



2035 Statewide Transportation Plan

Corridor Visions

TECHNICAL REPORT

March 2008



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INTRODUCTION

The State's long-range transportation plan documents the evolving transportation needs in Colorado. The plan itself is also experiencing an evolution, shifting focus to help facilitate transportation planning amid an ever-changing atmosphere. Prior to the 2030 Statewide Transportation Plan, the state's long-range transportation plans were oriented to specific projects. The concept of Corridor Visions was initiated as a part of the 2030 planning process in order for CDOT to partner with the planning regions in developing a picture of the future of the transportation system and to identify the primary investment needs of each corridor. This approach supports community values, while respecting the basic purpose of travel corridors to move people and freight. It also provides accountability, while allowing flexibility to meet the evolving transportation needs. In order for a project to be included in the Statewide Transportation Improvement Program (STIP) and to receive funding, it must be consistent with the goals and strategies outlined in the appropriate corridor vision, thereby ensuring accountability.

The 2035 Statewide Transportation Plan continues to utilize the Corridor Vision concept as the foundation for the plan. Each of the fifteen Transportation Planning Regions (TPRs) has utilized corridor visions as the basis for its Regional Transportation Plan (RTP), and these regional corridor visions feed into the statewide plan. Statewide review of the corridor visions assures consistency among neighboring TPR corridors. Although the regional plans have moved away from identifying specific projects, Transportation Management Areas (TMAs) must identify a fiscally constrained list of projects for air quality conformity determination. Most TMAs in the state are using a combined corridor- and project-based approach in developing their RTPs.

A new element of the corridor visions that is included in the 2035 plan is the identification of environmental resources within each corridor. Potential mitigation strategies and environmental conservation plans are also provided for each corridor.

The focus of the Corridor Visions Technical Report is to describe the concept and purpose of the corridor approach and to explain how the corridor visions from the 2030 plan were updated with statewide, regional, and local transportation planning partner collaboration.

Purpose of Corridor Visions

Corridor visioning promotes a collaborative transportation planning process in which planning partners integrate community values with multi-modal transportation needs to envision the future of transportation along an entire corridor. A corridor approach to transportation planning provides a transportation system framework that:

- Creates planning and implementation partnerships that cooperatively develop a multi-modal system.
- Provides administrative and financial flexibility in the regional and statewide plans.
- Provides accountability to Colorado by linking investment decisions to transportation needs.

- Promotes consistency and connectivity through a systemwide approach.
- Responds to Transportation Commission direction of a transportation vision for Colorado.
- Identifies the desired future of transportation within a corridor.
- Supports the state highway function.

Corridor Vision Concept

To develop corridor visions, planning partners look into the future to describe how the corridor should operate to meet local, regional, and statewide needs.

This concept removes fiscal, territorial, and physical barriers. It simply asks, what do you need from the transportation system, what is important to you, and what are your priorities? Interested Coloradoans have the opportunity to participate in planning the transportation system for the next generation.

A corridor is commonly defined as a narrow tract of land forming a passageway or a densely populated region characterized by one or more well-traveled routes used by railroad, airline, or other carrier. For the 2035 Plan, a corridor is defined more broadly as a transportation system that includes all modes and facilities within a described geographic area having length and width and includes environmental resources.

Corridor – a transportation system that includes all modes and facilities within a described geographic area, having length and width.

Transportation Planning Regions, local entities, environmental resource and regulatory agencies, modal partners, land use agencies and CDOT worked together to develop multi-modal corridor visions to meet the desired future community and transportation needs. Planning partners matched travel-related needs for commuter, recreational and freight movement with specific community values of economic, cultural and environmental concern. Visions identify investment strategies in the categories of mobility, safety, and system quality that include strategic projects, and include multi-modal considerations such as highway, transit and rail, freight lines, bicycle and pedestrian facilities, and air travel. Visions consist of multiple travel-related strategies to provide inter-state, inter-regional, and intra-regional travel within corridors of designated lengths and widths.

The corridor vision approach allows flexibility to meet the current and future transportation needs and provides accountability that the improvements fit the future vision for the corridor. Corridor visions provide the envelope in which goals and strategies, and ultimately projects, must fit to move the transportation system forward into the future. A corridor vision approach presents the statewide vision that links transportation goals to investment decisions. The vision sets the stage for future multi-modal transportation investments along corridors.

Transportation Commission Policy Direction

In response to legislative direction, the Transportation Commission set policy for CDOT to work with Transportation Planning Regions to develop a visionary, multi-modal long-range transportation plan. This policy was laid out in revised Policy Directives 13.0 and 14.0 and 2035 Planning Guidance (dated December 14, 2006). The policies provide direction for a collaborative approach that establishes the framework for a multi-modal transportation plan adopted at both the regional and statewide levels.

The policies include identification of investment categories that are a part of the corridor visions. Strategic projects are incorporated into the appropriate investment categories, and are also tracked separately. The investment categories include:

- **System Quality:** Maintains the functionality and aesthetics of existing transportation infrastructure.
- **Safety:** Renders services and programs that reduce fatalities, injuries and property damage for all users of the system.
- **Mobility:** Provides for the movement of people, goods and information.
- **Program Delivery:** Enables support functions for the delivery of CDOT's programs and services.

The Transportation Commission's 2035 Planning Guidance includes a section on corridor visions, which states: the Transportation Commission supports the concept of Corridor Visions:

- To increase the efficiency of the transportation system to move people, goods, and information by integrating bicycle, pedestrian, automobile, transit, aviation, TDM, ITS, truck, and rail needs into CDOT's project development, construction, maintenance, and safety programs;
- Use access management policies on the state highway system commensurate with the function of these state facilities and their role in the integrated transportation network;
- Align strategies and projects to promote greater flexibility, accountability, continuity and fiscal responsibility in the management of the statewide transportation system; and
- Promote a common understanding of corridor visions by Transportation Planning Regions, CDOT, and local governments by:
 - Describing the desired future of the transportation corridor in order to promote greater flexibility and accountability in the planning process;
 - Linking to the Transportation Commission's investment strategy; and
 - Integrating passenger, freight, and information movement as well as recognize community values such as economic, cultural, and environmental concerns.

- Incorporate by reference the previously adopted Corridor Optimization Guidelines that involve a greater level of detailed project level study of a state highway corridor segment.

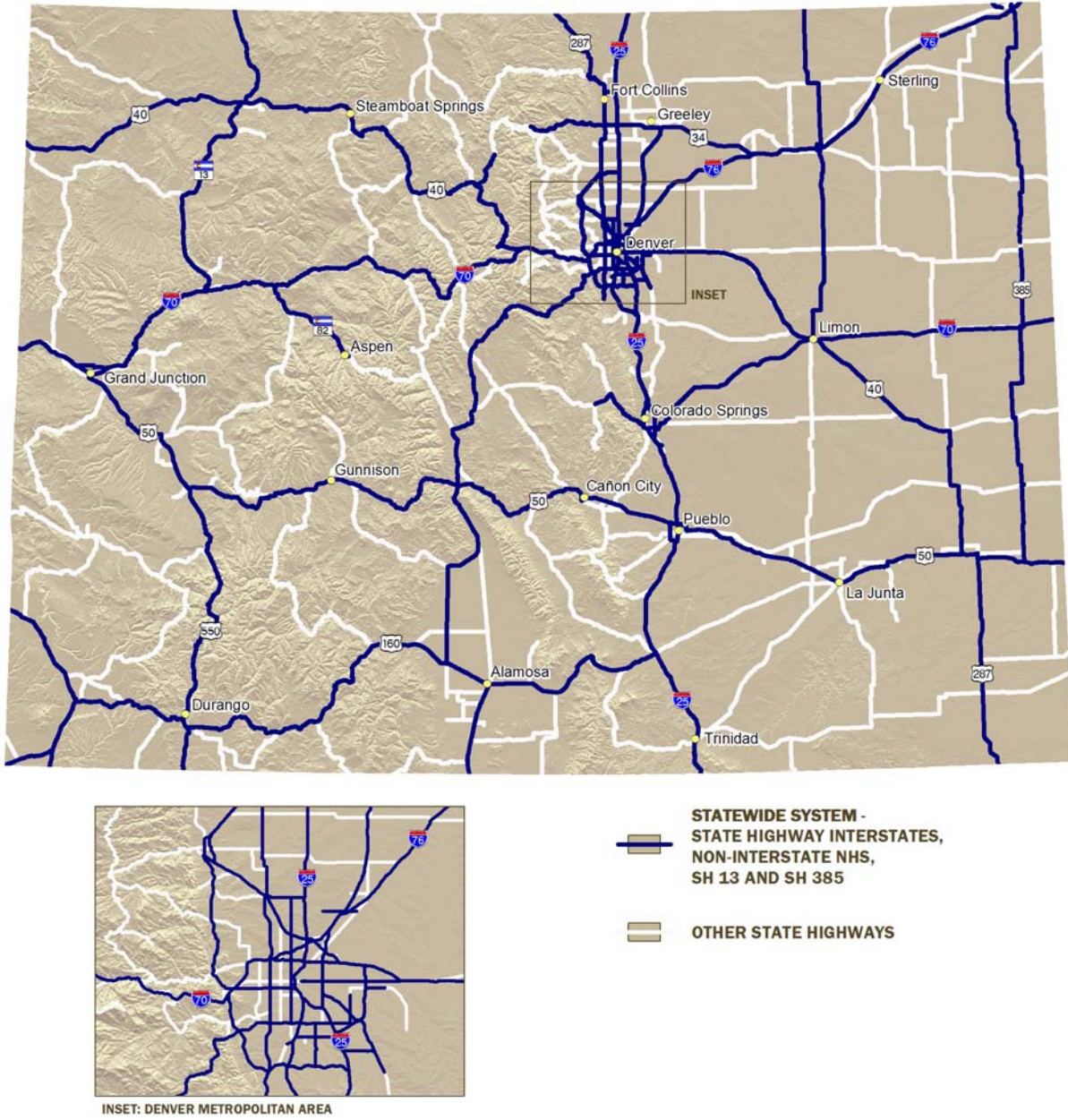
The Transportation Commission provides additional guidance for the development of corridor visions for interstate, non-interstate national highway system, and the remaining state highway corridor visions in the 2035 Plan. Common themes of the commission's corridor vision guidance include:

- Maintain a national defense system with inter-state and inter-region travel routes.
- Achieve performance measure objectives for safety, mobility and system quality (desired surface treatment target of 85 percent and 70 percent *Good/Fair* for interstates and non-interstate national highway system, respectively).
- Optimize the existing transportation system cost-efficiently before expansion through integration of Intelligent Transportation Systems, Transportation Systems Management, Transportation Demand Management, alternative modes, and inter-state and inter-regional freight facilities.
- Recognize that a variety of funding mechanisms are needed to implement corridor visions.
- Consider innovative financing such as Regional Transportation Authorities, tolling, public/private partnerships and other funding mechanisms as further support to implement corridor visions.
- Coordinate comprehensive land use and transportation planning to limit growth in the vehicle miles traveled:
 - Encourage development of a local transportation network to meet and support local access needs.
 - Encourage highway project design that complements the environment and is visually appealing.

