

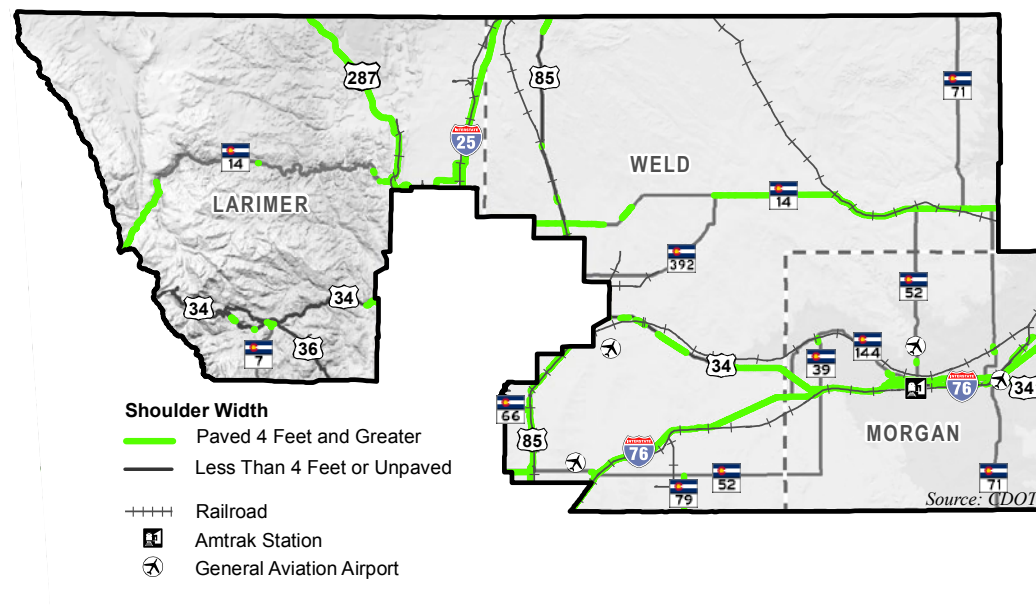
MULTIMODAL

Bicycles, Airports, Transit, and Rail

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.

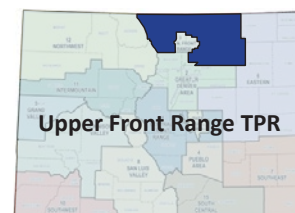
Airports contribute to the mobility of the area. There are four public general aviation airports that provide private aircraft access for business, recreation and health care activities. There are two privately owned airports that are open to the public. There are no commercial airports in the TPR but there are commercial airports nearby.



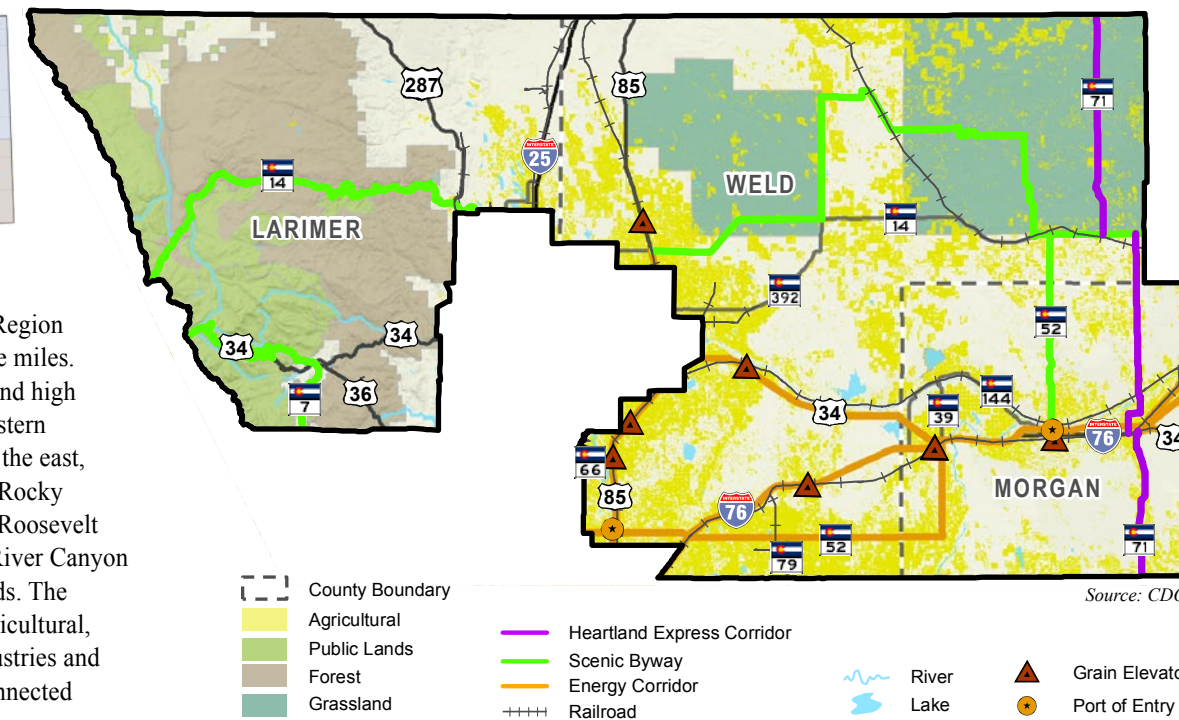
Transit and Rail are important components of the Upper Front Range Region's multimodal transportation system. Local transit providers offer needed services to the general public, tourists, elderly, disabled and low-income residents. Intercity

