MULTIMODAL

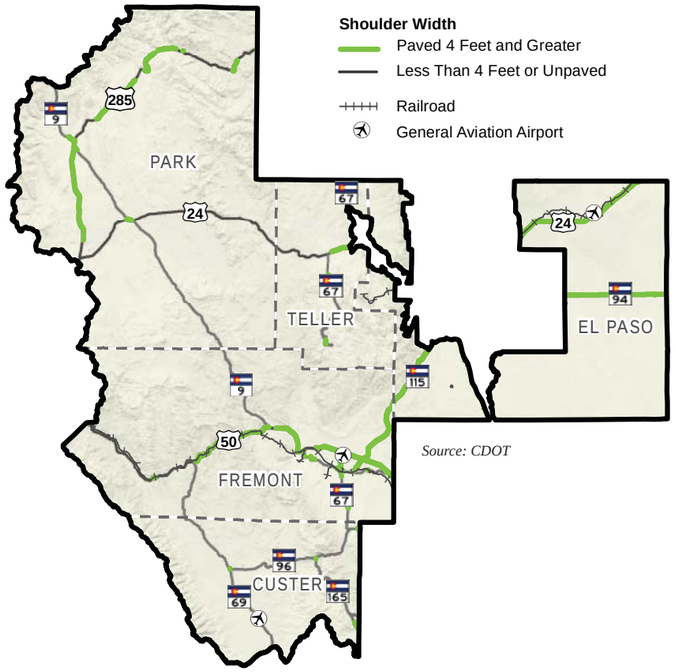
Bicycles, Airports, and Transit

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. There are three general aviation airports that provide private aircraft access for business and recreational activities. There are no commercial airports in the region, but two in close proximity.

Transit is an important component of a multimodal transportation system. Providers in the area offer services to the general public, employees, elderly, veterans, low income and disabled people. Intercity bus is also provided in the region. **Please see the Transit Insert for more detailed information on transit and rail services.**



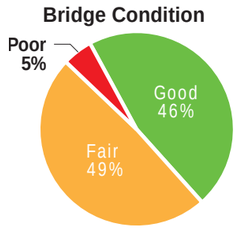
Source: CDOT

INFRASTRUCTURE

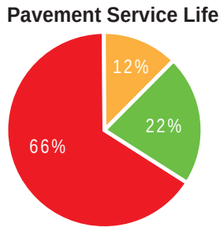
Bridge Condition and Pavement Service Life

Consistent investment is needed to maintain critical infrastructure.

Bridges are generally in good or fair condition. 46% of the region's bridges are in good condition and 49% 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 could, however, be restricted to certain vehicle types or weights.



Source: CDOT



Pavement conditions need improvement as 66% of the region's 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.

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

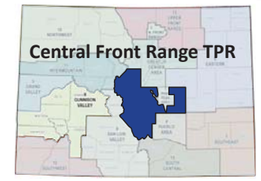
TRANSPORTATION MATTERS
STATEWIDE TRANSPORTATION PLAN

CENTRAL FRONT RANGE TRANSPORTATION PLANNING REGION

Counties of Custer, El Paso, Fremont, Park, Teller

June 14, 2013

The Central Front Range Transportation Planning Region encompasses 6,373 square miles. This region is home to open vistas and lofty mountain views, abundant outdoor recreation opportunities, and a strong mountain heritage. These attributes, along with mild weather, make it a tourist attraction throughout the year. The region also boasts strong agricultural and health and wellness industries, which rely on a well-connected transportation system.



Source: CDOT

TPR by the Numbers

The Central Front Range TPR is home to:

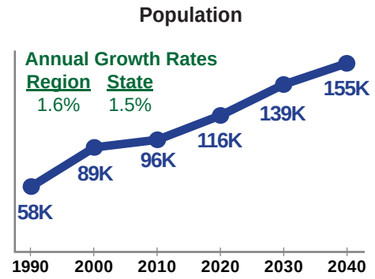
- **95,900** population – **1.9%** of state
- **1,070** lane miles of state highway – **4.6%** of state
- **1.7** million vehicle miles on state highway traveled daily – **2.2%** of state
- **3** general aviation airports
- **26** local human services transit providers
- **2** intercity bus providers
- **1** regional bus provider
- **3** Scenic Byways: Frontier Pathways, Guanella Pass, and Gold Belt Tour