In summary, the Transportation Commission encourages the development of an integrated system of corridor visions that describes the ultimate desired future of the transportation system.

Figure 1 illustrates the statewide corridors meeting the Transportation Commission's guidance. The statewide corridor system has been established to identify those corridors that provide connectivity on our multi-modal transportation system. These routes supply mobility for travelers connecting to all regions of the State and to bordering states. They are critical links in both the Colorado system and the interstate system. The corridors are identified as all Interstate Highways, the National Highway System, and State Highways 13 and 385.

Figure 1. Statewide and Inter-regional Corridors



CORRIDOR VISION ELEMENTS

Each corridor vision includes four elements:

- Primary investment category
- Community values
- Primary type of travel
- Goals and strategies

Primary Investment Category

A primary investment category (mobility, safety or system quality) has been assigned to each corridor. The primary investment category defines the corridor vision in terms of CDOT's investment categories and connects the TPR priority with resource allocation decisions. This does not imply that other types of projects are not needed on a given corridor. For instance, if safety was determined to be the primary investment category, the most pressing need may be for safety type projects. But there may also be spot locations in the corridor where congestion or capacity (the main focus of the mobility investment category) need to be addressed. Likewise, if a corridor's primary investment category has been identified as system quality, there may also be a need for spot safety or mobility improvements. The purpose of identifying the primary investment category is to categorize the primary set of needs given the corridor's place in the regional system prioritization.

Community Values

The corridor visions tie community values to transportation improvements. Community values include those factors that affect the quality of life along the corridor, including economic, cultural, recreational, and environmental factors. One of the most pressing issues heard in the regional planning process that has resulted in modifications to corridor visions is the explosive growth in the energy development sector. The SH 13 corridor in the Northwest TPR is an example of a corridor that has experienced significant growth in natural gas, coal and oil shale production, resulting in unprecedented truck volumes. The growing energy development boom is having a major effect on local, regional and statewide economies. Along with the influx of energy dollars to the tax base and job markets come some challenges for transportation. The increasing presence of drill rigs and heavy trucks traveling roads and highways like SH 13 stresses the existing infrastructure, while increasing numbers of industry workers create mobility and safety issues as they commute to work along side heavy trucks.

Primary Type of Travel

The corridor vision defines the primary travel use for the corridor. Is the function of the corridor to support local, inter-state or inter-regional travel? Does the corridor support multi-modal needs such as transit or aviation, and does the corridor support passenger or freight needs? What is the highest use for the corridor? For instance, in the Southwest TPR, the SH 160 corridor is defined as an inter-regional travel way moving people and goods over long distances, utilizing multiple travel modes including automobile, truck, bicycle/pedestrian, bus and aviation. To support inter-regional travel, the vision includes a strategy to develop access management plans to limit

excessive access points in local communities in order to move people and goods over long distances inter-regionally.

Goals and Strategies

The corridor goals begin to define the primary objectives of the corridor, and the strategies provide more specific guidance on potential means to achieve the visions and goals of the corridor. In most cases, the number of goals for each corridor is limited to five, while the number of strategies is limited to ten. The lists of potential goals and strategies are included in the **Appendix A**.

Environmental Resources

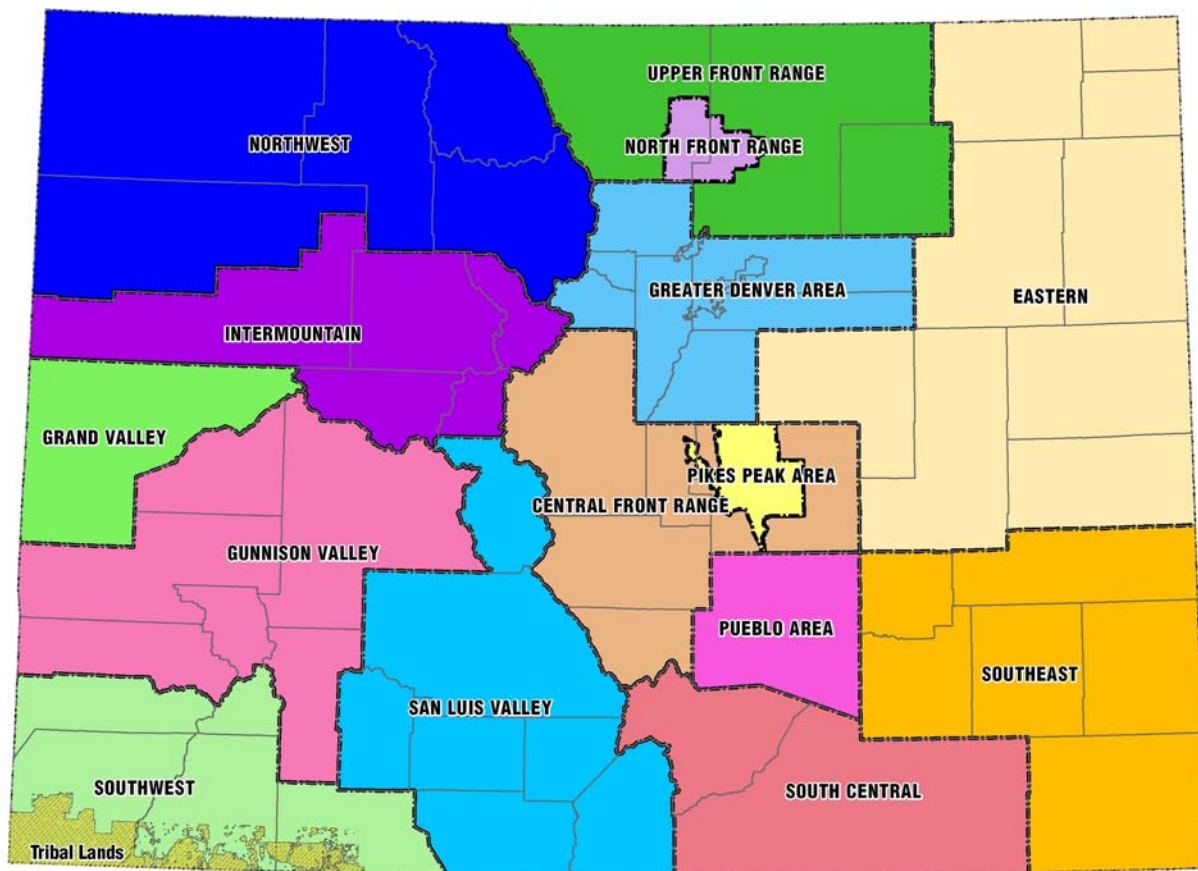
Environmental resources have been identified within each corridor. Potential mitigation strategies and environmental conservation plans are also provided for each corridor. The environmental data can be accessed on the web (www.dot.state.co.us/StatewidePlanning/PlansStudies/2035Plan.asp) or CD-ROM, both of which provide an interactive look at the environmental resources in each corridor throughout the state.

CORRIDOR VISIONS LINKAGE TO TRANSPORTATION PLANNING PROCESSES

Corridor Visions and Regional Planning Process

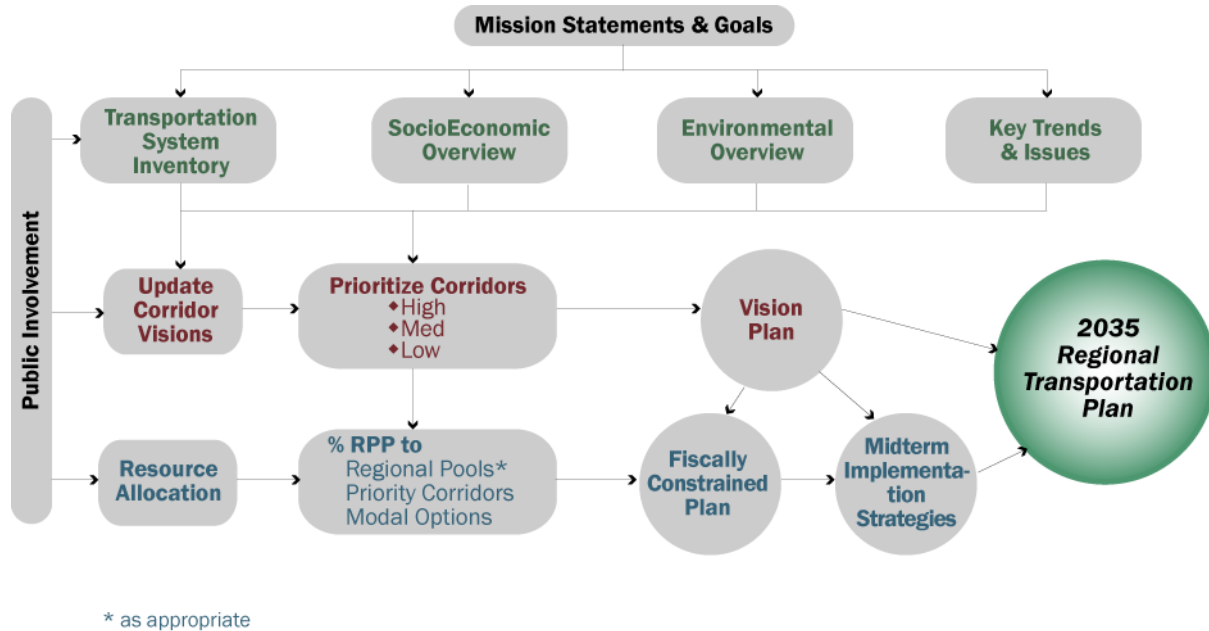
The ten rural Transportation Planning Regions (TPRs) and the five Metropolitan Planning Organizations (MPOs), as shown in **Figure 2**, have each developed a 2035 Regional Transportation Plan. The TPR level is the grassroots planning and information gathering venue. During the 2035 Plan process, the TPRs used the *2035 Regional and Statewide Plan Guidebook* (2006), prepared by CDOT, to steer their actions.

Figure 2. Transportation Planning Regions



The TPRs defined the corridors in their regions and developed corridor visions as part of the 2030 planning process. The corridor visions have been updated for the 2035 plan based on the inventory phase of the RTP development process, as shown on **Figure 3**. The inventory phase involved collecting current information pertaining to the transportation system, socioeconomics, and the environment, as well as identifying key trends and issues that have arisen in the regions over the last five years. The updated corridor visions serve as the foundation for the 2035 Regional Transportation Plans. **Appendix B** includes the corridor visions for each TPR.

Figure 3. RTP Development Process



Coordinating Corridor Visions between TPRs

Within the framework of the regional and statewide corridor vision processes, each of the 15 TPRs has produced corridor visions, some of which may cross TPR boundaries. It is the responsibility of CDOT to work with the TPRs and the Statewide Transportation Advisory Committee (STAC) to ensure that the corridor visions for the adjoining TPR mesh to form a continuous corridor vision. The August 10, 2007 STAC meeting provided a forum to discuss and resolve discrepancies in adjacent corridor visions.