bus and passenger rail service is also provided in the region.

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



The Upper Front Range Transportation Planning Region encompasses 7,063 square miles. With a wealth of forests and high mountain peaks on its western side and rolling plains on the east, the region is home to the Rocky Mountain National Park, Roosevelt National Forest, Poudre River Canyon and the Pawnee Grasslands. The region also has robust agricultural, ranching, and energy industries and relies on a strong well connected transportation system.



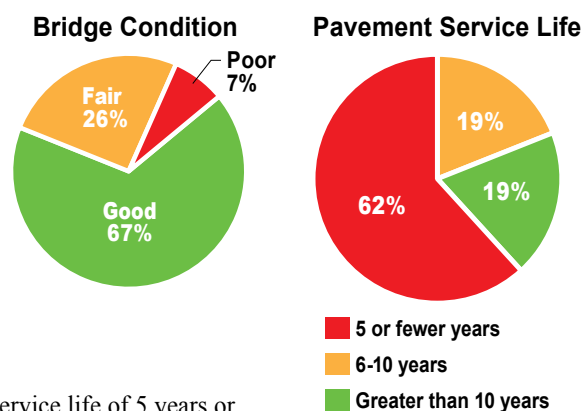
INFRASTRUCTURE

Bridge Condition and Pavement Service Life

Consistent investment is needed to maintain critical infrastructure.

Bridges are generally in good or fair condition. 67% of the region's 231 bridges are in good condition and 26% 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 might, however, be restricted to certain vehicle types or weights.

Pavement conditions need improvement as 62% 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.



TPR by the Numbers

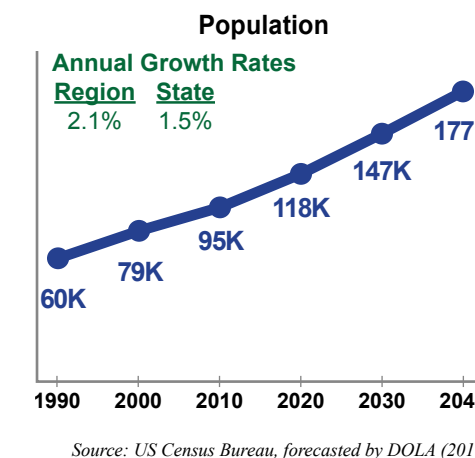
The Upper Front Range Transportation Planning Region is home to:

- 95,300** population – 1.9% of state
- 1,686** lane miles of state highway – 7.3% of state
- 3.3** million vehicle miles on state highway traveled daily – 4.3% of state
- 4** general aviation airports
- 13** transit service providers
- 3** intercity bus providers
- 1** passenger rail provider
- 4** Scenic Byways – Cache la Poudre-North Park Byway, Pawnee Pioneer trails, Peak to Peak Highway and Trail Ridge Road

Population and Economy

Population is expected to grow from the current population of approximately 95,300 residents to 177,000 residents by 2040. The annual rate of population growth between 2010 and 2040 is projected to be 2.1%, which is considerably faster than the 1.5% annual growth rate predicted for the state for the same period.

