

MULTIMODAL

Bicycles, Airports, and Transit

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 provides private aircraft access for business, recreation and health care activities. Commercial service provides regularly scheduled public service. There are three general aviation facilities



Shoulder Width
 Paved 4 Feet and Greater
 Less Than 4 Feet or Unpaved
 Railroad
 Commercial Airport
 General Aviation Airport

Source: CDOT

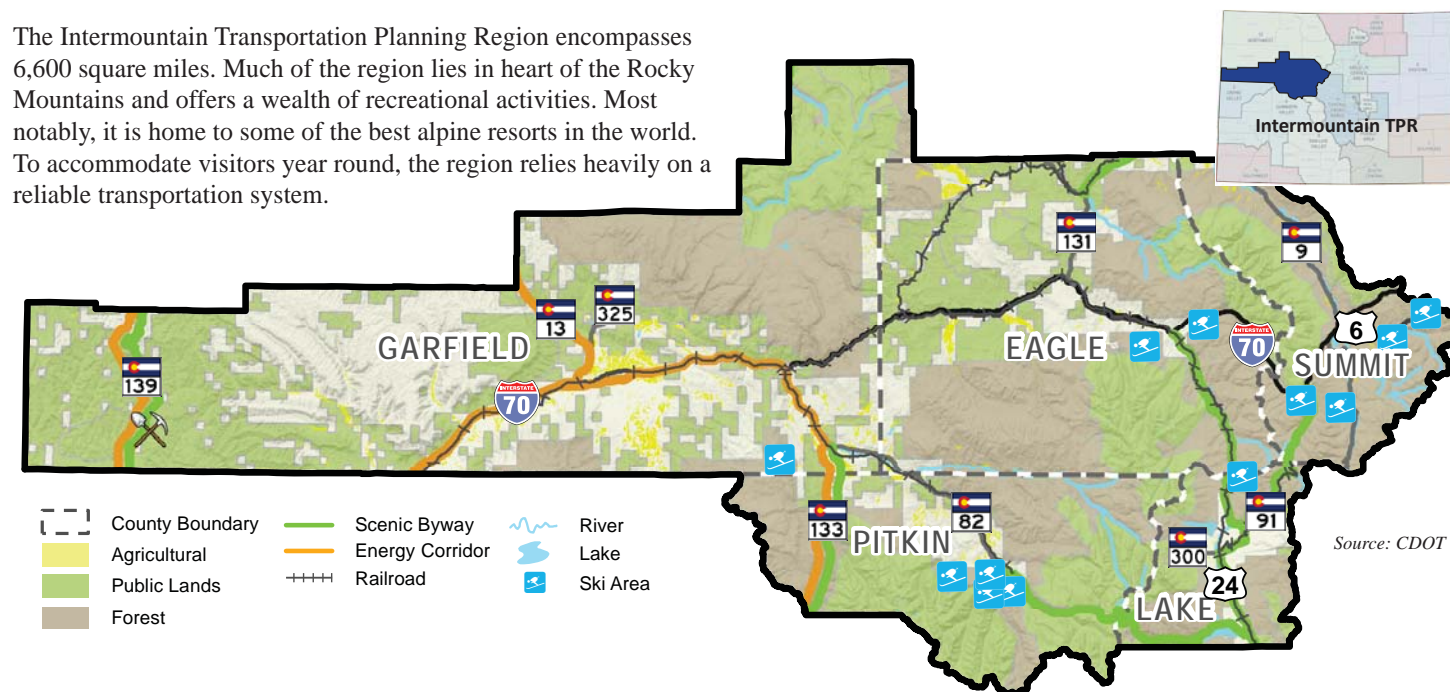
and two commercial aviation facilities in the Intermountain TPR.

Transit and Rail are important components of the Intermountain Region's multimodal transportation system. Local transit providers offer needed services to the general public, elderly and disabled

residents and resort visitors. Intercity bus and passenger rail service are also provided in the region.

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

The Intermountain Transportation Planning Region encompasses 6,600 square miles. Much of the region lies in heart of the Rocky Mountains and offers a wealth of recreational activities. Most notably, it is home to some of the best alpine resorts in the world. To accommodate visitors year round, the region relies heavily on a reliable transportation system.