Visions do not need to match exactly, but when giving consideration to the region's uniqueness, they must not conflict. An example of a conflict would be a TPR identifying a corridor as needing mobility improvements, with improving commuter travel as a goal and adding general purpose lanes as a strategy. If the adjoining TPR identified the same corridor's need as maintaining system quality with a goal of increasing economic activity by slowing travel in the corridor and adding parking as a strategy, this would be considered a conflict. These are fundamentally different visions without a central point for compromise. In the case of any conflicts, the TPRs and CDOT worked together to agree on a middle transitional area, or to adjust the visions to reach an agreement on the future of the corridor. CDOT is included in the discussion to safeguard the functionality of the highway in the corridor. It may be a case where the corridor is providing inter-regional travel and the statewide perspective of long-range transportation needs to be protected. CDOT would voice these needs when discussing the corridor vision differences. In some cases, the primary investment category may vary among adjoining TPRs but the corridor visions are compatible.

Corridor Visions and Previous Plans and Studies

Corridor visions help to blend both transportation and land use needs. Corridor vision development calls on the TPR members' knowledge of local planning documents including land use maps, zoning and proposed development. As an example, in the Northwest TPR, the vision for U.S. 40 is in alignment with future growth projections and should accommodate the needs expressed in the Craig development plan. In the Upper Front Range, the vision for the U.S. 85 corridor is a direct reflection of the *US 85 Access Management Plan*. Throughout the state, the TPRs used previous Access Management Plans, Corridor Optimization Plans and local development plans to guide development of corridor visions.

Studies completed by local governments, outside resource agencies, and CDOT also helped the TPRs envision the future transportation needs in a corridor. The corridor visioning process is not a substitute for the National Environmental Policy Act (NEPA) procedures. Instead, corridor visions rely on findings of both NEPA and Corridor Optimization studies to help guide the vision. For instance, a NEPA study is currently underway for the North I-25 corridor through the Upper Front Range, North Front Range and Denver regions. The I-25 corridor visions through these regions include strategies to implement the recommendations from the NEPA study. A Corridor Development and Management Plan has recently been completed for the US 385 High Plains corridor in the Eastern TPR. The plan identifies and prioritizes the specific project needs in the corridor. The corridor vision for US 385 includes a strategy to implement the recommendations from the Corridor Development and Management Plan.

Linkage to the Statewide Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is a six year programming document that identifies the planned expenditure of state and federal transportation funds in Colorado. A project must be included in the STIP before any state or federal funds can be used for that purpose.

The corridor vision link to the STIP provides accountability by assuring that projects included in the STIP align with corridor visions. In addition, corridors, not specific projects, provide the link to the STIP. The Statewide Transportation Plan-to-STIP connection is at the corridor level, tied to corridor visions and Transportation Commission investment categories. Financial constraint has been applied to a corridor, rather than specific projects, with funding divided into investment categories. The Transportation Planning Regions (TPRs) and CDOT will cooperatively select projects in the corridor that meet the corridor vision and do not exceed the "constrained" amount for the corridor. The investment categories of projects in the STIP are also tracked. This allows the TPR and CDOT to be more responsive to changing conditions while maintaining the fiscal responsibility demanded by the citizens of Colorado.

EXAMPLE CORRIDOR VISION I-70

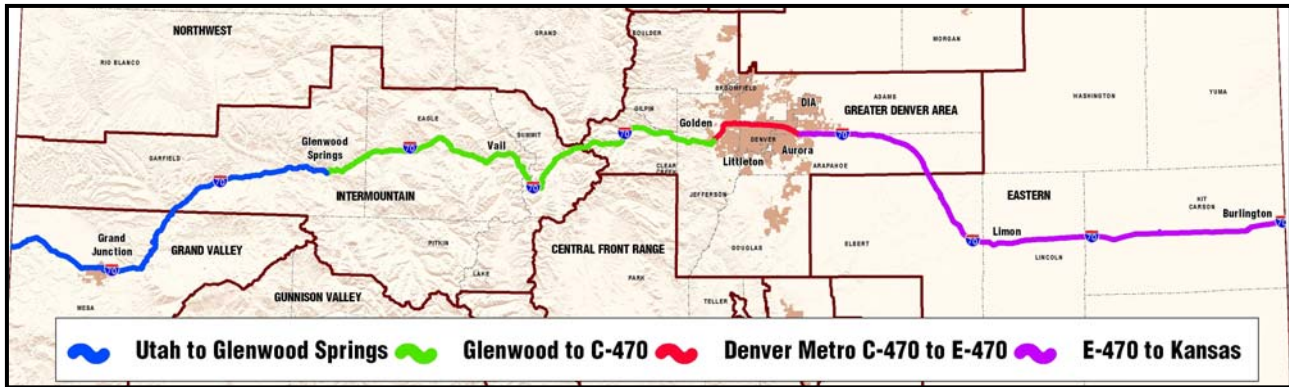
The I-70 corridor is one that passes through four Transportation Planning Regions covering diverse geography (ranging from the eastern plains to the continental divide) and traveling through both rural and urban conditions. Although there are regional variations on this 460-mile corridor, the overall functionality of I-70 as an interstate facility remains consistent throughout the state. There are a total of 10 corridor segments on I-70, each of which has a separate corridor vision. I-70 can be divided into four distinct segments:

- Utah to Glenwood Springs
- Glenwood Springs to C-470
- Metro Denver (C-470 to E-470)
- E-470 to Kansas

Figures 4, 5, 6 and 7 highlight the regional similarities and differences in the community values, environmental resources, corridor goals, and corridor strategies, respectively. The corridor visions for the 10 segments of I-70 prepared by the TPRs are included on the subsequent pages.

The corridor visions have been combined into statewide visions on the state's principal transportation routes. Each corridor is linked to a set of descriptions about the needs and strategies to address those needs. All the corridor visions can be accessed on the web (www.dot.state.co.us/StatewidePlanning/PlansStudies/2035Plan.asp) or CD-ROM. The CD-ROM provides an interactive look at both the regional and statewide corridor vision levels. Using the I-70 corridor as an example, the CD-ROM includes 10 regional corridor visions and one statewide corridor vision for the entire length of I-70.

Figure 4. I-70 Community Values



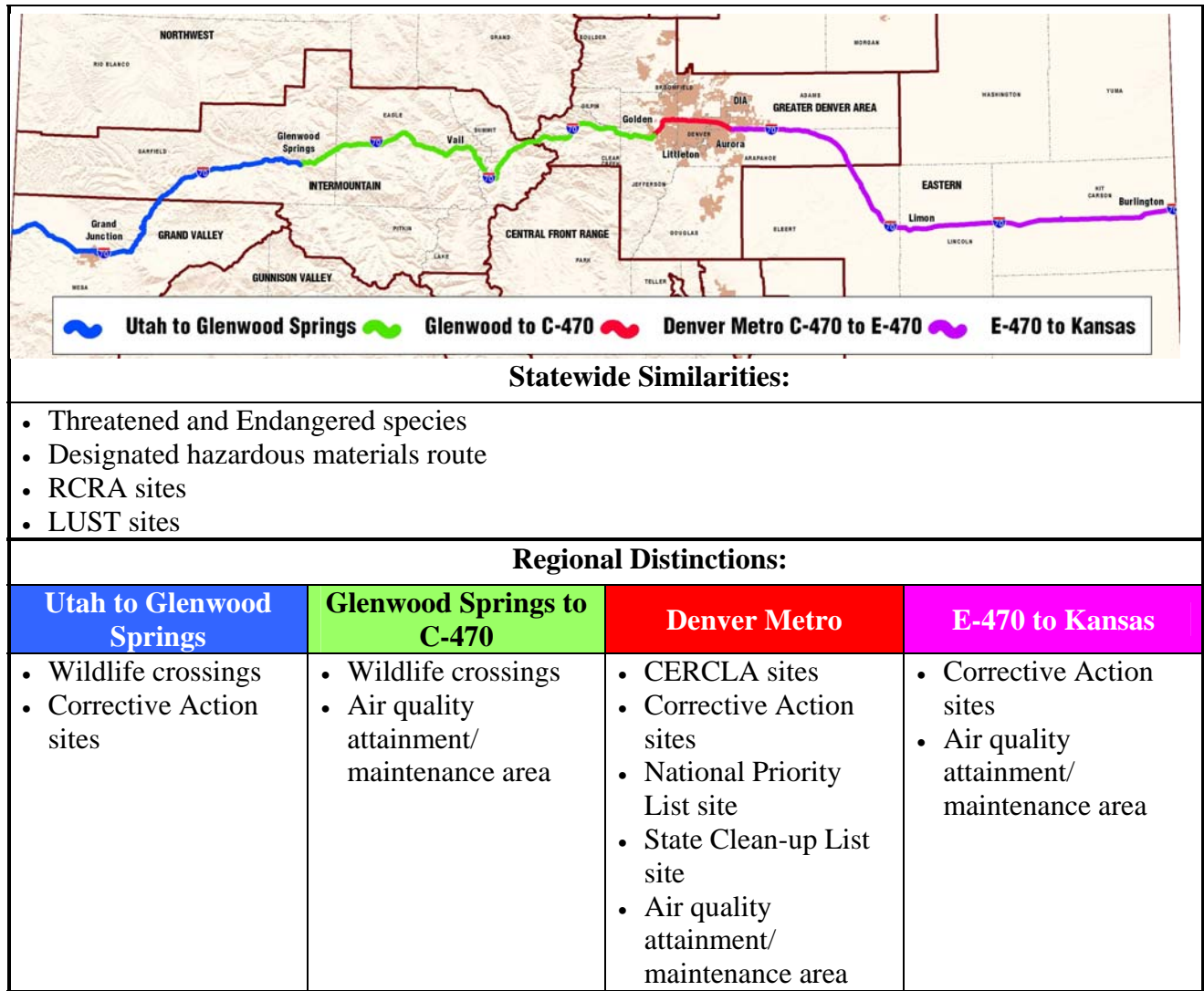
Statewide Similarities:

- Tourism
- High levels of mobility
- Transportation choices
- Connections to other areas
- Safety
- System preservation

Regional Distinctions:

Utah to Glenwood Springs	Glenwood Springs to C-470	Denver Metro	E-470 to Kansas
<ul style="list-style-type: none"> • Recreation • Agriculture • Fiber optics • Commercial activity • Energy development 	<ul style="list-style-type: none"> • Recreation • Environmental responsibility • Consumer goods • Mountain character 	<ul style="list-style-type: none"> • Urban • Industry • Manufacturing • Retail • Housing • High tech 	<ul style="list-style-type: none"> • Agriculture • Freight distribution • Farm-to-market commercial activity • Residential development

Figure 5. I-70 Environmental Resources



Definitions

Air Quality Attainment/Maintenance Area - A geographic area with air quality that is cleaner than the primary standard under the United States National Ambient Air Quality Standards (Clean Air Act; 42 U.S.C.) is called an "attainment" area; areas that do not meet the primary standard are called "nonattainment" areas. A Maintenance Area must actively pursue programs to ensure that air quality does not drop below the standard

CERCLA - Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, 42 U.S.C. § 9601-9675), commonly known as Superfund sites

Corrective Action Sites – A RCRA site (see below) selected for active remediation

