MULTIMODAL

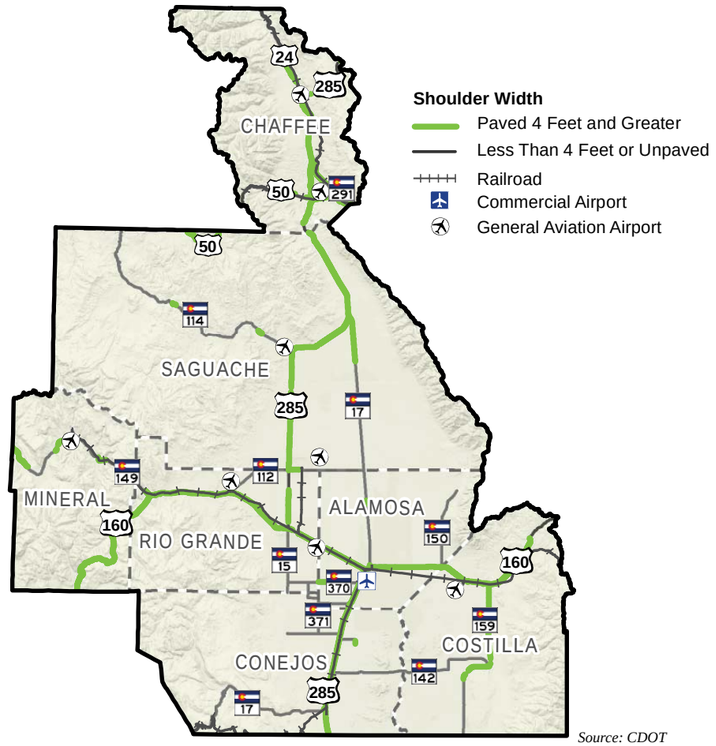
Bicycles, Airports, and Transit

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 eight general aviation airports that provide private aircraft access for business and recreational activities. A commercial airport is located in Alamosa that provides scheduled passenger service.

Transit is an important component of a multimodal transportation system. Providers in the area offer services to the general public, elderly, veterans, 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.**



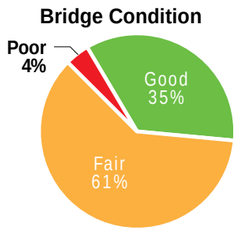
Source: CDOT

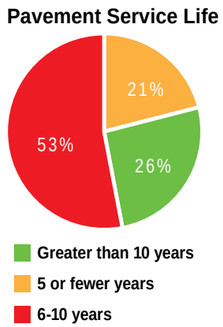
INFRASTRUCTURE

Bridge Condition and Pavement Service Life

Consistent investment is needed to maintain critical infrastructure.

Bridges are in generally good or fair condition. 35% of the bridges are in good condition and 61% are in fair condition. Both conditions meet safety and geometric standards. Statewide, 96% of the 3,447 bridges are in good or fair condition which is the same as 96% for the region. 4% 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 53% 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.

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

SAN LUIS VALLEY TRANSPORTATION PLANNING REGION

Counties of Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache

November 4, 2013

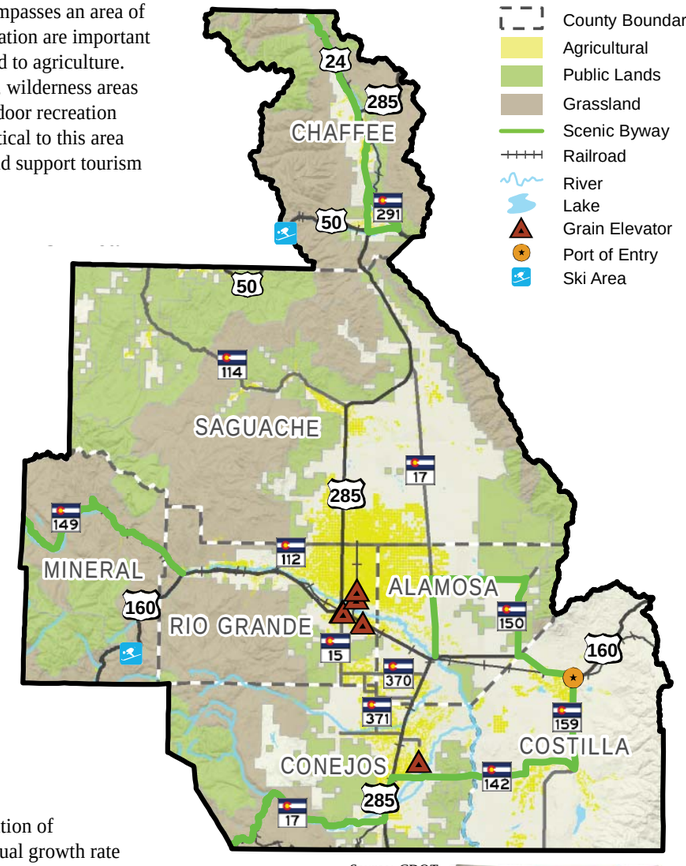
The San Luis Valley Transportation Planning Region encompasses an area of 9,213 square miles. Agriculture, tourism and outdoor recreation are important in the Valley. More than 370,000 acres of land is committed to agriculture. With the Great Sand Dunes National Park, national forests, wilderness areas and state parks there is an abundance of scenic beauty, outdoor recreation and tourism opportunities. The transportation system is critical to this area to maintain efficient connections to agricultural markets and support tourism attractions.

