus Areas

Because of the unique transportation opportunities and challenges faced by Central Front Range TPR residents, employees and visitors, TPR members identified the following focus areas that highlight the most important needs and considerations for the region.

Safety

The Central Front Range TPR faces numerous safety challenges related to its diverse and rural landscape. These include the need for passing lanes, wildlife crossings, shoulder widening and infrastructure improvements to address narrow roads and enhance visibility. Additional challenges include managing delayed emergency response times and mitigating hazards involving wildlife or roadway drainage. To address these issues, regional planning must focus on proactive maintenance, monitoring hazard prone areas, and strategic investments to improve safety and reliability for all road users.

Road Conditions & Traffic Operations

The Central Front Range TPR experiences regular through traffic from commuters and freight movement to the Denver Metro Area, or major activity centers like Colorado Springs and Pueblo. The terrain of the region is varied and experiences adverse weather conditions throughout the year. The accumulated stress of constant automobile and freight traffic and successive freeze and thaw cycles contributes to the deterioration of road surfaces and increases maintenance needs. When roads are well maintained in the region, drivers are safer, the wear and tear of cars, trucks and military vehicles is minimized, and transit services can reliably be provided.



Tourism

Tourism is a primary economic generator in the Central Front Range TPR. Visitors come to the region for outdoor recreational activities such as white-water rafting, hiking and cycling. The region is also home to casinos, Royal Gorge, Arkansas River and several national forests. While there are no winter recreation resorts in the region, many highways are frequently used to reach those destinations. Visitors tend to access recreational opportunities in the Central Front Range TPR using private vehicles or private shuttle operators (e.g. rafting operators). Continued growth in the region and the state warrant monitoring for the potential need to accommodate access via public transit services. Creating additional transportation options can also help improve public health and quality of life for those who live, work and recreate in the region. More information regarding Federal Lands Access can be found in Appendix C.

Bikes, Pedestrian & Scenic Byways (Multimodal Travel)

Planning for bicycle and pedestrian options in the Central Front Range helps support the creation of a multimodal transportation network in the region. Increasing multimodal options also supports efforts in creating healthier communities in the region. For the Central Front Range, ensuring that bicycle and pedestrian improvements connect within and across local communities and to tourist destinations is critical. Improvements could include adding shoulders, building adjacent bike lanes where there is high-bicycling activity or constructing multiuse trails that parallel the roadway.

Multimodal options and safety considerations are important for Scenic and Historic Byways and main streets that often have high traffic volumes. Some High Demand Bicycle Corridors align with Scenic and Historic Byways, especially on rural roads between communities and public places like national and state parks.



The Royal Gorge is a popular tourist attraction.



White-water rafting on the Arkansas River.



Historic train depot for the Denver & Rio Grande Railroad in Florence.



US 285 between Bailey and Fairplay.



Pikes Peak Cog Railway approaching the summit.



US 50 near Cañon City.

Freight & Rail

Freight movements on Colorado infrastructure are substantial, with 382 million tons of freight worth nearly \$472 billion moved in 2021. Colorado freight corridors are roadways that are critical to the inter-regional, intrastate, interstate or national freight movement, and play an important role in the regional and state economy. The designated Colorado freight corridors in the Central Front Range TPR are US 24, US 50 and US 285.

The following rail lines are located in the Central Front Range TPR: BNSF and Union Pacific Railroad Joint Line (Class I freight rail), Rock and Rail LLC (short line freight rail), the Pikes Peak Cog Railway (tourist train), the Cripple Creek & Victor Narrow Gauge Railroad (tourist train) and Royal Gorge Route (tourist train).

There are several industries that rely on these truck and rail networks for freight movement in and out of the Central Front Range. Besides tourism and outdoor recreation, mineral extraction and agriculture contribute to the regional economy. These industries require a reliable transportation system to move people and goods. Reliability can be improved through transportation enhancements such as increased and clearly demarcated truck parking and regular maintenance.