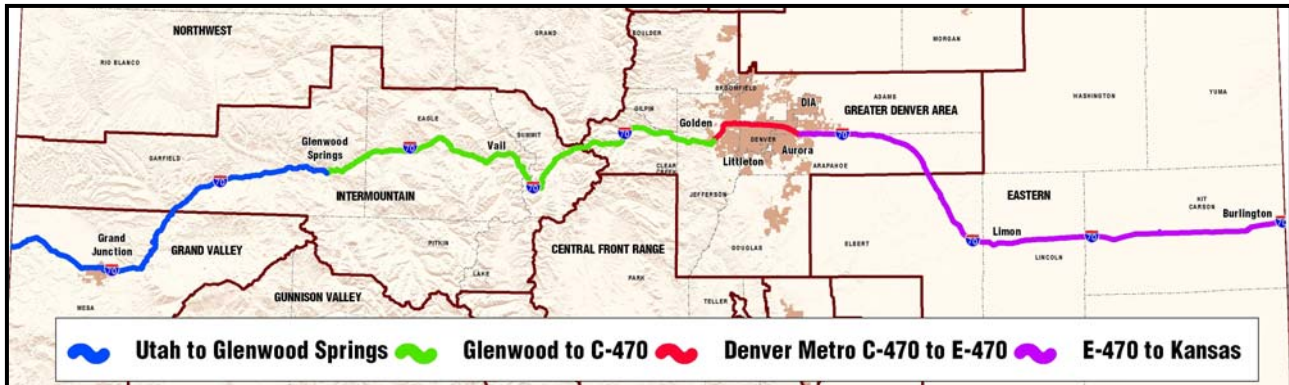
National Priority List – There are currently 1,240 Superfund sites on the list requiring remedial actions

RCRA – Resource Conservation and Recovery Act (42 U.S.C. §§6901-6992k) forms the basis for regulations regarding management of hazardous waste disposal and management

LUST – Leaking Underground Storage Tanks are monitored by the Environmental Protection Agency

State Clean-up List -

Figure 6. I-70 Goals



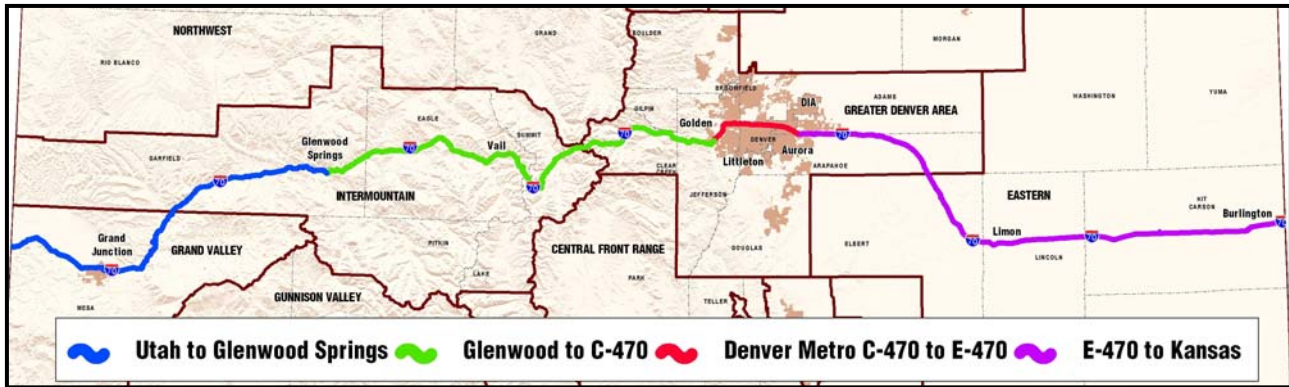
Statewide Similarities:

- Support commuter travel
- Provide for tourist-friendly travel
- Accommodate growth in freight transport
- Maintain or improve pavement to optimal condition

Regional Distinctions:

Utah to Glenwood Springs	Glenwood Springs to C-470	Denver Metro	E-470 to Kansas
<ul style="list-style-type: none"> • Reduce congestion • Provide for safe bike/ped travel • Improve airport facilities 	<ul style="list-style-type: none"> • Reduce congestion • Expand transit 	<ul style="list-style-type: none"> • Improve mobility and TDM • Support urban development/centers • Provide alternative travel modes 	<ul style="list-style-type: none"> • Maintain statewide connections

Figure 7. I-70 Strategies



Statewide Similarities:

- Add or improve interchanges
- Add general purpose lanes
- Improve geometrics
- Improve system of local roads
- Provide bicycle/pedestrian facilities
- Improve ITS
- Promote TDM
- Meet airport facility objectives
- Improve wildlife crossings
- Repair/replace bridges

Regional Distinctions:

Utah to Glenwood Springs	Glenwood Springs to C-470	Denver Metro	E-470 to Kansas
<ul style="list-style-type: none"> • Signage • Park-n-rides • Access management • Transit bus and rail • Preserve rights of way 	<ul style="list-style-type: none"> • Intermodal connections • Ramp metering • Noise walls • Deicing • Rock fall mitigation • Transit bus and rail • Maintain appealing roadside environment and viewsheds • Expand air service 	<ul style="list-style-type: none"> • Coordinate land use and transportation decisions • Support urban centers and TODs • Implement safety improvements • Improve and increase transit services 	<ul style="list-style-type: none"> • Truck parking areas • Rest areas • Rail sidings • New north-south rail lines



Grand Junction/ Mesa County
2035 Transportation Plan

Corridor	I-70 A (1)	Primary Investment Category	SYSTEM QUALITY
Description	I-70 – Utah State line to Jct. SH 139 (Loma)		
Beg MP	0.000	End MP	15.181

Vision Statement

The Vision for the I-70 – Utah State line to Jct. SH 139 (Loma) corridor is primarily to maintain system quality as well as to improve safety. This corridor is a multi-modal Interstate facility and makes east-west connections within the west central region of the United States. It is a principal gateway between major recreation areas in Utah and Colorado. Future travel modes include passenger vehicle, bus service, truck freight, passenger rail and freight rail. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of interstate travelers and freight. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

2035 Revisions

As energy development activity continues to grow in western Mesa County and eastern Utah, this corridor will experience a significant growth in heavy truck traffic moving between Grand Junction and points west along Interstate 70.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support freight movements
- Develop intermodal connections
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Construct interchange improvements
- Rehabilitate/replace bridges
- Improve and support incident response
- Add signage
- Support additional passenger rail service

- Develop the planned river trail system
- Construct bicycle and pedestrian facilities



Grand Junction/ Mesa County
2035 Transportation Plan

Corridor	I-70 A (2)	Primary Investment Category	MOBILITY
Description	I-70 A - Jct. SH 139 (Loma) to Jct. US 6 (Palisade)		
Beg MP	15.080	End MP	43.909

Vision Statement

The Vision for the I-70 A - Jct. SH 139 (Loma) to Jct. US 6 (Palisade) corridor is primarily to increase mobility as well as to maintain system quality. This heavily used urban corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes east-west connections within the Grand Valley urban area. Future travel modes include passenger vehicle, bus service, truck freight, passenger rail, rail freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

2035 Revisions

As energy development activity continues to grow in western Mesa County, this segment is experiencing a significant growth in heavy truck traffic moving between Grand Junction and points east and west along Interstate 70.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Maintain statewide transportation connections
- Support recreation travel
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands.
- Provide for bicycle and pedestrian travel
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Add/improve interchanges



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2035 Transportation Plan**

- Provide and expand transit bus and rail services
- Construct and maintain Park'n Ride facilities
- Provide inter-modal connections
- Promote carpooling and vanpooling
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Provide bicycle and pedestrian facilities



Grand Junction/ Mesa County
2035 Transportation Plan

Corridor	I-70 A (3)	Primary Investment Category MOBILITY
Description	I-70 A - Jct. US 6 (Palisade) to Parachute	
Beg MP	43.909	End MP 74.000

Vision Statement

The Vision for the I-70 A - Jct. US 6 (Palisade) to Mesa/Garfield Co line corridor is primarily to enhance mobility, improve safety as well as to maintain system quality. This corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes east-west connections within the DeBeque Canyon area. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

Goals / Objectives

- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage
- Provide for safe movement of bicycles and pedestrians
- Maintain statewide transportation connections

Strategies

- Reconstruction of sub-standard segments (geometrics)
- Flatten curves
- Post informational signs
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Improve and support incident response
- Promote use and maintenance of variable message signs
- Mitigate potential rock fall areas



CORRIDOR: I-70 / SH 6 West Mountain Corridor B
DESCRIPTION: Major East-West Route MP 116

2035 Corridor Vision

The Vision for the I-70 corridor between Glenwood Springs to the Summit County line is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multimodal interstate facility connecting to places outside the region and making east-west connections within the Colorado Rocky Mountains. In addition, it provides for hazardous materials transport and military defense for our country. The transportation system in the area serves towns, cities, and destinations within and beyond the corridor. The I-70 Mountain Corridor Programmatic Environmental Impact Study, currently underway, is evaluating alternatives for this corridor. Future travel modes may include passenger vehicle, bus service, an advanced guideway system, passenger rail, truck freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and environmental responsibility. The economy in the corridor depends highly on tourism and the economic benefits of the presence of many second homes. These two factors are directly related to the recreational opportunities provided by large amounts of public lands and bountiful natural environmental amenities. Users of this corridor want to preserve the mountain character of the area, while supporting the movement of tourists, commuters, and consumer goods in and through the corridor and recognizing the environmental, economic, and social needs of the surrounding area. This corridor is included in the 2003 Strategic Investment Plan, and should be included in future strategic programming efforts.

Segments of SH 6, from Dotsero to Dowd Junction to I-70 over Loveland Pass, are parallel facilities that support the vision of the I-70 corridor by providing for local access needs and east-west connection for communities along the corridor. I-70 F and I-70 G are the spur roads connecting SH 6 to I-70 at Eagle and Edwards. These spur roads also provide for local access needs as well as connection to the interstate system.

Goal and Strategy Changes

2035 Goals

Primary Investment Category:	MOBILITY
Priority:	HIGH

Goals (I-70):

- Reduce traffic congestion and improve traffic flow
- Coordinate transportation and land use decisions
- Recreation travel
- Expand transit usage
- Promote environmentally-responsible transportation improvements

**Goals (SH 6):**

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Expand transit usage
- Provide for bicycle/pedestrian travel
- Reduce fatalities, injuries, and property damage crash rate

Strategies (I-70):

- Add accel/decel lanes
- Add new interchanges/intersections
- Construct and maintain park-and-ride facilities
- Provide and expand air, transit, bus, and rail services
- Provide intermodal connections
- Add ramp metering
- Construct noise barriers
- Improve wildlife crossings
- Promote environmental responsibility
- Promote rail studies

Strategies (SH 6):

- Add turn lanes
- Consolidate and limit access
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Construct and maintain park-and-ride facilities
- Stripe and sign designated bike lanes; develop bicycle/pedestrian master plans
- Improve geometrics
- Bridge repairs/replacements
- Add bus pullouts
- Reconstruct roadways

CORRIDOR: I-70 West of Glenwood Springs

DESCRIPTION: I-70A: DeBeque to Glenwood Springs, MP 61 to MP 116

2035 Corridor Vision

The Vision for the I-70 corridor west of Glenwood Springs is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multimodal Interstate facility, connects to places outside the region, and makes east-west connections within the Colorado River Valley. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Future travel modes expected in the corridor include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. Based on historic and projected population and employment levels, both



passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connection to other areas, safety, system preservation, and regional commuter travel. In fact, this corridor, in conjunction with the SH 82 corridor, represents a significant regional commuter travel corridor between Garfield County and the Roaring Fork Valley. The corridor depends on tourism, agriculture, and commercial activity for economic activity in the area; fiber optic lines along I-70 and along the rail corridor also support economic viability. Users of this corridor want to preserve the rural and agricultural character of the area, while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor and recognizing the environmental, economic, and social needs of the surrounding area. This corridor should be included in future strategic programming efforts.