Source: CDOT

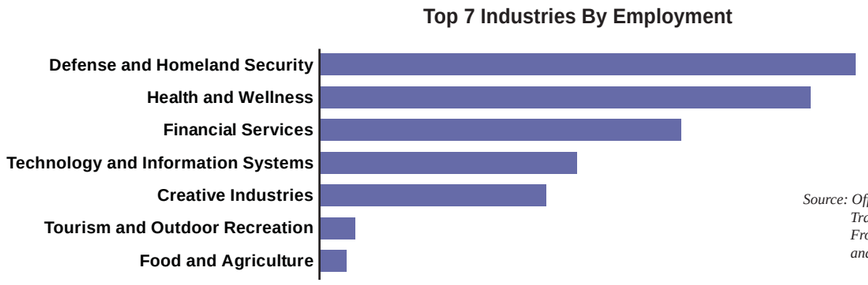
Population and Employment

Population is expected to grow from the current population of 95,900 residents to 155,000 residents by 2040. This is an annual average growth rate of 1.6%, which is slightly higher than the State's growth rate of 1.5%. This growth will place continued demands on the transportation system. Increased traffic on the pavement and bridge infrastructure will require additional maintenance and care.

The region's primary industries are dependent on transportation. A strong transportation system is needed to support the region's defense, health and wellness, tourism and outdoor recreation, food and agriculture, and engineering industries.



Source: US Census, forecasted by DOLA

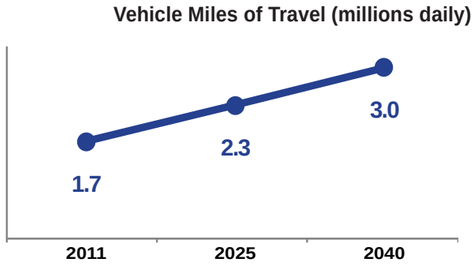


Source: Office of Economic Development and International Trade, Regions 4 and 13 which includes Central Front Range TPR (plus Chaffee and Lake County, and the Pikes Peak Area MPO).

TRAFFIC CONDITIONS

Traffic Congestion

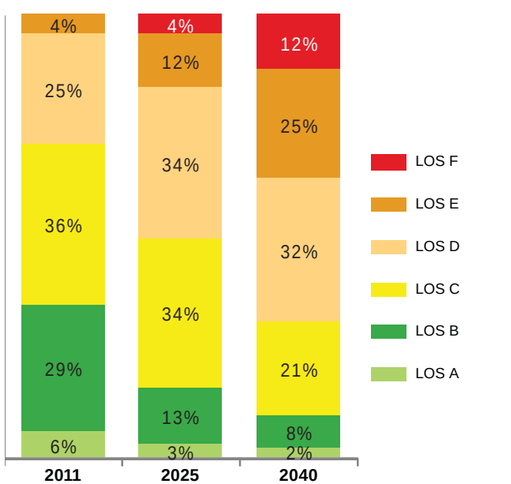
Vehicular travel is projected to have an annual rate of growth of 1.9% from 2011 through 2040. This growth is the same as the projected annual growth rate of 1.9% for statewide travel. The additional travel demand will result in increased stress on the system.