Military

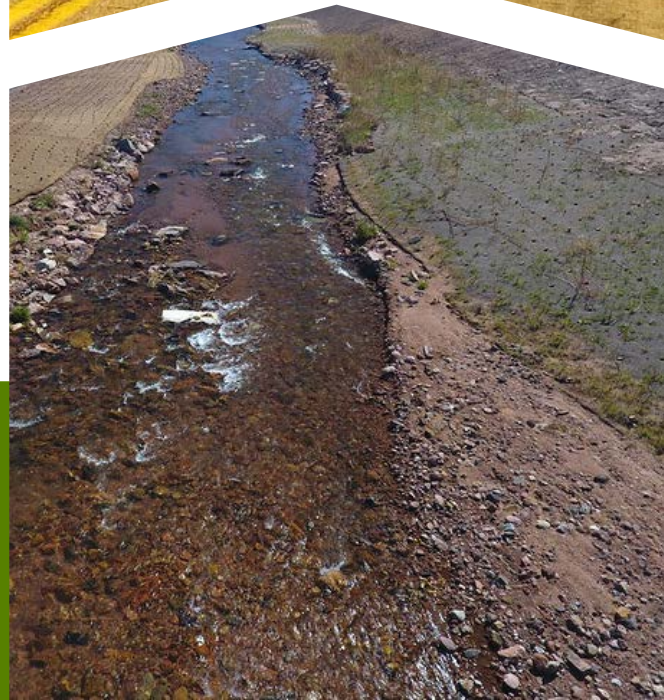
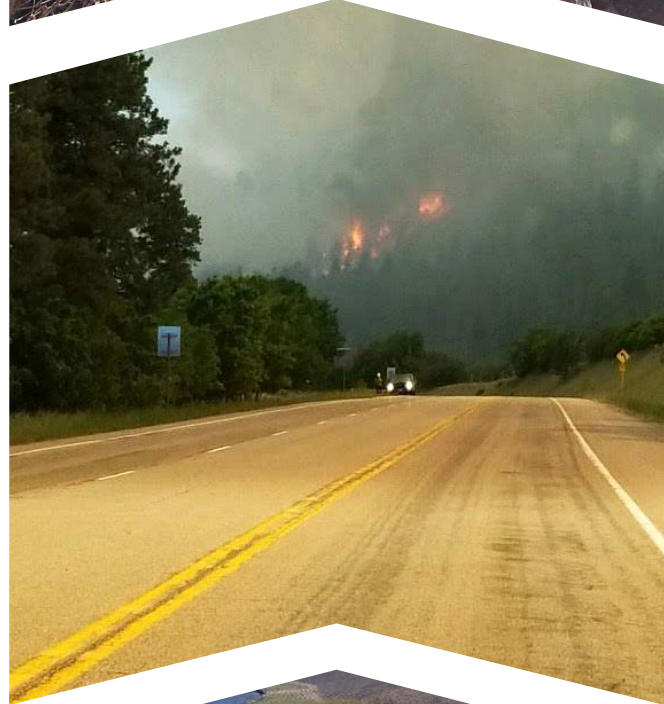
Highways in El Paso County and near Colorado Springs are used to move military vehicles and often have high-commuter traffic volumes. Military traffic often includes larger vehicles that have higher impacts on pavement conditions and traffic. US 50 in Cañon City, US 24 between Colorado Springs and Teller County, Charter Oak Road, CO 115 north to Colorado Springs, as well as Elbert Road east to I-70 have considerable amounts of military traffic. Maintenance and improvements to these roadways is critical to supporting the needs of mobility and access to and from military installations in the region.

Resiliency

Resiliency is the ability of communities to rebound, positively adapt to, or thrive amongst changing conditions or challenges including things such as growth, natural disasters and climate change. Critical resiliency factors for the Central Front Range include preparing for the potential impacts of things such as wildfires, flooding and rockslides. Addressing these needs includes consideration for alternate routes, adequate shoulders and improved communication. As extreme weather events increase in occurrence in Colorado, all new investments must evaluate options to reduce risk and implement resilient design solutions.

Environmental Mitigation

Transportation, like all human activities, affects the environment. The rules governing the statewide and regional planning process require CDOT to consider environmental impacts potentially caused by transportation projects. These planning regulations require plans and projects to be coordinated with other local, state and federal agencies to identify and discuss how to maintain projects and/or restore the environments impacted by the transportation projects. For example, if a project is anticipated to worsen air quality, the project solutions should seek to avoid, minimize or mitigate this impact. In this case, mitigation measures could include providing public transportation options or optimizing the traffic signal to improve traffic flow and reduce vehicle emissions. The state and federal requirements pertaining to environmental consultation have been followed in the creation of this plan.