Sections of SH 6, from DeBeque to Parachute and from I-70 west of Rifle to Canyon Creek, are parallel facilities that provide for local access needs and east-west connections between communities along the corridor. I-70 E, the Silt Spur Road, also provides for local access needs as well as connection to the Interstate system. Since the 2030 plan the level of traffic has increased on this corridor due to natural resources extraction, which has caused increased congestion at interchanges and deterioration of the road surface. The following Goals, Objectives, and Strategies apply specifically to these facilities:

Goal and Strategy Changes

2035 Goals

Primary Investment Category:	MOBILITY
Priority:	HIGH

I-70

- Reduce traffic congestion and improve traffic flow
- Coordinate transportation and land use decisions
- Expand transit usage
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

SH 6

- Reduce traffic congestion and improve traffic flow
- Support recreation travel
- Provide for bicycle/pedestrian travel
- Coordinate transportation and land use decisions
- Maintain or improve pavement to optimal condition

2035 Strategies

I-70

- Add or improve interchanges/intersections
- Reconstruct roadways
- Add surface treatment/overlays
- Construct intersection/interchange improvements



- Improve geometrics
- Construct and maintain park-and-ride facilities
- Provide and expand transit bus and advanced guideway systems
- Provide bicycle/pedestrian facilities
- Construct bicycle/pedestrian overpasses
- Construct separated bike facilities

SH 6

- Reconstruct roadways
- Bridge repairs/replacement
- Add surface treatment/overlays
- Add turn lanes
- Improve geometrics
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and advanced guideway systems
- Construct and maintain park-and-ride facilities
- Provide bicycle/pedestrian facilities
- Expand air service

CORRIDOR: I -70 / SH 6 West Mountain Corridor A

DESCRIPTION: Major East-West Route MP 190 to MP 216

2035 Corridor Vision

The Vision for the I-70 corridor between the Summit County line and the Eisenhower Tunnel is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multimodal Interstate facility connecting to places outside the region and making east-west connections within the Colorado Rocky Mountains. In addition, it provides for hazardous materials transport and military defense for our country. The transportation system in the area serves towns, cities, and destinations within and beyond the corridor. The I-70 Mountain Corridor Programmatic Environmental Impact Study, currently underway, is evaluating alternatives for this corridor. Future travel modes may include passenger vehicle, bus service, an advanced guideway system, passenger rail, truck freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and environmental responsibility. The economy in the corridor depends highly on tourism and the economic benefits of the presence of many second homes. These two factors are directly related to the recreational opportunities provided by large amounts of public lands and bountiful natural environmental amenities. Users of this corridor want to preserve the mountain character of the area, while supporting the movement of tourists, commuters, and consumer goods in and through the corridor and recognizing the environmental, economic, and social needs of the surrounding area. This corridor is included in the 2003 Strategic Investment Plan, and should be included in future strategic programming efforts.



One segment of SH 6, from Dillon to I-70 over Loveland Pass, is a parallel facility that supports the vision of the I-70 corridor by providing for local access needs and east-west connection for communities along the corridor.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MOBILITY

Priority: HIGH

I-70

- Reduce traffic congestion and improve traffic flow
- Coordinate transportation and land use decisions
- Support recreation travel
- Promote environmentally responsible transportation improvements
- Expand transit usage

SH 6 – Vail-Gypsum

- Reduce traffic congestion and improve traffic flow
- Provide and expand transit bus and advanced guideway systems
- Reduce fatalities, injuries, and property damage crash rate
- Maintain or improve pavement to optimal condition

SH 6 – Summit County

- Reduce traffic congestion and improve traffic flow
- Provide and expand transit bus and advanced guideway systems
- Add or improve interchanges/intersections
- Reduce fatalities, injuries, and property damage crash rate
- Maintain or improve pavement to optimal condition

2035 Strategies

I-70

- Provide and expand transit bus and advanced guideway systems
- Add general purpose lanes
- Add or improve interchanges/intersections
- Provide intermodal connections
- Construct, improve, and maintain the system of local roads
- Add ramp metering
- Improve permeability for wildlife with targeted mitigation measures
- Expand air service
- Add infiltration trench and basins
- Construct noise barriers



SH 6 - Eagle

- Reconstruct roadways
- Bridge repairs/replacements
- Add turn lanes
- Improve geometrics
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and advanced guideway systems
- Construct and maintain park-and-ride facilities
- Provide bicycle/pedestrian facilities
- Add general purpose lanes

SH 6 – Summit County

- Reconstruct roadways
- Bridge repairs/replacements
- Add turn lanes
- Improve geometrics
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and advanced guideway systems
- Construct and maintain park-and-ride facilities
- Provide bicycle/pedestrian facilities
- Add general purpose lanes
- Provide for Hazardous Materials transportation
- Add medians

F-7. I-70 Mountain Multimodal Corridor Vision: Eisenhower Tunnel to C-470

The transportation vision for the **I-70 Mountain Corridor** is to serve as a multimodal interstate freeway corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and to improve safety. The corridor also includes US-40 from Berthoud Pass to I-70. The corridor provides access to and from recreational areas in the mountains and also serves as a major cross-country travel route. Public and private bus service is provided along with park-n-Ride lots and a carpool lot. A rapid transit line is envisioned. Significant population and employment growth in the Denver area along with growth in the corridor and on the Western Slope will cause increased travel demands.

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition;
- Maintain statewide transportation connections; and
- Support tourism and recreational activities.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- *Implement improvements recommended in the ongoing environmental studies (not currently specified); and*
- Reconstruct the interchange where US-6 and the new Black Hawk Tunnel intersect with I-70.

Transit

- Construct rapid transit paralleling I-70;

- *Expand the Hogback carpool lot at the Morrison exit (under construction); and*
- *Provide feeder bus service to the West Corridor end of line transit station.*

Bicycle/Pedestrian

- Complete all sections of the regional bicycle corridor paralleling I-70.

System Management

- *Operate probe surveillance in short term; augmented/replaced in long term by full network surveillance;*
- *Implement ramp metering at spot locations;*
- *Implement additional chain-up stations;*
- *Use freeway DMSs to display mountain travel and weather advisories; and*
- *Operate courtesy patrol on peak travel days.*

Travel Demand Management

- Work with employers in the corridor and in Summit and Eagle Counties to facilitate car and van pooling.

Preservation and Safety

- *Implement measures (including median treatments) to reduce the number and severity of traffic crashes at identified locations along I-70 and SH/US-40 with a potential for crash reductions;*
- *Enhance rockfall mitigation efforts; and*
- *Improve emergency response facilities and services.*

Other

- Additional capacity, if proposed, may warrant consideration as managed lanes.

F-8. I-70 West Multimodal Corridor Vision: C-470 to I-25

The transportation vision for the **I-70 West Corridor** is to serve as a multimodal interstate freeway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility, maintain system quality and improve safety. I-70 serves as a multimodal interstate facility connecting to places outside of the Denver region while providing regional accessibility to communities and businesses in the western suburbs of Denver. Thousands of tourists traveling between DIA and the mountains use I-70 in this section. A parallel rapid transit line is planned just to the north of I-70 (the Gold Line) (tier 1) and intercity rapid transit is envisioned heading into the mountains (tier 2). Significant population and employment growth surrounding the corridor area will cause increased traffic (see Corridor Sub-Area Exhibit #7).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Serve the Urban Centers in the corridor;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen I-70 between C-470 and Wadsworth Boulevard;
- *Reconstruct the interchange at SH-58 by adding missing ramps, relocating the 44th Avenue eastbound ramps, and reconstructing the 32nd Avenue interchange;*
- Reconstruct interchanges at US-6, Colfax Avenue, Ward Road, and Kipling Street;
- Widen Pecos Street and Federal Boulevard bridges over I-70 and the Sheridan Boulevard underpasses at I-70; and
- Widen I-76, Colfax Avenue, Kipling Street, and Wadsworth Boulevard where they cross I-70.

Transit

- Construct the Gold Line light rail line, north of and parallel to I-70, ending at Ward Road;
- Construct four light rail stations with parking and expand the existing park-n-Ride at Olde Town Arvada to serve light rail; and
- Construct rapid transit to the mountains paralleling I-70.

Bicycle/Pedestrian

- Improve connections across or under I-70.

System Management

- *Implement operational improvements as appropriate;*
- Extend courtesy patrol west to C-470; and
- Use freeway DMSs to display mountain travel weather advisories.

Travel Demand Management

- *Target efforts to increase transit use of the Gold Line LRT line; and*
- Form one or more (Denver West? Arvada?) TMOs to facilitate subarea-specific TDM activities.

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along I-70 with a potential for crash reductions; and*
- Rebuild deficient traffic signals at the I-70 ramps.

Other

- Additional capacity may warrant consideration as managed lanes.

F-9. I-70 East Multimodal Corridor Vision: I-25 to E-470

The transportation vision for the **I-70 East Corridor** is to serve as a multimodal interstate freeway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality, improve safety, and reduce environmental impact. Thousands of tourists traveling between DIA and the mountains use I-70 in this section. The corridor serves the Stapleton redevelopment area and leads to Peña Boulevard, which connects to Denver International Airport. Bus service with associated park-n-Ride lots are provided in the corridor. A parallel rapid transit line, the East Corridor line, is planned just to the south of I-70. A major freight railroad line is also parallel to I-70 and there is a large amount of industrial activities situated in the western section of this corridor. Significant population and employment growth surrounding the corridor area will cause increased traffic (see Corridor Sub-Area Exhibit #3).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the Urban Centers in the corridor;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Reconstruct the I-70 viaduct between Brighton Boulevard and Colorado Boulevard (*short term continue "band-aid" repairs*);
- Widen I-70 between Brighton Boulevard and E-470;
- Construct a new interchange at Picadilly Road;
- *Reconstruct interchanges* at Vasquez Boulevard, Colorado Boulevard, Quebec Street, Havana Street/Central Park Boulevard, Peoria Street, Chambers Road, and E-470 (making it fully directional); and

- Widen I-270, I-225, Peña Boulevard, E-470 Brighton Boulevard, Central Park Boulevard, Peoria Street, Chambers Road, Tower Road, and Picadilly Road where they cross or connect to I-70.

Transit

- Construct the East Corridor rail line from Denver Union Station to DIA;
- Construct rail stations with parking at 40th Avenue/40th Street and at Peoria Street/Smith Road; and
- Relocate the Stapleton park-n-Ride to the rail station.

Bicycle/Pedestrian

- Complete sections of the Sand Creek Trail to the south of I-70; and
- Improve connections across or under I-70, such as at Quebec Street and Highline Canal.