County Boundary
 Agricultural
 Public Lands
 Forest
 Scenic Byway
 Energy Corridor
 Railroad
 River
 Lake
 Ski Area

Source: CDOT

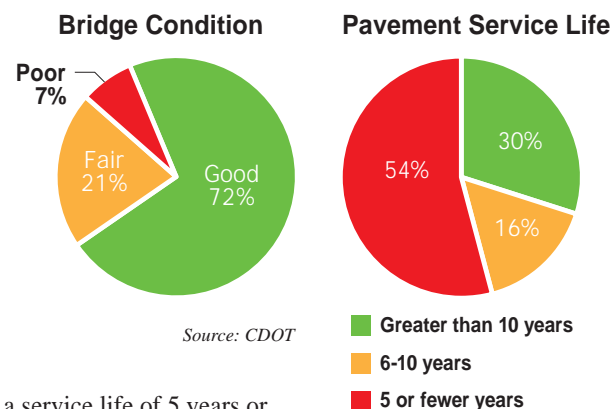
INFRASTRUCTURE

Bridge Condition and Pavement Service Life

Consistent investment is needed to maintain critical infrastructure.

Bridges are generally in good or fair condition. 72% of the region's 293 bridges are in good condition and 21% 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 93% for the region. In the region, 7% of the bridges 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.

Pavement conditions need improvement as 54% of the region's pavement has a service life of 5 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

Greater than 10 years
 6-10 years
 5 or fewer years

TPR by the Numbers

The Intermountain TPR is home to:

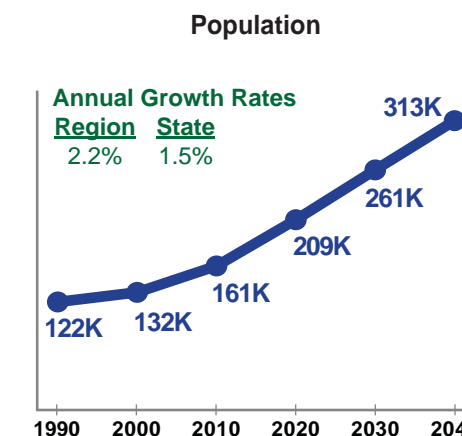
- 161,000** population - 3% of state
- 1,532** lane miles of state highway – 6.7% of state
- 5.4** million vehicle miles traveled on state highways daily – 7.1% of state
- 2** commercial service airports
- 3** general aviation airports
- 21** local human services transit providers
- 1** intercity bus provider
- 1** passenger rail – Amtrak
- 5** Scenic Byways – Collegiate Peaks, Colorado River Headwaters, Dinosaur Diamond, Top of the Rockies, West Elk Loop
- 12** Ski areas
- 4,950** square miles of Public and Forest lands

Source: CDOT

Population and Employment

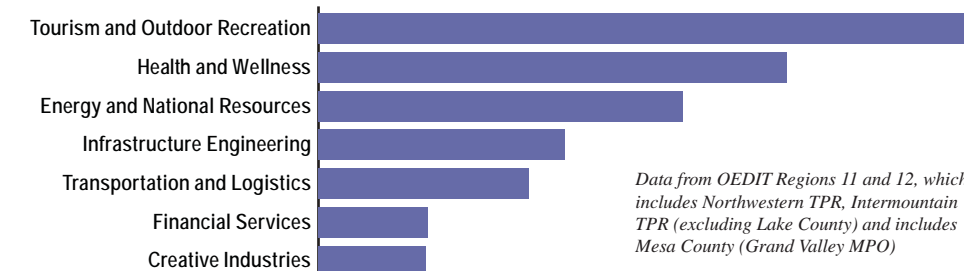
Population growth is expected to be strong, growing from the current population of approximately 161,000 residents to 312,600 residents by 2040. The annual rate of population growth between 2010 and 2040 is estimated to be 2.2%, which is projected to exceed the 1.5% annual growth rate predicted for the state for the same period.

The region's economy relies heavily on transportation. An efficient and well-connected transportation system is essential to accommodate the top industries of tourism and outdoor recreation, health and wellness, energy and natural resources. A system that is easy to navigate will support visitors and residents alike.