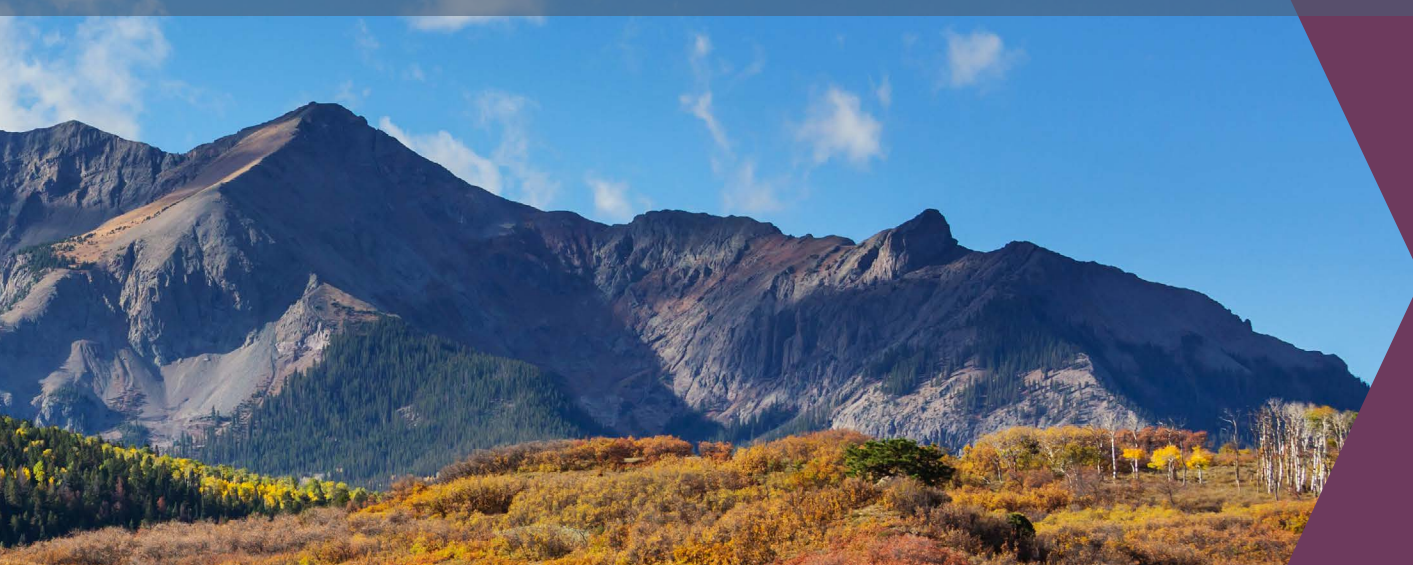
Central Front Range Vision & Goals

Vision

The vision for the Central Front Range TPR is that the transportation system will accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high-quality of life, while preserving the environmental conditions that make this a great place to live, work and visit. The transportation system supports economic development by providing mobility for people and goods, as well as multimodal access to services.

Goals

- Provide mobility to the traveling public at a good level of service that is well maintained in the most efficient manner possible
- Provide safe travel opportunities
- Minimize impacts to the region's air, water, scenic corridors, cultural resources and wildlife habitat
- Support improvements to address traffic congestion
- Ensure that the transportation system functions as a complete system that provides alternate routes to accommodate emergency evacuations and the increased traffic demands
- Preserve and enhance the region's economy and support military installations and new industries, such as tourism and energy development
- Provide new and improved intermodal access for commerce and transit connections between towns
- Provide a safe and efficient airport system that maximizes existing investment and meets inter- and intrastate travel and emergency needs while supporting Colorado's diverse economy
- Maximize investment through strategic partnerships and pursuit of alternative funding sources



What We've Heard

Building on the extensive outreach conducted during the last plan update, CDOT officials reached out to local and regional stakeholders and community members through a wide range of public engagement activities. These outreach efforts included in person meetings, phone calls via Telephone Town Halls, and online through social media. We heard from many residents throughout the Central Front Range TPR and obtained the opinions and knowledge of those who live and work in this area, and as a result outlined the following priorities:

Fix Our Roads

- Improving the condition of our roads, which includes addressing potholes and surface damage to pavement, ranked as the most important priority.

Advancing Transportation Safety

- Improve traffic education and enforcement, which can help address aggressive and distracted driving.
- It's important to have a transportation system that can handle bad weather and other unexpected events.

Sustainably Increase Transportation Choice

- There is a need for regional transit expansion and better integration with existing bicycle networks.