System Management

- Implement courtesy patrol east to E-470; expand hours of operation and increase density of service from I-25 to Peña Boulevard; and
- Use freeway DMSs to display DIA information and eastern plains road closure and travel weather advisories.

Travel Demand Management

- Target efforts to increase transit use of the East Corridor rapid transit line;
- Stapleton TMO facilitates subarea-specific TDM activities; and
- Form additional TMO (Gateway? I-70/E-470?) to facilitate subarea-specific TDM activities.

Preservation and Safety

- Improve traffic signals at the I-70 ramps at Peoria Street and Colorado Boulevard; and
- Implement measures to reduce the number and severity of traffic crashes at identified locations along I-70 with a potential for crash reductions.

Other

- Additional capacity may warrant consideration as managed lanes.

F-10. I-70 Plains Multimodal Corridor Vision: E-470 to Elbert County Line

The transportation vision for the **I-70 Plains Corridor** is to serve as an interstate freeway corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and increase safety. The corridor also includes **SH-36/SH-40** from Watkins to Deer Trail. The UPRR line parallels to the north of I-70. A new freight railroad bypass of Denver is planned to the east of Bennett. Population and employment growth surrounding the corridor area will cause increased traffic.

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Center at the west end of the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen I-70 between E-470 and Manila Mile Road;
- Reconstruct interchanges at Monaghan Road and Kiowa-Bennett Road;
- Reconstruct the I-70/E-470 interchange (making it fully directional);
- Construct new interchanges at Harvest Mile Road, Quail Run Road, and Harback Road; and
- Widen E-470, Harvest Mile Road, Monaghan Road, Watkins Road, and Quail Run Road where they cross I-70.

Transit

- Construct new park-n-Ride lots along I-70 if RTD bus service is extended into the area.

Bicycle/Pedestrian

- Provide an east-west bicycle corridor facility along or parallel to I-70.

System Management

- On I-70 east of Bennett, implement/operate select (not full) surveillance and limited freeway DMSs;
- Integrate railroad crossing signals at high volume crossings with adjacent roadway traffic control signals; feed to regional ATIS; and
- *Use freeway DMSs to display eastern plains road closures and travel weather advisories; west of Monaghan.*

Travel Demand Management

- Use DRCOG Commuter Services to focus TDM activities in high employment areas; and
- Targeted activities to increase carpooling and vanpooling from areas outside the immediate reach of rapid transit.

Preservation and Safety

- Upgrade railroad crossing protection; and
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along I-70 and SH-36/SH-40 with a potential for crash reductions.*

Other

- *Provide connections to proposed intermodal and freight rail facilities.*
- Additional capacity may warrant consideration as managed lanes.



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #20: I-70 PLAINS (PEA7020)

State Highway: 070A Beginning Mile Post: 289.18 Ending Mile Post: 449.51

I-70 from E-470 in Denver east to Kansas.

Vision

The vision for the I-70 Plains corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor is on the National Highway System and serves as a multi-modal Interstate facility, connects to the Front Range and places outside the region, and makes east-west connections within the Eastern Colorado Plains to points west in Colorado and east of Colorado. The Ports to Plains route connecting Denver to Laredo, Texas utilizes I-70 between Denver and Limon (see Corridor #10). Travel modes now and in the future include passenger vehicle, intercity bus service (Greyhound), local public transit service, intercity bus service, truck freight, rail freight, and aviation (Limon Municipal Airport within the Eastern TPR). Significant facilities affecting transportation in the corridor are Denver International Airport, Front Range Airport, the military armory in Watkins, the proposed TransPort intermodal facility and connections with E-470. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by significant levels. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on tourist travel, agriculture, commercial activity, freight distribution, and residential development for economic activity in the area. Users of this corridor want to preserve the rural, agricultural and the transitioning residential area while supporting the movement of tourists, commuters, freight, military, and farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: High (Rank 2)

Goals

- Maintain statewide transportation connections
- Support commuter travel and provide for tourist-friendly travel
- Accommodate growth in freight transport via roadway and rail
- Maintain or improve pavement to optimal condition
- Maintain airport facilities in good condition

Strategies

- Add rail sidings
- Create ITS traveler information, traffic management and incident management including the use of variable message signs
- Improve geometrics
- Construct intersection/interchange improvements
- Bridge repairs/replacement
- Add truck-parking areas and rest areas
- Reconstruct roadways
- Meet airport facility objectives in Airport System Plan

ANALYSIS OF CORRIDOR VISIONS

There are 350 corridors throughout the state, all of which include a vision, primary investment category, goals and strategies. An analysis of the various elements of the corridor visions has been conducted to understand the trends throughout the state, in different geographic areas, and in corridors with varying investment needs. Since the corridor visions were initially developed for the 2030 plan, the analysis also includes a summary of the major changes in the corridor visions for the 2035 plan.

Corridors with Substantial Changes

The 2035 corridor visions are an update to the 2030 plan. Each TPR updated their corridor visions based on regional trends over the past five years. While many of the corridor visions had only minor modifications, some corridor visions have changed substantially as a result of changes such as travel pattern shifts, higher than expected growth, increased freight travel, or energy production impacts. **Table 1** provides a summary of the corridor visions which have changed substantially from the 2030 plan to the 2035 plan. Of the 350 corridors in the state, only 23 corridors had substantial changes.

Table 1. Corridor Visions with Substantial Changes

TPR	Corridor	Description of Change
Central Front Range	US 24A (i)	Primary investment category changed from Mobility to System Quality because current traffic volumes do not indicate the need for additional capacity
Central Front Range	SH 94A	Primary investment category changed from System Quality to Safety due to high accident rate and increased population due to expansion of military base
Gunnison Valley	SH 62	Primary investment category changed from Safety to Mobility (with a new strategy of adding general purpose lanes) due to increase in recreation trips, population increase in Ouray County, projected growth in traffic
Gunnison Valley	SH 145	Primary investment category changed from Safety to Mobility (with a new strategy of adding general purpose lanes) due to increase in recreation trips, population increase in San Miguel County, projected growth in traffic
Gunnison Valley	US 550	Primary investment category changed from Safety to Mobility due to increase in recreation trips, population increase in San Miguel County, projected growth in traffic
Intermountain	SH 82	Changed from Medium priority to High priority corridor
Northwest	SH 13	Energy extraction including coal, oil shale, and natural gas will result in increased truck traffic – this emerging issue was not addressed in the 2030 RTP

Table 1. Corridor Visions with Substantial Changes (continued)

TPR	Corridor	Description of Change
Northwest	US 40 East	Energy extraction including coal, oil shale, and natural gas will result in increased truck traffic – this emerging issue was not addressed in the 2030 RTP
Northwest	US 40 West	Energy extraction including coal, oil shale, and natural gas will result in increased truck traffic – this emerging issue was not addressed in the 2030 RTP
Northwest	SH 64	Energy extraction including coal, oil shale, and natural gas will result in increased truck traffic – this emerging issue was not addressed in the 2030 RTP
Northwest	SH 139	Energy extraction including coal, oil shale, and natural gas will result in increased truck traffic – this emerging issue was not addressed in the 2030 RTP
San Luis Valley	SH 150A	Primary investment category changed from System Quality to Safety (with a new strategy to add/improve shoulders)
South Central	SH 12	New goals added to support commuter travel and accommodate growth in freight traffic as a result of impacts from energy development, residential growth, increases in school and recreation trips
Southwest	US 160	New goals added to plan for increased oil and gas production (coal bed methane) impacts on the road system and to recognize and plan for the impacts of tribal and other local projects on the road system
Southwest	US 550	Coal bed methane exploration and production will result in significant impacts – this emerging issue was not addressed in the 2030 RTP
Southwest	US 491A	New goal added to plan for increased oil and gas production (coal bed methane) impacts on the road system and to support economic development
Southwest	SH 145	Primary investment category changed from Safety to System Quality due to lower than average crash rate and changed from Medium priority to Low priority corridor
Southwest	SH 172	Primary investment category changed from System Quality to Safety due to high fatal crash rate and changed from Medium priority to High priority corridor
Southwest	SH 184	Primary investment category changed from Safety to System Quality due to average or below average crash rate
Upper Front Range	I-25 F.R.	Updated to incorporate current alternatives in North I-25 EIS

Table 1. Corridor Visions with Substantial Changes (continued)

TPR	Corridor	Description of Change
Upper Front Range	US 34 Plains	Primary investment category changed from System Quality to Safety due to high fatal crash rate
Upper Front Range	US 85 Rural	Primary investment category changed from System Quality to Safety due to high fatal crash rate
Upper Front Range	US 287	Primary investment category changed from System Quality to Safety due to high fatal crash rate and public perception

Primary Investment Category

One of the items identified during the visioning process is the primary investment category for each corridor. **Figure 8** shows the primary investment category selected for each corridor on the state highway system.