Source: US Census Bureau forecasted by DOLA

Top 7 Industries By Employment



Data from OEDIT Regions 11 and 12, which includes Northwestern TPR, Intermountain TPR (excluding Lake County) and includes Mesa County (Grand Valley MPO)

Source: Office of Economic Development and International Trade

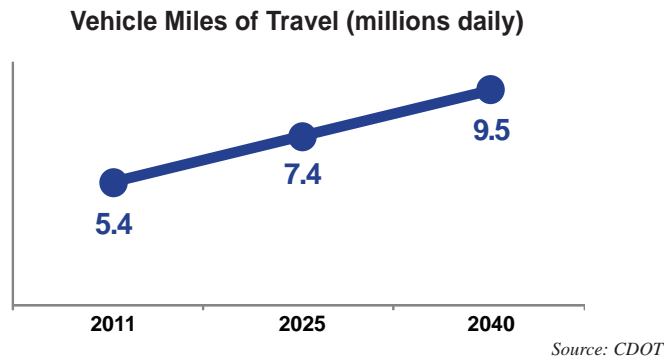


For more information on the Statewide Transportation plan, contact **Michelle Scheuerman (303-757-9770 or michelle.scheuerman@state.co.us)**

TRAFFIC CONDITIONS

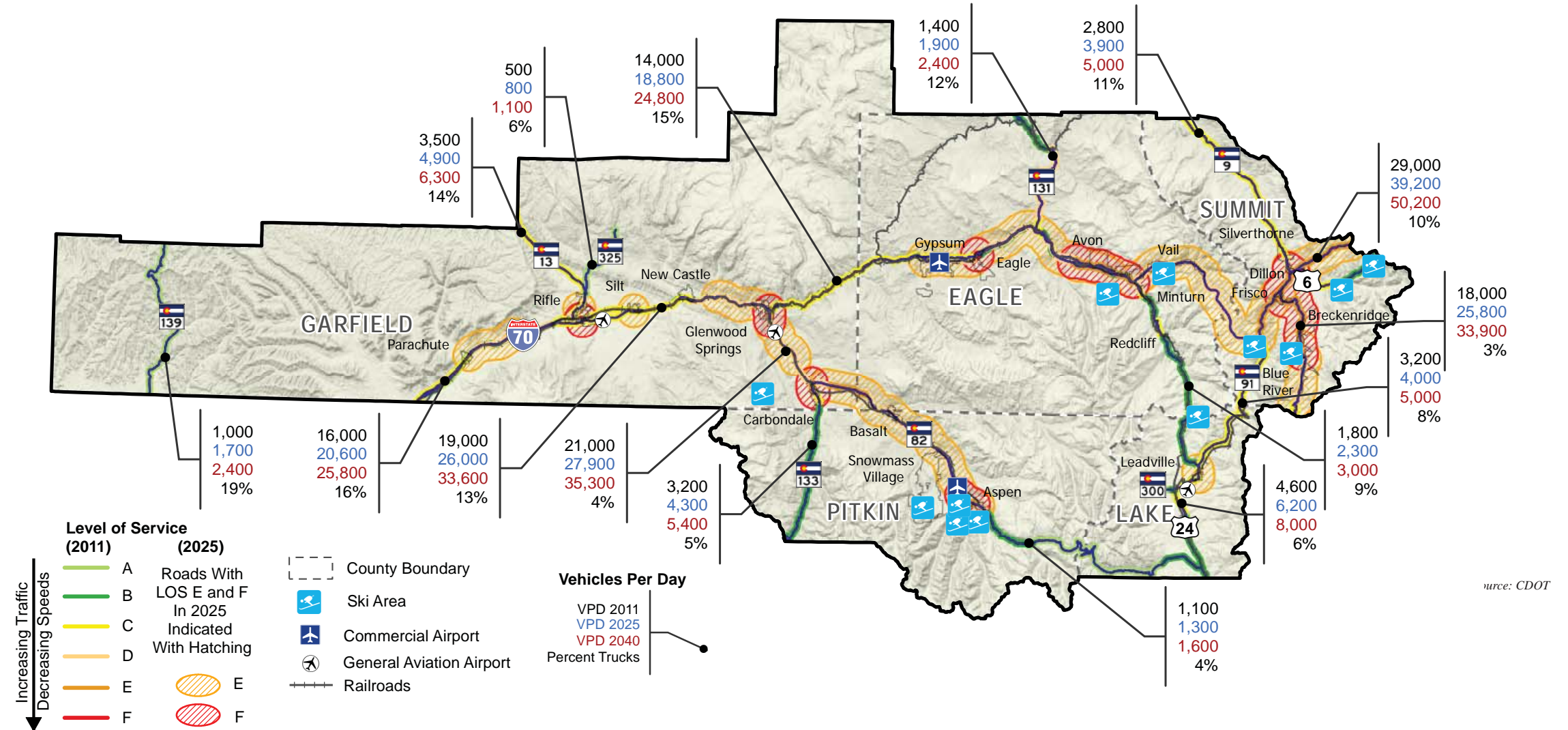
Traffic Congestion

Vehicular travel is projected to grow at an annual rate of 2.0% from 2011 through 2040, which is more than the 1.9% predicted rate of growth for the same period statewide. This growth will place increasing demands on the transportation system.

