



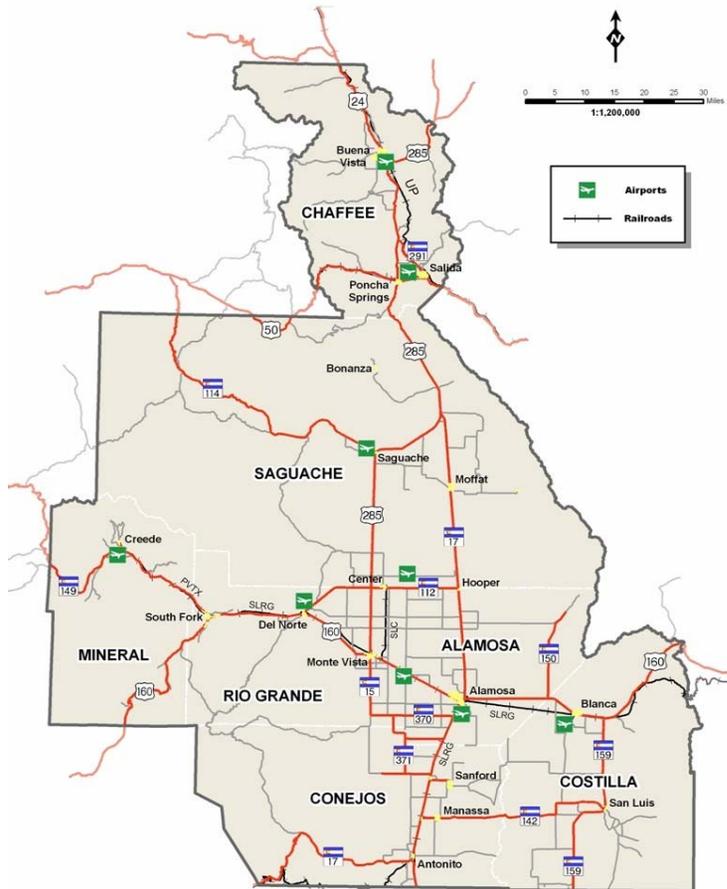
SAN LUIS VALLEY TRANSPORTATION PLANNING REGION



September 10, 2007



San Luis Valley TPR



Counties:

Mineral
Chaffee
Saguache
Rio Grande
Conejos
Alamosa
Costilla

Population Growth in SLVTPR Counties 2005 - 2030

County	2005	2010	2015	2020	2025	2030	2035	% Population Change
Alamosa	15,763	16,873	18,085	19,357	20,594	21,823	23,042	46%
Chaffee	16,883	18,897	20,980	23,143	25,239	27,182	28,930	71%
Conejos	8,581	8,947	9,365	9,699	9,995	10,236	10,429	22%
Costilla	3,641	3,830	4,031	4,207	4,352	4,501	4,627	27%
Mineral	950	1,026	1,093	1,155	1,211	1,203	1,191	25%
Rio Grande	13,043	13,716	14,482	15,124	15,659	16,010	16,269	25%
Saguache	6,543	7,076	7,588	8,020	8,387	8,672	8,899	36%
Region Total	65,404	70,365	75,624	80,705	85,437	89,627	93,387	43%

Safety: Slow-Moving Vehicles and Narrow Shoulders

- Most of the SLVTPR's highways are built to the standards of the 1950's and lack adequate shoulders.
- Increasing Amish populations in several counties, using horse-and-buggies on state highways.
- Traffic back-ups are common behind recreational vehicles and rafting buses.
- Slow-moving farm vehicles use the highway shoulder.
- Bicyclists also share the highways in the TPR.
- Adequate shoulders, at least four-feet wide, are needed on the TPR's highways for safety and mobility.
- Pullouts and passing lanes are needed for safety and mobility.



Amish horse-and-buggy on SH 370



Tractor on US 285

Safety: Rockfall and Failing Cribwalls

- Outdated cribwalls are failing.
- Safety and mobility issue – state highways are generally the only means of transport for towns in the TPR.



SH 149 near Creede

Lack of Alternative Modes

- Alamosa is the hub for the entire San Luis Valley for employment, medical care, and shopping.
- Residents who do not own cars have few options for transportation.
- Inadequate public transportation.
- No passenger rail service, except a scenic railroad.
- One commercial airport with very limited service.

Priority Highways in the TPR

US 160, US 285, and US 24 are specified as priorities by the SLVRPC.

- US 160 is a major, interstate trucking route
- US 285 relieves Interstate-25 traffic
- US 24 (Trout Creek Pass) is heavily used by tourists and recreational vehicles. The road is winding, with inadequate shoulders and a high animal/vehicle collision rate.

Priority Highways in the TPR

US 50, SH 17, and SH 112 are also SLVRPC priority corridors.

- US 50 carries tourists and heavy truck traffic east/west across the state.
- SH 17, north of Alamosa to the junction with US 285 near Villa Grove is a connector for US 285 traffic. Shoulders are inadequate, and intersection improvements are needed.
- SH 112 is a shortcut for east/west traffic between Durango and Denver.

Surface Treatment Needs

- 35,000 to 40,000 trucks per year haul potatoes from the San Luis Valley.
- Other exports include hay, lettuce, spinach, and carrots.
- Major portions of US 160, US 285, US 24, US 50, and SH 17 are designated hazardous materials routes, and these are substandard roads used by heavy trucks.
- Many of the TPR'S roads are in poor condition.
- Surface treatment funds are not adequate to maintain the TPR's highways.



Hay truck on US 160, east of Alamosa



Crack-sealed US 160/
US 285, west of Alamosa

Local Transportation Funds

- Improvements and maintenance for roads under the jurisdiction of municipalities and counties are also considerably under-funded.
- Local governments would also benefit from an increase in transportation funding.



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