The region's economy relies heavily on transportation. The Upper Front Range is the **#1 Tourist Destination in Colorado** consisting of Rocky Mountain National Park and the Town of Estes Park. **Almost half of all of the oil and gas permits issued in Colorado** are located within the region. As of 2007 the Upper Front Range region was the **top producer of agricultural goods in the State** and among the top agricultural producers within the nation. An efficient and well connected transportation system is essential to the agricultural, energy and tourist industries, connecting people to everything the region has to offer.



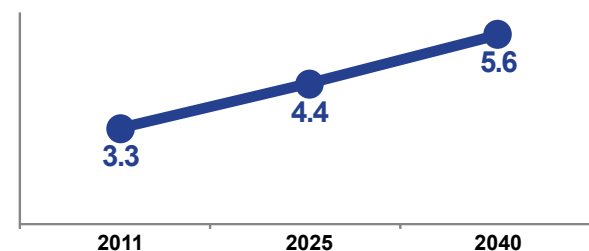
For more information on the Statewide Transportation plan, contact **Michelle Scheuerman (303-757-9770 or michelle.scheuerman@state.co.us)**

TRAFFIC CONDITIONS

Traffic Congestion

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

Vehicle Miles of Travel (millions daily)

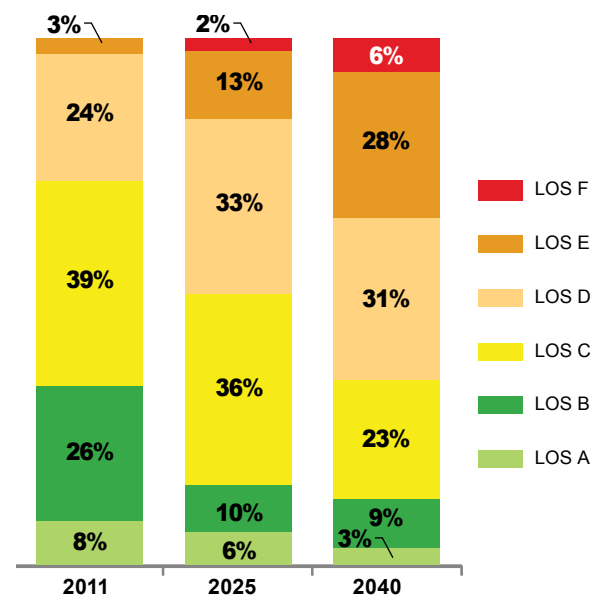


Source: CDOT (2011)