Policy Guiding Statewide Transportation Plan Goals & Performance Measures

CDOT Policy Directive (PD) 14 was designed to help guide the development of CDOT’s long-range statewide plan, as required by federal statute. The goals listed in the policy include: Advancing Transportation Safety, Fix Our Roads and Sustainably Increase Transportation Choice. PD 14 provides a guiding framework, allowing regions to adapt their project prioritization and planning processes to best reflect their unique needs.

PD 14 will be reevaluated annually to ensure its guidance remains aligned with legislative changes. This regular review will also help integrate updated information into the annual budget, the Statewide Transportation Improvement Plan, the 10-Year Plan and related amendments.

Complete Projects

What is a “complete project?” A complete project considers and prioritizes both people and places, ensuring transportation solutions fit the surrounding context to deliver context sensitive mobility solutions. Complete projects integrate as many project components as feasible to make the project more competitive for evaluation related to as many elements as possible – such as roadway improvements, safety measures, transit and active transportation – to create well-rounded, multimodal projects.

This approach supports PD 14 and enhances competitiveness for and inclusion in the 10-Year Plan and other available discretionary funding, along with maximizing modal integration and improving cost effectiveness. Additionally, complete projects support improved access and connectivity between travel modes for projects across the state (e.g. walking access to a transit station). The goal of a complete project is to integrate roadway, safety, transit, active transportation and other modal components into projects to make them complete.

Complete Projects Concepts



People



Safety



**Cost
Effectiveness**



Mobility



Choice



Demand



Context



Central Front Range Transportation Projects

The region's transportation project list is characterized by a mix of safety, multimodal and corridor improvement projects. The project list is largely made up of safety-related projects that address shoulder deficiencies, passing lanes and other safety improvements like wildlife collision mitigation.

TPR members and other stakeholders worked together to develop and refine the project list. TPR members reviewed the project list from the previous statewide and regional planning effort to assess which projects had been completed, and to identify which projects should be advanced. New projects were also added to address emerging or growing needs since the last update. CDOT used a data-informed project evaluation process to prioritize the TPR list of projects for consideration to include in the 10-Year Plan update.

The final project list shows the projects best positioned to meet the transportation needs of the region through 2050.

Development of Project List





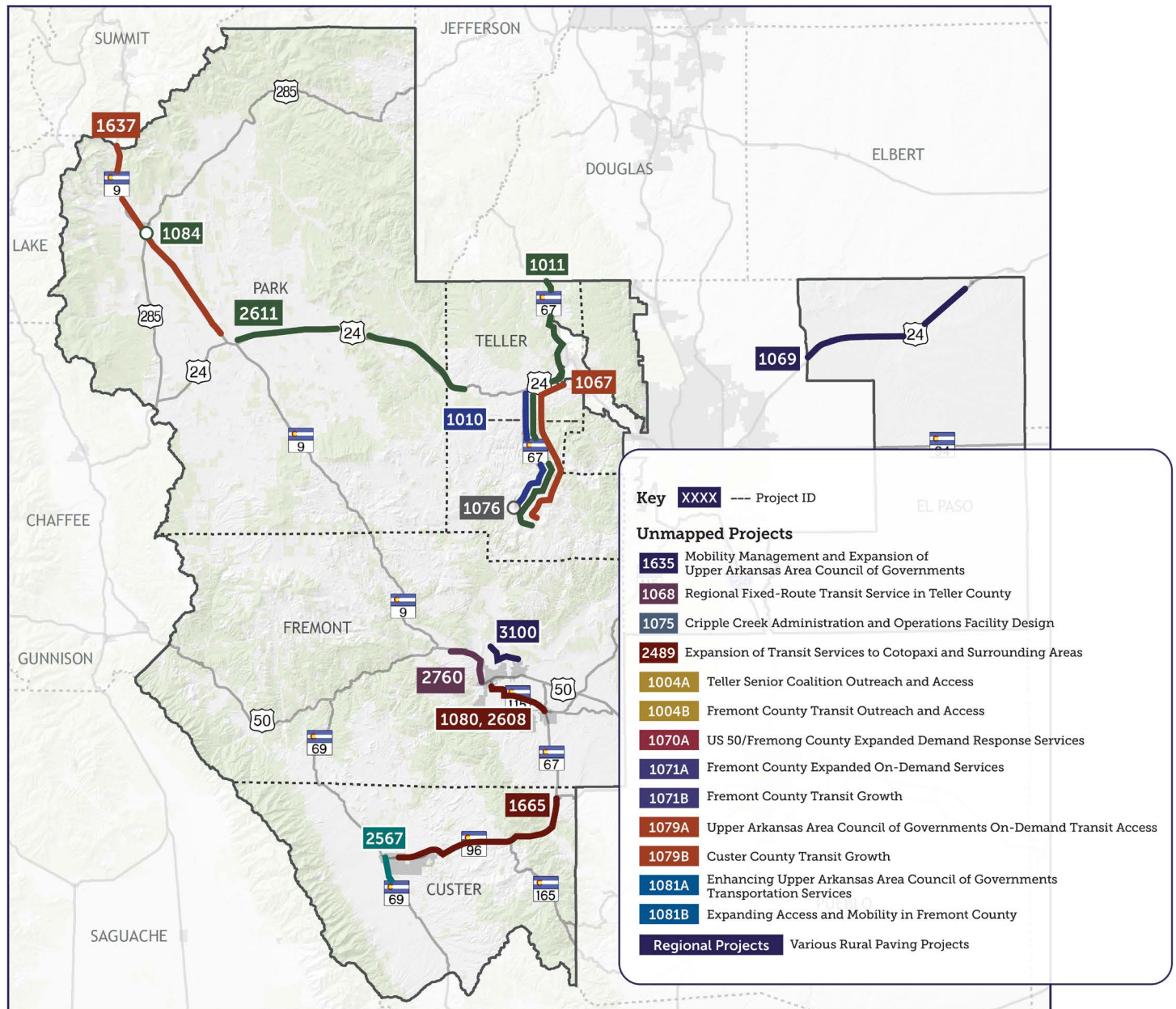
Central Front Range TPR Regional Priorities