TPR by the Numbers

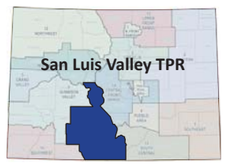
The San Luis Valley TPR is home to:

- **63,800** people - 1.3% of state population
- **1,450** state highway lane miles - 6.3% of state lane miles
- **2.1** million vehicle miles travelled on state highway system daily - 2.4% of state
- **1** commercial service airport
- **8** general aviation airports
- **19** local/human service transit providers
- **4** Scenic Byways
- **2** ski areas

Source: CDOT



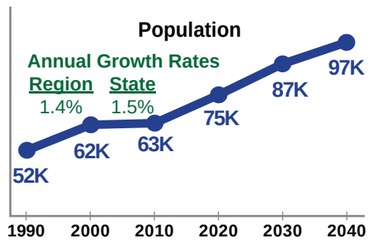
Source: CDOT



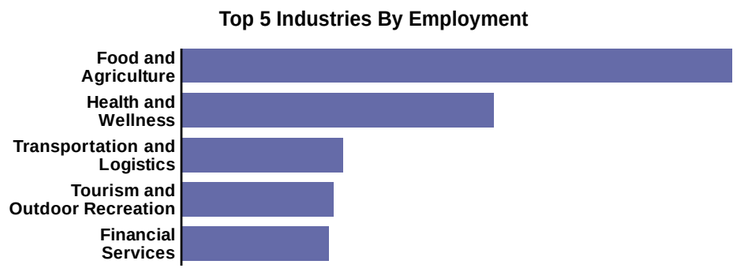
Population and Employment

Population is expected to grow from the current population of 63,800 to 97,200 residents by 2040. This is an average annual growth rate of 1.4%, which is only slightly less than the State's expected 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 care.

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



Source: US Census, forecasted by DOLA



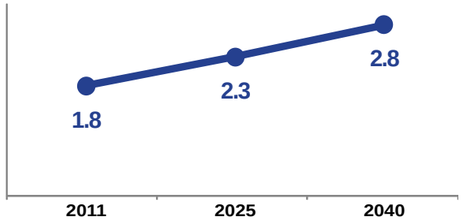
Source: Office of Economic Development and International Trade, Region 8, whose boundaries differ slightly from TPR regional boundaries

TRAFFIC CONDITIONS

Traffic Congestion

Vehicular travel is projected to have an annual growth of 1.5% between 2010 and 2040. This growth is slightly less than projected annual growth rate of 1.9% for statewide travel. The additional travel demand will result in increased stress on the system.

Vehicle Miles of Travel (millions daily)

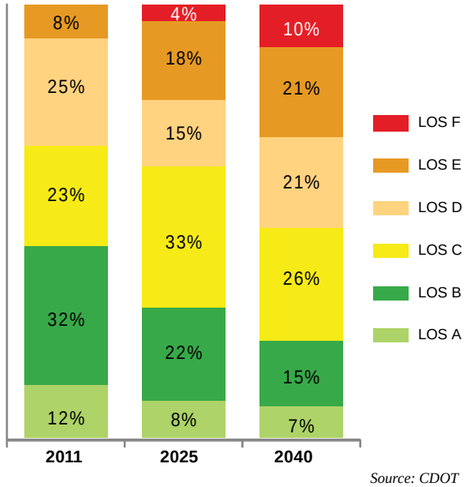


Source: CDOT

Portions of US 50, US 160, and US 285 are expected to see increased congestion levels in the future. The areas predicted to have the highest congestion are indicated by orange and red hatching on the map to the right.