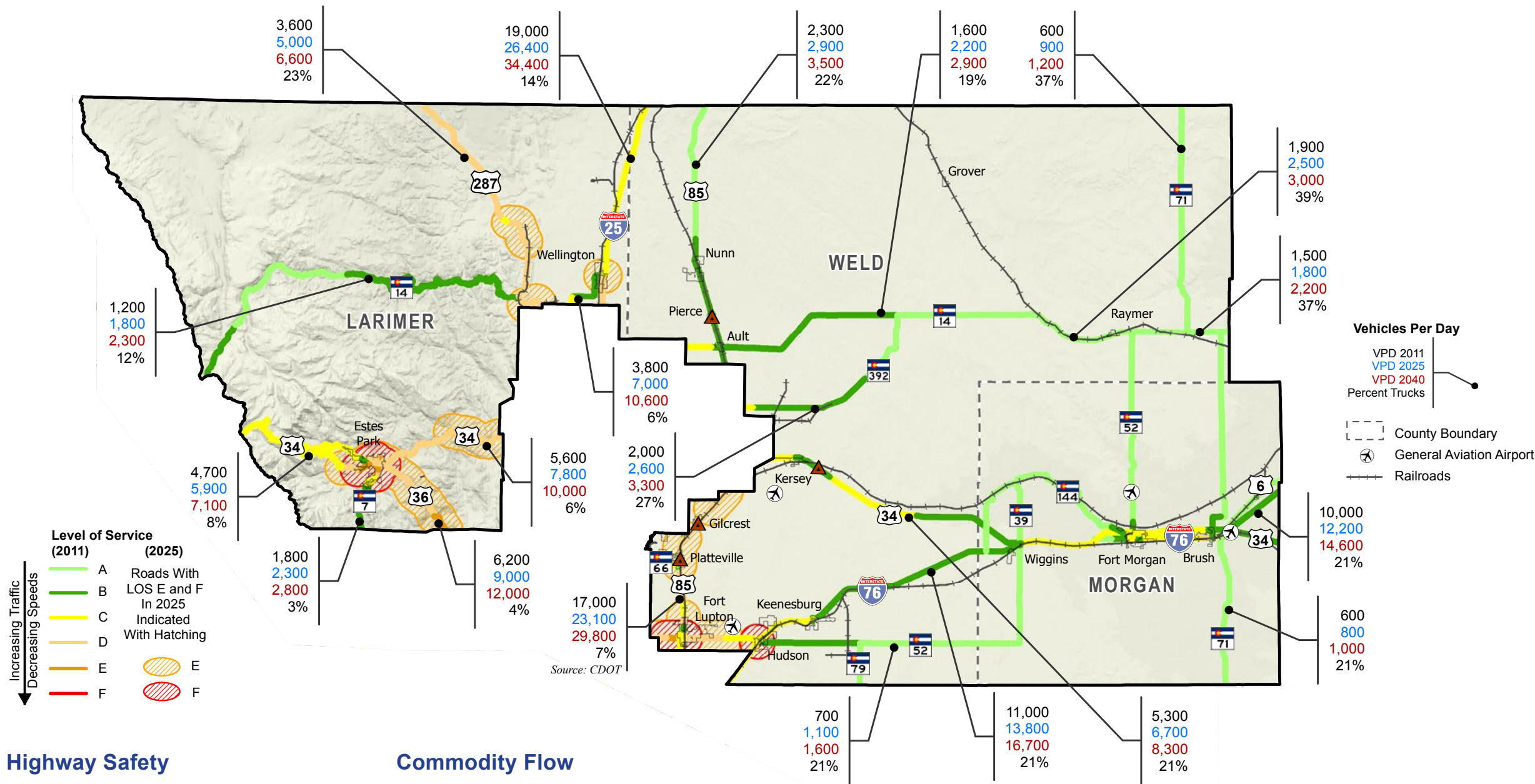
Roadway Level of Service (LOS) is a measure of congestion delay. It can be thought of as a grading scale where LOS A is excellent and implies high levels of mobility and ease of maneuverability, and LOS F is failure and indicates that the road is experiencing heavy traffic volumes, significant congestion,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

The junctions of US 34, SH 7 and US 36 in Estes Park, I-76 and SH 52 in Hudson and US 85 and SH 79 in Ft. Lupton are projected to be LOS F by 2025 (indicated by the red hatching on the map). Several other areas in the region are predicted to be LOS E by 2025, as indicated by the orange hatching on the map to the right.

Travel by Level of Service



Source: CDOT (2011)



Highway Safety

Crash rates are an important indicator of highway safety. In the Upper Front Range Region, the average crash rate was 0.99 per million vehicle miles traveled 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)

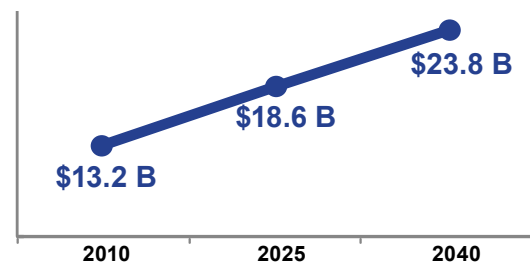


Source: CDOT (2011)

Commodity Flow

Commodity values are expected to grow 1.5% 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, fresh meat and grain.

Value of Commodity Exports

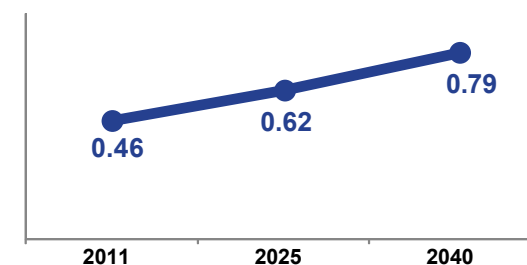


Source: Transearch, IHS Global Insight (2010)

Truck Traffic

Truck traffic is significant in the Upper Front Range TPR, and makes up 14% of the vehicles per day on state highways in the region, compared to the statewide truck percentage of 9%. The highest truck counts are on I-25, north of Wellington, I-76, between Wiggins and Keenesburg, and I-76, east of Bush. 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 (2011)