



## Traffic Operations

### **What is traffic like today and what will it be like in the future?**

Traffic in corridor study area is forecast by PPACG to increase approximately 2% annually between today and 2030. This increase results from growth in surrounding areas, growth in trips entering the corridor from points west and east, and additional traffic from the Gold Hill Mesa development.

Segment	2005 Daily Traffic*	2030 Average Daily Traffic**
Woodland Park	29,200	31,000
Green Mountain Falls	23,600	25,200
Cave of the Winds	28,400	31,300
Manitou Ave. to Ridge Road	29,600	44,100
Ridge Road to 31 <sup>st</sup> Street	29,600	46,100
31 <sup>st</sup> Street to 26 <sup>th</sup> Street	31,500	43,100
26 <sup>th</sup> Street to 21 <sup>st</sup> Street	31,900	45,000
21 <sup>st</sup> Street to 8 <sup>th</sup> Street	38,500	54,700
8 <sup>th</sup> Street to I-25	50,300	87,000

\* Existing Traffic was gathered from on-site counts in April 2005.

\*\* Average Daily Traffic is the average total traffic in both directions in a day.

Forecast data shows that in 2030 40% of trips on US 24 are expected to be trips that begin and end outside the corridor.

### **What would it take to fix today's traffic problems?**

The current traffic congestion on US 24 West is what prompted PPACG to ask CDOT to develop a long-range plan. Based on current traffic counts the road right now needs six through-lanes and double left turn lanes at several intersections to meet City and CDOT standards for an acceptable level of service (LOS) D.

### **Why is the study for the year 2030?**

The Regional Transportation Plan developed by PPACG must have a minimum 20-year planning horizon, according to several transportation regulations and laws. The Regional Transportation Plan establishes uniform projections for population growth and future land use in a region, and is the agreed-upon plan for all jurisdictions in the given area. Federal regulations require using the adopted Regional Transportation Plan.

Long-range plans give needed direction to everyone along the corridor — local governments, landowners, developers, businesses and residents. Once the EA is finished and approved by the Federal Highway Administration (FHWA), it may take 10 to 15 years for funding to complete construction. Therefore, the plan must address future needs in order for it to function properly when it is built.