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

Travel by Level of Service

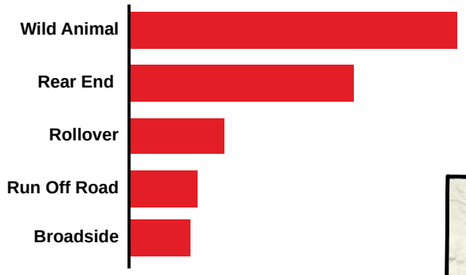


Source: CDOT

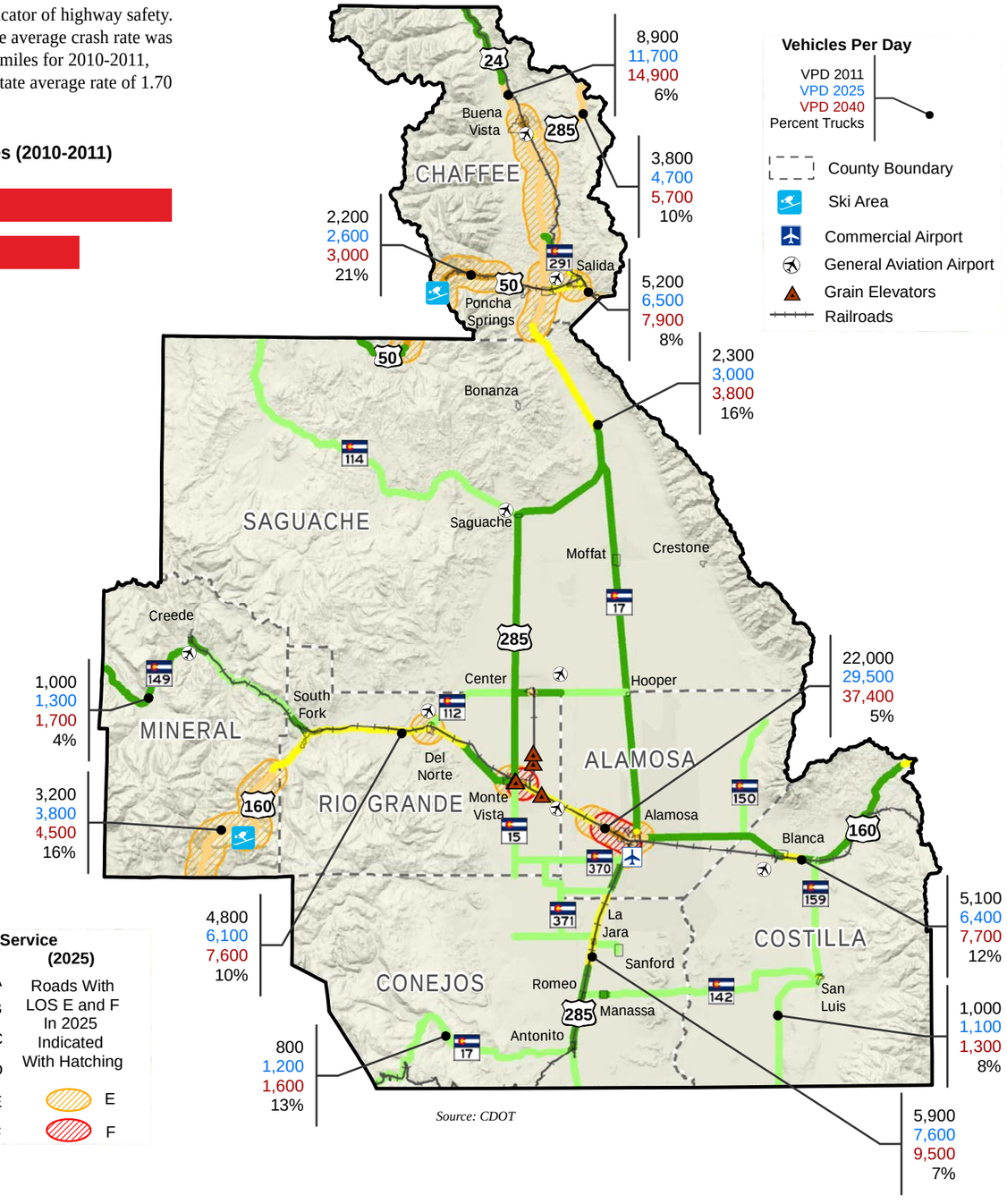
Highway Safety

Crash rates are an important indicator of highway safety. In the San Luis Valley region, the average crash rate was 1.62 crashes 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)



Source: CDOT

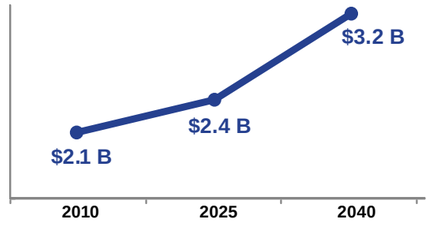


Source: CDOT

Commodity Flow

Commodity export values are expected to have a growth rate by 1.4% through 2040, the bulk of which travels from the region by truck. The top value exports are grain, petroleum refining products, and dairy farm products. To accommodate this growth, the region's transportation system must have an efficient transportation system to facilitate freight movements.

Value of Commodity Exports

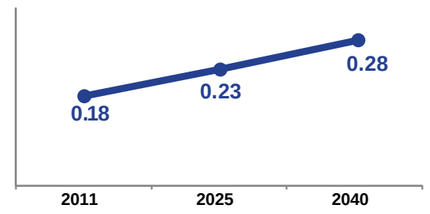


Source: Transearch

Truck Traffic

Truck traffic makes up 10% of the traffic in the region, which is slightly more than the statewide average of 9%. The heaviest truck volumes are on US 285 north of Salida, US 50 west of Salida, and US 160 west of Alamosa. Since trucks are heavier and larger than automobiles, their effects on congestion and pavement and bridge conditions are compounded.

Truck Miles of Travel (millions daily)



Source: CDOT