At the April 14, 2025 TPR meeting, the Central Front Range stakeholders discussed and selected 27 priority projects that are highlighted in the map and table on the following pages. To ensure projects align with regional and statewide priorities, the Central Front Range TPR utilized both PD 14 goals and region-specific prioritization criteria to guide project selection for this plan. These criteria help evaluate and prioritize investments based on key transportation needs, ensuring a connected, safe and resilient transportation system.

The Central Front Range prioritization criteria included:

- Advancing Transportation Safety (PD 14)
- Fix Our Roads (PD 14)
- Sustainably Increase Transportation Choices (PD 14)
- Risk & Resilience (TPR)
- Economic Vitality: Freight (TPR)
- Mobility in Growth Areas (TPR)

Central Front Range TPR's Project Priorities



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| 3100 US 50 Cañon City Safety, Operational and Mobility Improvements | 1075 Cripple Creek Administration and Operations Facility Design |
| 1011 CO 67 Victor to Divide and North of Woodland Park | 2489 Expansion of Transit Services to Cotopaxi and Surrounding Areas |
| 1068 Regional Fixed-Route Transit Service in Teller County | 2611 US 24 Hartsel to Divide Resurfacing |
| 1084 Fairplay Mobility Hub | 1070A US 50/Fremont County Expanded Demand Response Services |
| 1637 CO 9 Shoulder Widening | 1071A Fremont County Expanded On-Demand Services |
| 2760 US 50 Safety Improvements West of Cañon City | 1071B Fremont County Transit Growth |
| 1665 CO 96 Shoulder Widening | 1079A Upper Arkansas Area Council of Governments On-Demand Transit Access |
| 2567 CO 69 Shoulder and Safety Improvements | 1079B Custer County Transit Growth |
| 1010 CO 67 Cripple Creek to Divide Passing Lanes | 1004A Teller Senior Coalition Outreach and Access |
| 1067 Inter-regional Service between Cripple Creek, Woodland Park and Colorado Springs | 1004B Fremont County Transit Outreach and Access |
| 1635 Mobility Management and Expansion of Upper Arkansas Area Council of Governments | 1081A Enhancing Upper Arkansas Area Council of Governments Transportation Services |
| 1076 Cripple Creek Historic Trolley Restoration | 1081B Expanding Access and Mobility in Fremont County |
| 1069 US 24 Elbert Road to El Paso County Line Turn and Passing Lanes | 1080, 2608 CO 115 Cañon City to Florence Safety Improvements |