Figure 8. Corridors by Primary Investment Category

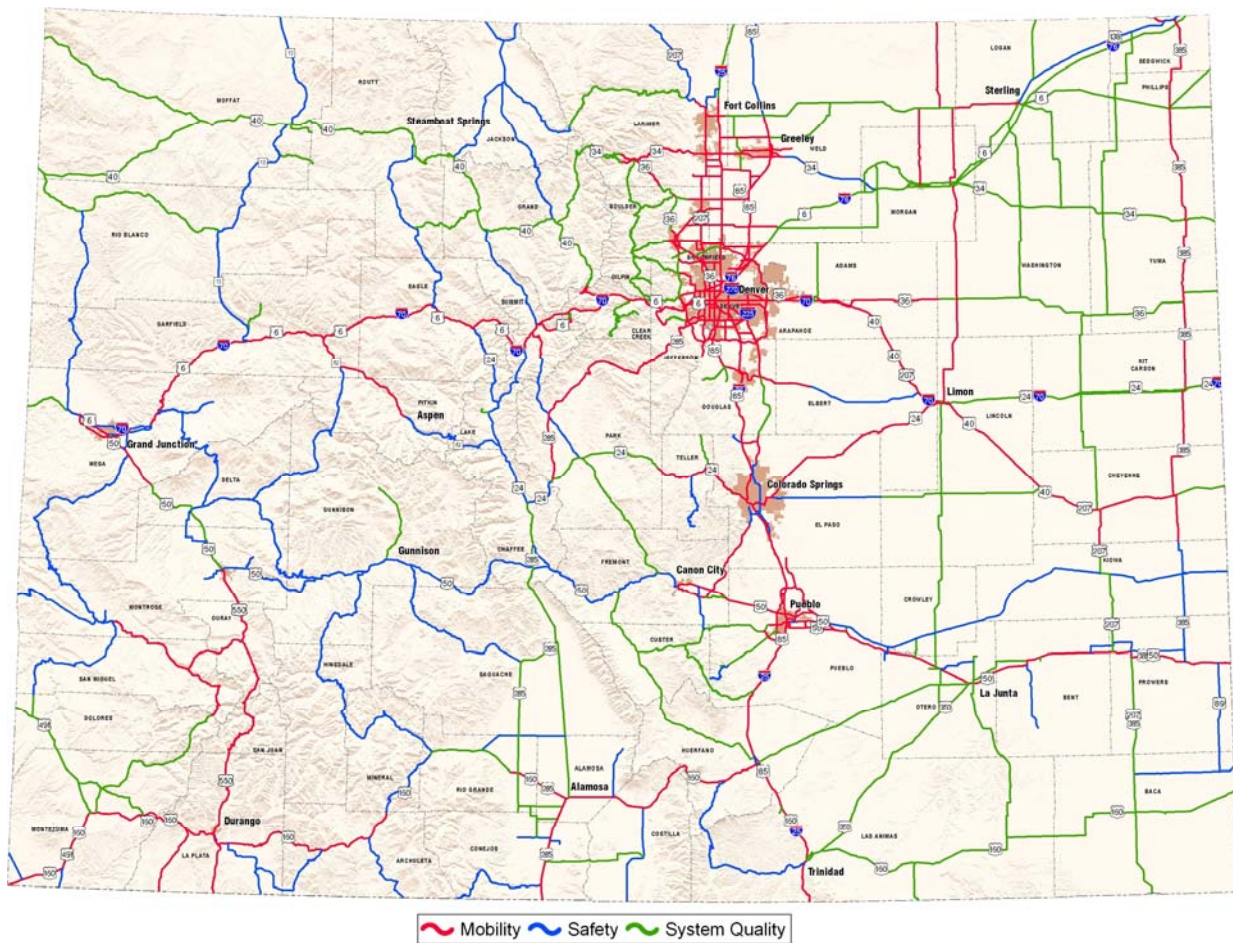
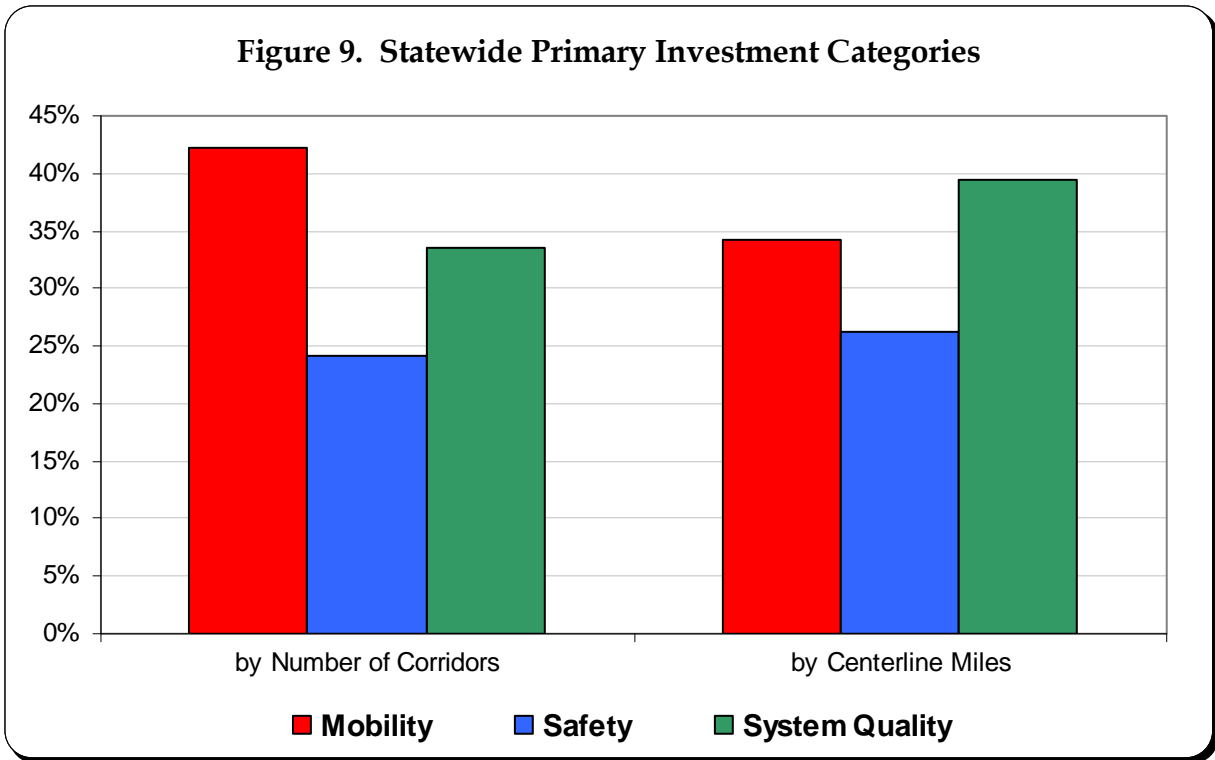
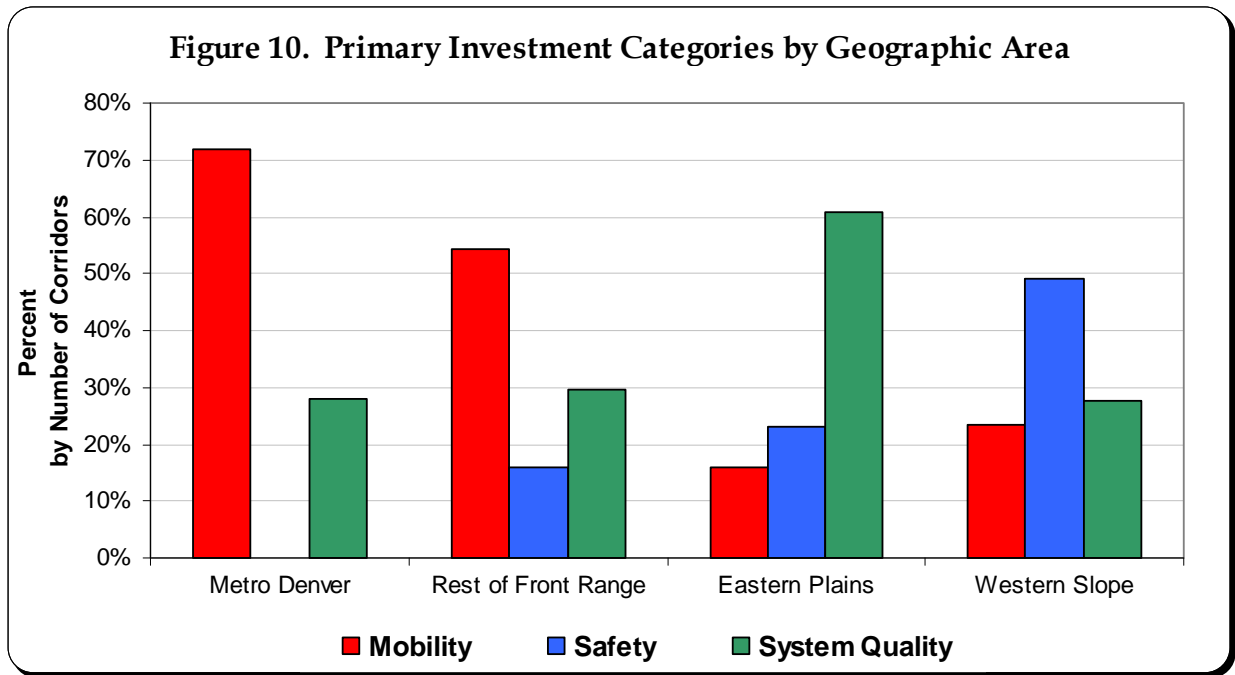


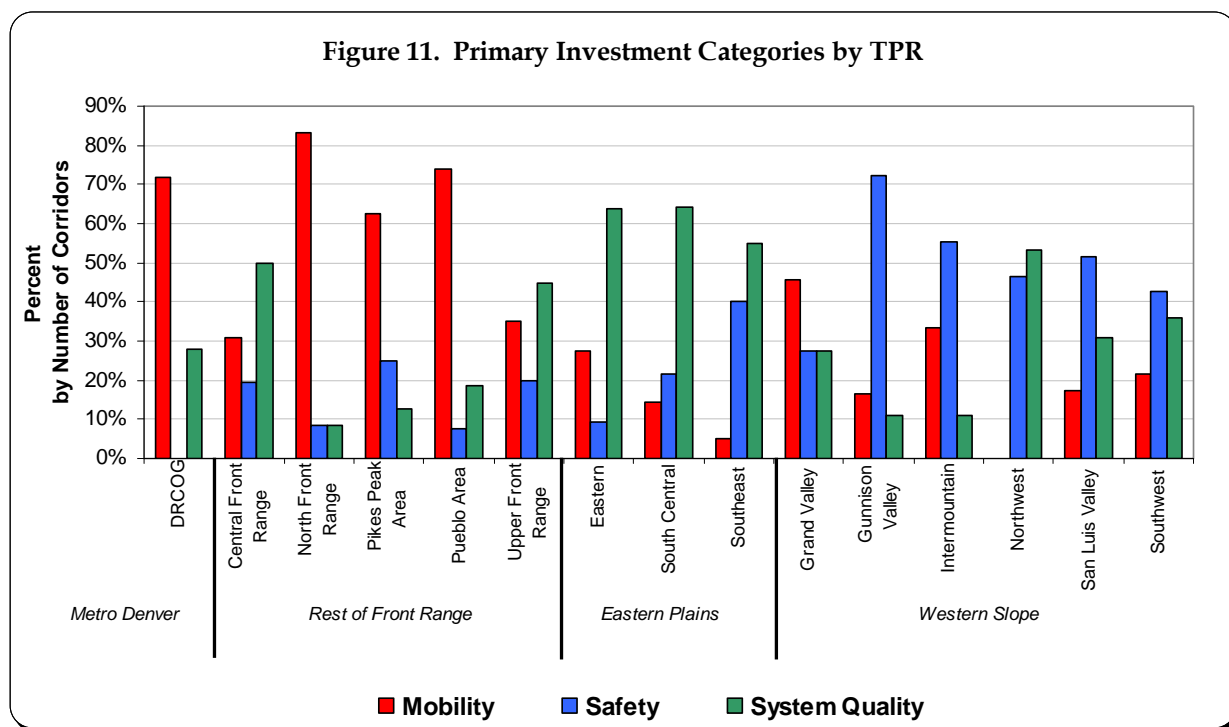
Figure 9 shows the percentage of the 350 corridors that have identified safety, system quality, and mobility as the primary investment category. The graph also shows a breakdown of the primary investment category by centerline miles. While the highest number of corridors has mobility as the primary investment category, system quality is the primary investment category for the greatest number of centerline miles in the state. This difference can be attributed to the fact that many corridors with mobility as the primary investment category are shorter and in urban areas, while the longer rural and mountain corridors tend to have system quality or safety as the primary investment category.



The selection of mobility, safety or system quality by the TPRs is a reflection of their values and overarching goals. To illustrate the differing investment needs across various regions of the state, **Figure 10** shows the primary investment category by geographic area. Over 70 percent of the corridors in Metro Denver (Denver Regional Council of Governments) have a primary investment need of mobility. Over half of the corridors in the rest of the Front Range (Central Front Range, North Front Range, Pikes Peak Area, Pueblo Area, and Upper Front Range) show Mobility as the primary investment category. System Quality is the predominant primary investment category for the Eastern Plains (Eastern, South Central, and Southeast), while about half of the Western Slope (Grand Valley, Gunnison Valley, Intermountain, Northwest, San Luis Valley, and Southwest) corridors show Safety as the primary investment category.