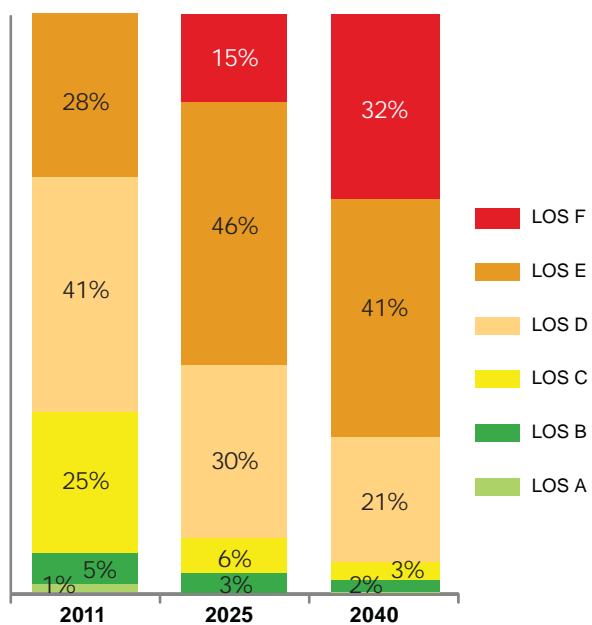


Roadway Level of Service (LOS) is a measure of congestion delay. It can be thought of as a grading scale where LOS A is excellent and implies high levels of mobility and ease of maneuverability. LOS F represents failure and indicates that the road is experiencing heavy traffic volumes, significant congestion,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

Several areas in the TPR are projected to be at LOS F by 2025 as indicated by red hatching on the map to the right. Areas that are hatched in orange are projected to be LOS E by 2025. 61% of the state highways in the Intermountain TPR are predicted to be a LOS E or F by 2025. Congestion is a significantly growing.

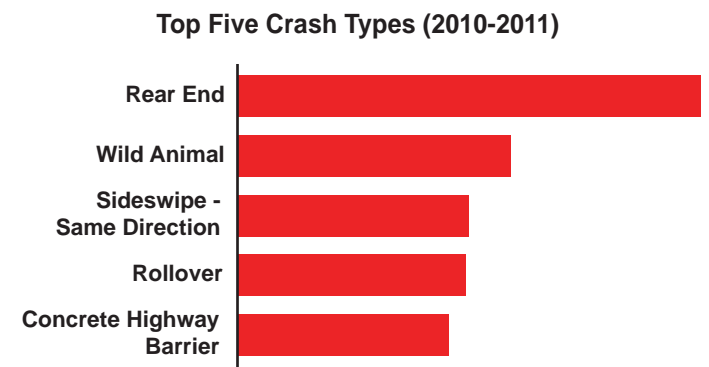


Travel by Level of Service



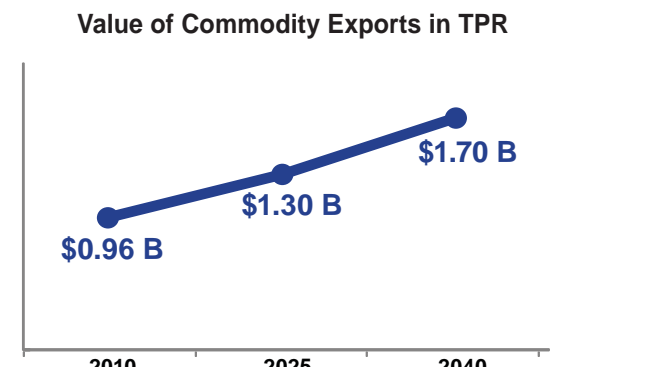
Highway Safety

Crash rates are an important indicator of highway safety. In the Intermountain Region, the average crash rate was 1.46 per million vehicle miles traveled for 2010 - 2011, which is lower than the overall state average rate of 1.70 for the same period.



Commodity Production

Commodity values are expected to grow 2.6% annually through 2040, the bulk of which travel through the region by truck. The top commodities, by value, exported from the region are petroleum refining products, newspapers, and grains.



Truck Traffic

Truck traffic is significant in the Intermountain TPR, and makes up 9.7% of the vehicles per day on state highways in the region, which is slightly higher than the statewide truck percentage of 9%. The roads with the highest percentage of trucks are SH 139 and SH 13, and I 70. Since trucks are heavier and larger than automobiles, their effects on congestion and pavement and bridge conditions are compounded.