Central Front Range TPR Priority Projects

ID	Type	Highway	Name	Description
1004A	Transit	Non-Corridor Specific	Teller Senior Coalition Outreach and Access	Expanding access and operational support for transportation and staffing for the Teller Senior Coalition to meet the growing demand for its programs and provide vital services to more seniors in the area.
1004B	Transit	Non-Corridor Specific	Fremont County Transit Outreach and Access	This funding will ensure that the transit system remains operational and accessible while expanding its service offerings to accommodate a wider range of users and destinations.
1010	Highway	CO 67	CO 67 Cripple Creek to Divide Passing Lanes	Passing lanes and slow vehicle pull-offs along CO 67 north of Cripple Creek.
1011	Highway	CO 67	CO 67 Victor to Divide and North of Woodland Park	Shoulder widening and safety improvements along CO 67 between Victor and Divide and between Woodland Park to Deckers.
1067	Transit	US 24	Inter-regional Service between Cripple Creek, Woodland Park and Colorado Springs	Connecting Cripple Creek with Woodland Park and then Colorado Springs via US 24. Service will be offered five to seven days per week for nine hours per day.
1068	Transit	US 24	Regional Fixed-Route Transit Service in Teller County	Implement new transit service in Teller County, including the purchase of a new vehicle and operational costs, to serve Lake George, Florissant, Evergreen Station and others three days per week.
1069	Highway	US 24	US 24 Elbert Road to El Paso County Line Turn and Passing Lanes	Addition of turn and passing lanes on US 24 northeast of Colorado Springs from Elbert Road to El Paso County line.
1070A	Transit	US 50	US 50/Fremont County Expanded Demand Response Services	Will expand existing Fremont County Transit services to include extended service hours into the evening and weekends.
1071A	Transit	Non-Corridor	Fremont County Expanded On-Demand Services	Ensure Fremont County's on-demand services are reliable, scalable and capable of meeting the growing needs of its residents.
1071B	Transit	Non-Corridor	Fremont County Transit Growth	Acquisition of new vehicles, including those with accessibility features. Includes implementation of technology to improve routing and scheduling, driver training and fleet maintenance to provide expanded mobility in Fremont County.
1075	Transit	SH 67	Cripple Creek Administration and Operations Facility Design	Design of a new administrative and operations facility to provide vehicle storage space, office and training space for the town's Transit division. The Town provides demand response and fixed route public transit service within the city and to neighboring Woodland Park and Victor.
1075	Transit	Non-Corridor Specific	Cripple Creek Administration and Operations Facility Preconstruction	Add funding to existing project for preconstruction activities as needed for the Cripple Creek Transit administration building.
1076	Transit	CO 67	Cripple Creek Historic Trolley Restoration	Restore two historic trolleys and approximately three miles of historic interurban electric trolley railway through the Town of Cripple Creek.

Central Front Range TPR Priority Projects (continued)