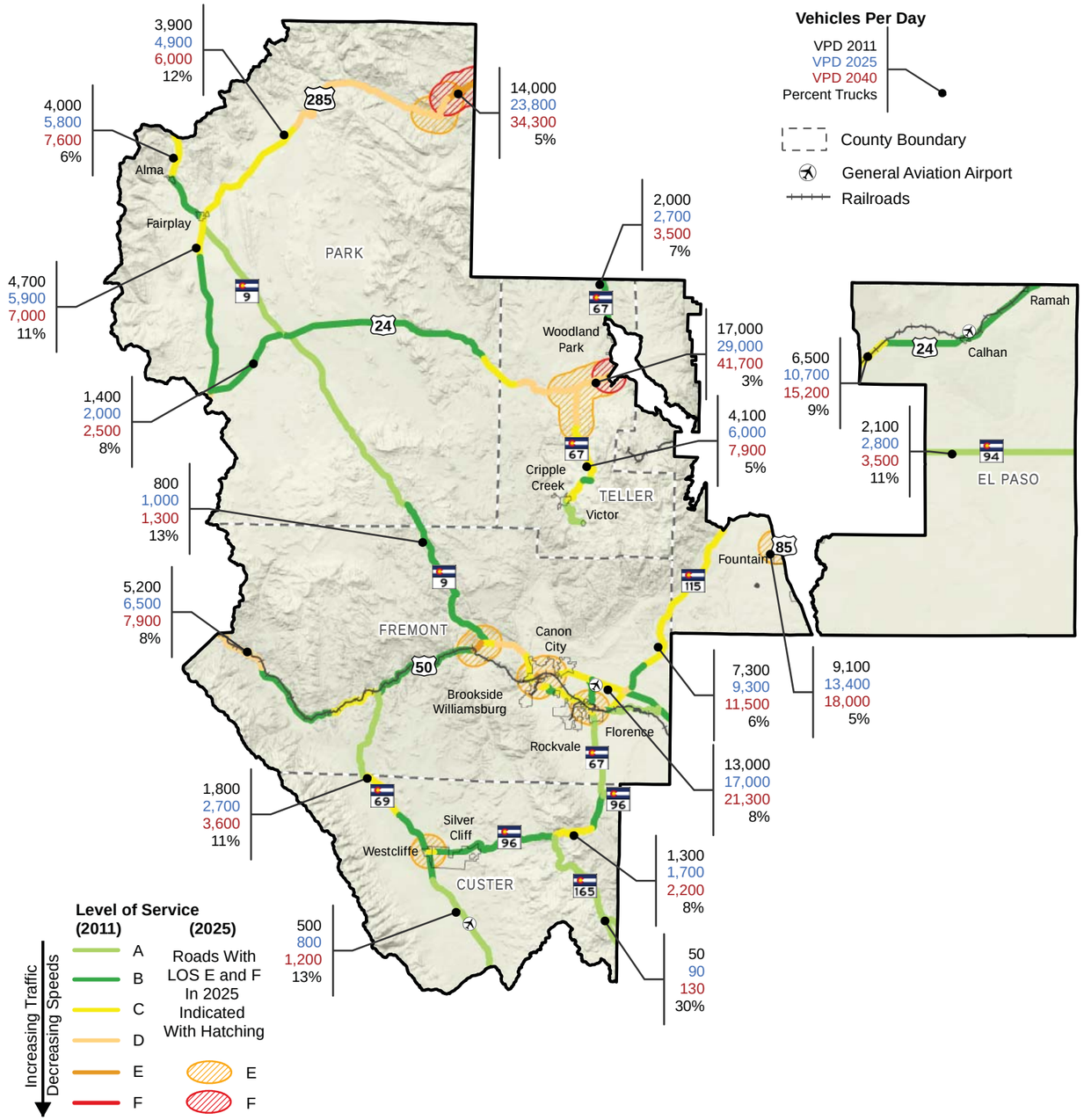
Source: CDOT

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. LOS F represents failure and indicates that the road is experiencing heavy traffic volumes, significant congestion, and stop-and-go conditions. LOS A through LOS D is considered acceptable.

Several highway segments are projected to operate at a LOS of E or LOS F by 2025. The two most notable of these areas are at- and west- of the junction of US 24 and SH 67, and along the eastern most segments of US 285, indicated by orange and red hatching on the map to the right. Other areas anticipated to operate at LOS E within the region are US 50 in Cañon City and to the east and west of Cañon City; at the junction of SH 69 and SH 96 in Westcliffe; and at US 85 in Fountain.

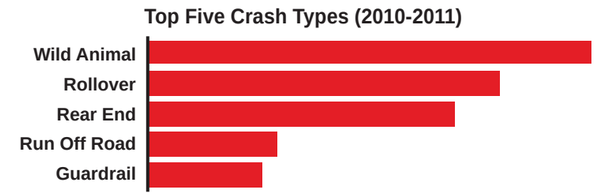


Source: CDOT



Highway Safety

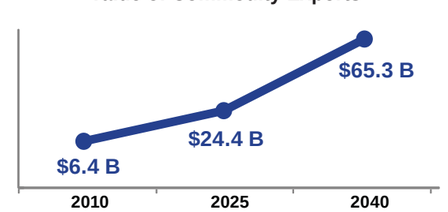
Crash rates are an important indicator of highway safety. In the Central Front Range region, the average crash rate was 1.55 crashes per million vehicle miles traveled for 2010 - 2011, which is similar to the overall State average rate of 1.70 for the same period.



Source: CDOT

Commodity Production

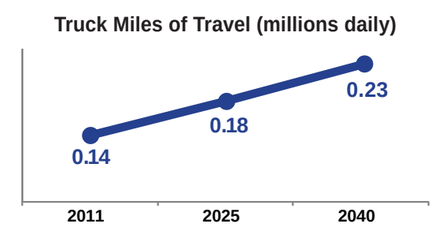
Commodity export values are expected to have an average annual growth rate of 31% through 2040, the bulk of which travels from the region by truck. The top value exports are solid state semi-conductors, electronic measuring equipment and orthopedic supplies. To accommodate this growth, the region must have an efficient transportation system to facilitate freight movements.



Source: IHS Global Insight

Truck Traffic

Truck traffic makes up 8% of the traffic in the region, which is slightly less than the statewide average of 9%. Since trucks are heavier and larger than automobiles, their effects on congestion and pavement and bridge conditions are compounded. US 50 east of Cañon City experiences the heaviest truck volumes of the region. See the map to the left for information regarding truck percentages throughout the region.



Source: CDOT