ID	Type	Highway	Name	Description
1079A	Transit	Non-Corridor	Upper Arkansas Area Council of Governments On-Demand Transit Access	Support the expansion of the UAACOG On-demand Transit to meet growing demand. Includes the implementation of advanced scheduling and route optimization technologies, staff training, vehicle maintenance and public outreach to ensure widespread adoption of the new service.
1079B	Transit	Non-Corridor	Custer County Transit Growth	Purchase of new vehicles for the expanded fleet, vehicle maintenance and outreach to ensure residents are informed about the new and improved services.
1081A	Transit	Non-Corridor Specific	Enhancing Upper Arkansas Area Council of Governments Transportation Services	Development and implementation of an advanced scheduling and routing platform, driver training, vehicle maintenance, and necessary fleet upgrades to expand service coverage and ensure that the On-Demand Mobility program can meet the growing needs of the community.
1081B	Transit	Non-Corridor Specific	Expanding Access and Mobility in Fremont County	Acquisition of new vehicles, including those with accessibility features, as well as the installation of necessary infrastructure for improved service.
1084	Transit	US 285	Fairplay Mobility Hub	Design and construction of new mobility hub and parking facility to support Outrider routes along US 285. The mobility hub will serve Summit Stage in the future.
1635	Transit	Non-Corridor Specific	Mobility Management and Expansion of Upper Arkansas Area Council of Governments"	This project will provide the resources needed to expand existing outreach and coordination of transit services in the UAACOG.
1637	Highway	CO 9	CO 9 Shoulder Widening	Widen shoulders on CO 9 for safety and to accommodate cyclists between Fairplay and Hartsel and Breckenridge to Alma, including other safety improvements.
1642	Highway	US 24	US 24 Shoulder Widening	Widen shoulders to add safety improvements along US 24 at select locations and along the corridor stretching west of Woodland Park. In particular, provide safety improvements at US 24A/CO 67F in Divide.
1665	Highway	SH 96	CO 96 Shoulder Widening	Widen shoulders along CO 96 at select locations.
2489	Transit	US 50	Transit Service Expansion to Cotopaxi and Surrounding Areas	Expansion of transit services to Cotopaxi, Howard and surrounding areas and adding a fixed route service to Cañon City while retain On-Demand Services.
2567	Highway	CO 69	CO 69 Shoulder and Safety Improvements	Shoulder widening, safety improvements and passing lanes on CO 69.
2611	Rural Paving	US 24	US 24 Hartsel to Divide Resurfacing	Rural road resurfacing of US 24 from Hartsel to Divide.
2760	Highway	US 50	US 50 Safety Improvements West of Cañon City	Safety improvements of US 50 (8 Mile Hill) between CR 3AS to Skyline Drive. Improvements may include shoulder widening, acceleration/deceleration lanes and turn lanes for improving access and safety at intersections west of Cañon City.
1080, 2608	Highway	CO 115	CO 115 Cañon City to Florence Safety Improvements	Addition of passing lanes, shoulders and bicycle and pedestrian safety improvements.
3100	Highway	US 50	US 50 Cañon City Safety, Operational and Mobility Improvements	Evaluation of frontage roads and roundabouts. Improving traffic operations at four key intersections of US 50, including 9th Street (CO 115), 15th Street, Dozier Avenue and Orchard Avenue, and consideration of improvements to pedestrian crossings, lighting and sidewalks as needed.
State-wide	Rural Paving	See Appendix B	Various Rural Paving Projects	Multiple rural paving projects across the Central Front Range.

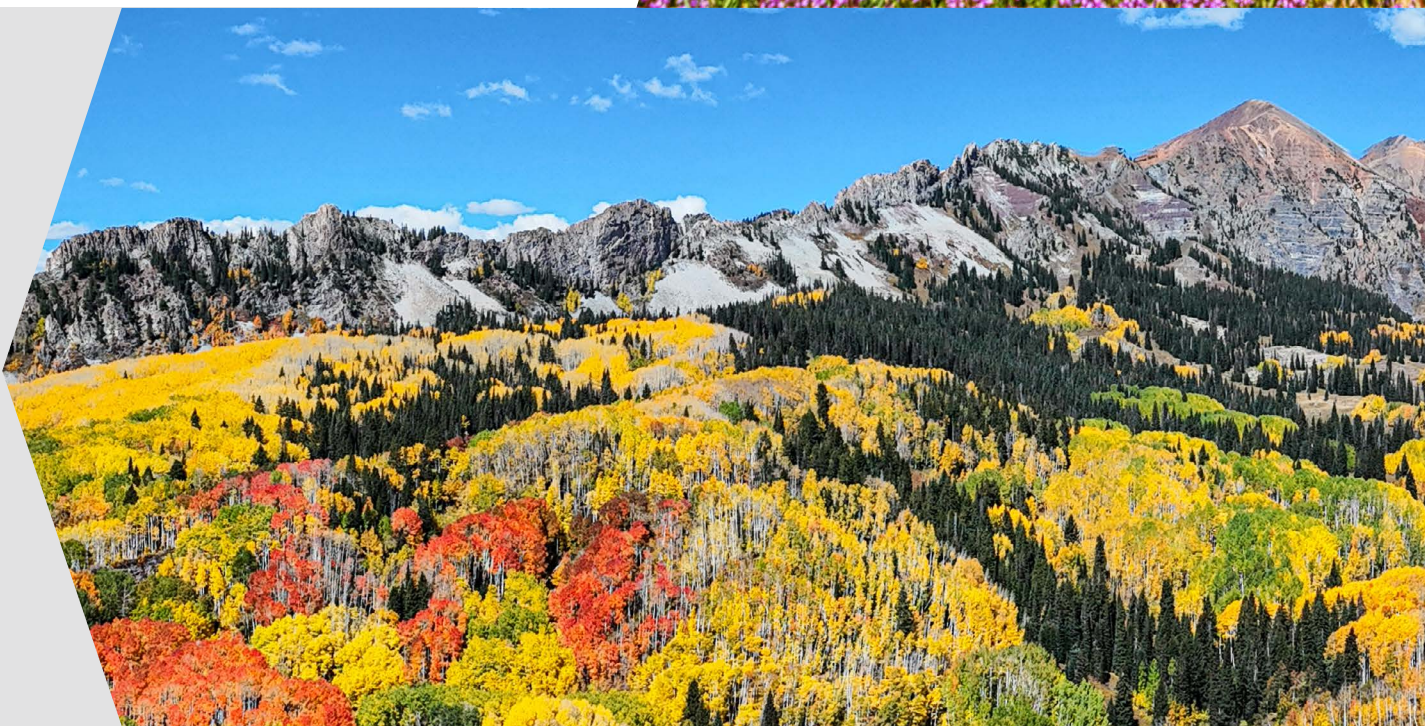
Relation to the Colorado Statewide Transportation Plan

This RTP is a standalone document that identifies transportation needs and priorities for the region. The Statewide Transportation Plan (Your Transportation Plan) integrates and consolidates the 15 RTPs from around the state, and the RTPs are appendices in Your Transportation Plan. Additionally, as a part of this planning effort, Coordinated Public Transit and Human Services Transportation Plans and the Statewide Transit Plan were developed concurrently to ensure aligned multimodal improvements in TPR project lists.

The Central Front Range TPR's project priorities were discussed at a joint meeting with the CDOT Region 2 Regional Transportation Director and the TPR Chairs from the region. This meeting enabled the Central Front Range TPR Chair to advocate for inclusion of the region's priority projects in the 10-Year Strategic Project Pipeline, a primary outcome of Your Transportation Plan. This method of planning helps ensure that Your Transportation Plan addresses multiple levels of the transportation network. The RTPs identify contextual solutions that support the statewide vision and initiatives.



This approach is key to delivering a comprehensive and cohesive plan customized to the unique needs of each region.



Transportation Funding

There are three documents, with varying detail, that outline the projects that will pertain to the Central Front Range TPR:

- Comprehensive list of project needs in the region (Appendix B)
- TPR's priority projects (pages 20 and 21)
- 10-Year Plan Update (Strategic Funding – if TPR projects are selected during the update process)

CDOT relies primarily on state (\$0.22 per gallon) and federal (\$0.184 per gallon) fuel taxes for long-term funding, which have not increased since 1991 and 1993, respectively. CDOT also funds transportation improvements with federal and state transportation funds, including state funds established through FASTER legislation in 2009. Stagnant revenue sources, declining purchasing power of the current fuel tax rate, and increasing vehicle fuel efficiency has gradually diminished CDOT's ability to fund the maintenance and improvement of the state's transportation system.

Your Transportation Plan (the Statewide Plan) envisions a long-term investment to build a 10-Year Strategic Project Pipeline. The pipeline reflects a balanced approach to transportation investment that can be acted upon if current funding opportunities from the Colorado Legislature are extended. The Central Front Range TPR projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort. For the longer term, 25-year planning horizon, the Central Front Range TPR will have considerable transportation investment needs (as listed in Appendix B) beyond 2035.

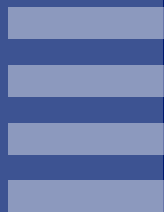


Central Front Range TPR's Implementation Strategies

The following section contains information about actions that the TPR recommends to implement its RTP. Implementation actions are meant to be near-term, practicable measures related to the Central Front Range TPR's vision, goals, and priority projects. The following actions have been developed as a way for the TPR members to actively promote the RTP:

- Advocate for full funding of the Central Front Range TPR's top priority projects
- Increase communication between CDOT and regional partners to better manage impacts of roadway closures/ detours
- Improve safety and traffic operations in the region
- Support and encourage projects that focus on maintenance of the existing multimodal transportation system.
- Consider transit service expansions that focus on commuter mobility needs and support improved quality of life for all residents
- Consider the needs of military installations and associated travel patterns and congestion in the region
- Track seasonal traffic information to better inform planning and capital project needs in the region
- Integrate fiber installation as a component of all projects
- Improve communication between CDOT and rural regions about project funding availability and support application development
- Focus on multimodal main street projects to improve safety, support local economies, and attract tourists.





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go to the [10-Year Vision Plan](#)
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