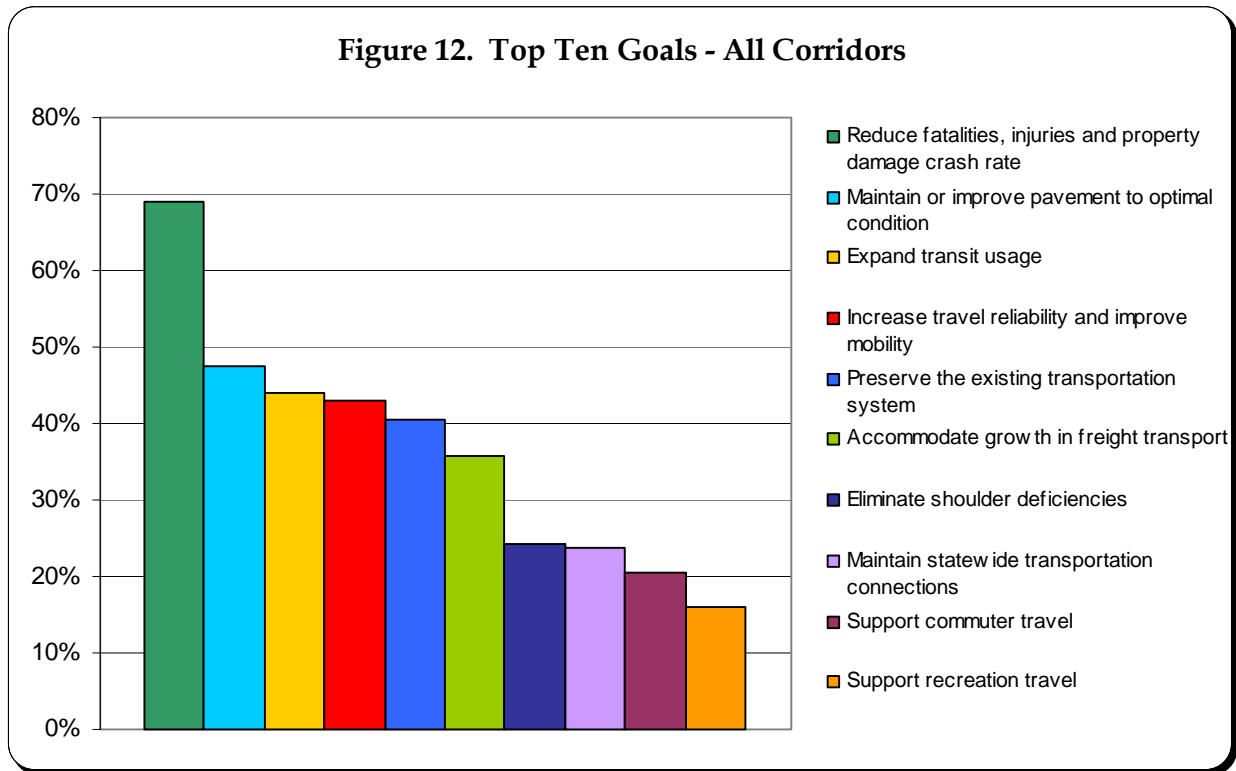
A closer look at the selection of primary investment category by TPR helps to illustrate the different needs across the state. **Figure 11** shows the primary investment categories by TPR, grouped by geographic area. While the Western Slope shows Safety as the primary investment category for half of the corridors, the Northwest TPR chose Safety and System Quality at about the same rate, and Grand Valley selected Mobility as the primary investment category for nearly half of their corridors. All three TPRs in the Eastern Plains selected System Quality as the primary investment category for the majority of their corridors. While the three Metropolitan Planning Organizations in the Rest of the Front Range selected Mobility for the majority of their corridors, the Central Front Range and Upper Front Range TPRs selected System Quality most frequently.



Nearly all of the 350 corridor visions indicate the need for improvements in more than one investment category. In fact, many corridor visions identify needs in all three investment categories. The selection of additional investment categories by the TPRs is an indication of the overall transportation need in Colorado. It is also an indication of the overlapping results of implementing specific strategies. For instance, adding shoulders can be seen as a safety strategy, but a side benefit is an increase in mobility as accidents and breakdowns can get out of the travel lanes or slow moving farm equipment can allow other vehicles to pass.

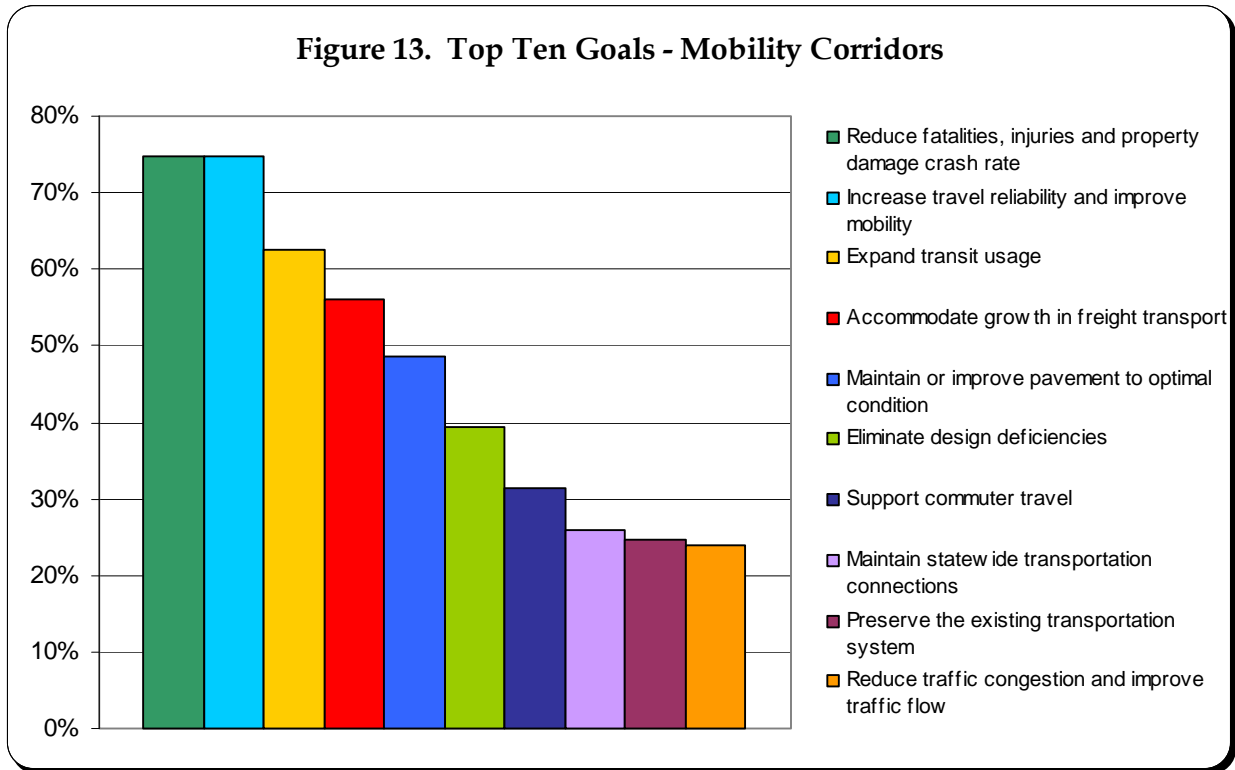
Goals

The goals established across the state were varied, with the TPRs’ geography and population density being the main influencing factors. **Figure 12** shows the ten goals that were identified most frequently throughout the state, which represent all three investment categories. The goal of reducing crash rates was by far the most frequently selected goal, with nearly 70 percent of all corridors identifying this goal.

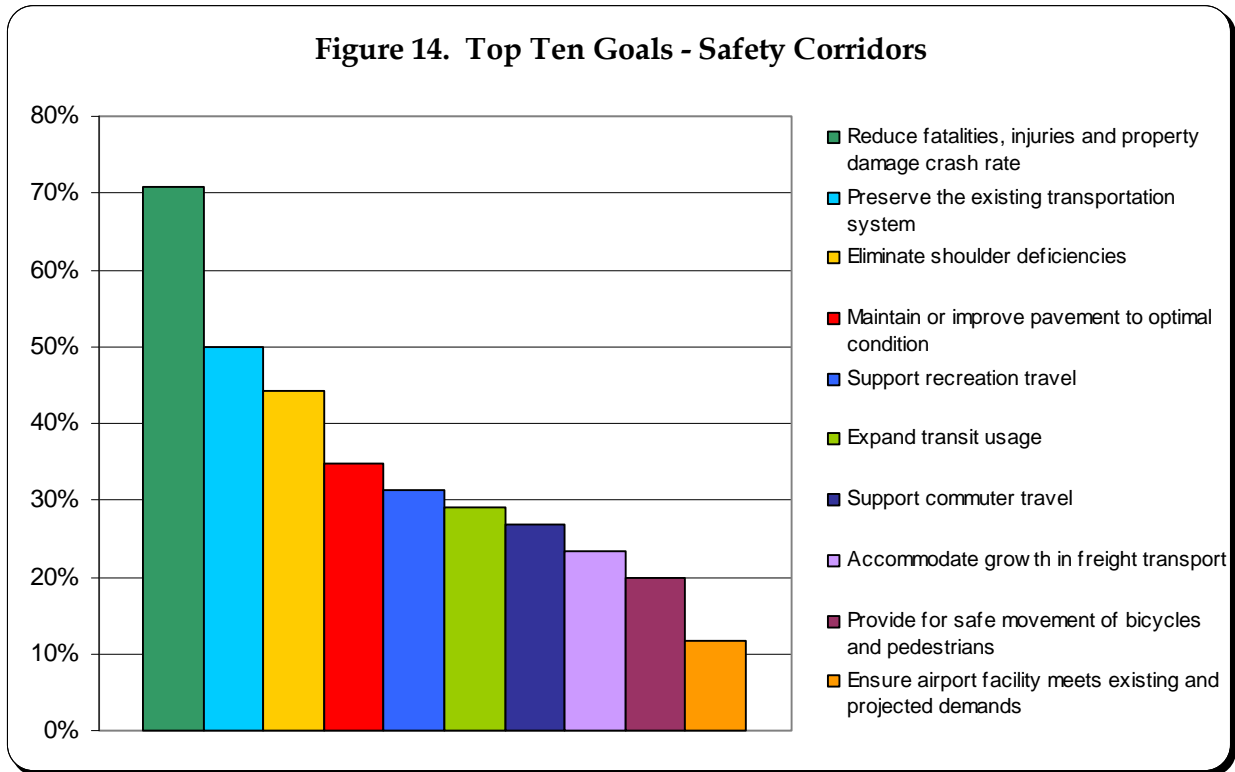


The goals selected for each corridor are a reflection of the primary investment category. **Figures 13, 14, and 15** show the top ten goals for corridors with a primary investment category of Mobility, Safety, and System Quality, respectively. Generally, the goals for a given corridor tend to focus on the corridor’s primary investment category; however, the top ten goals reveal a need for improvements in more than one investment category.

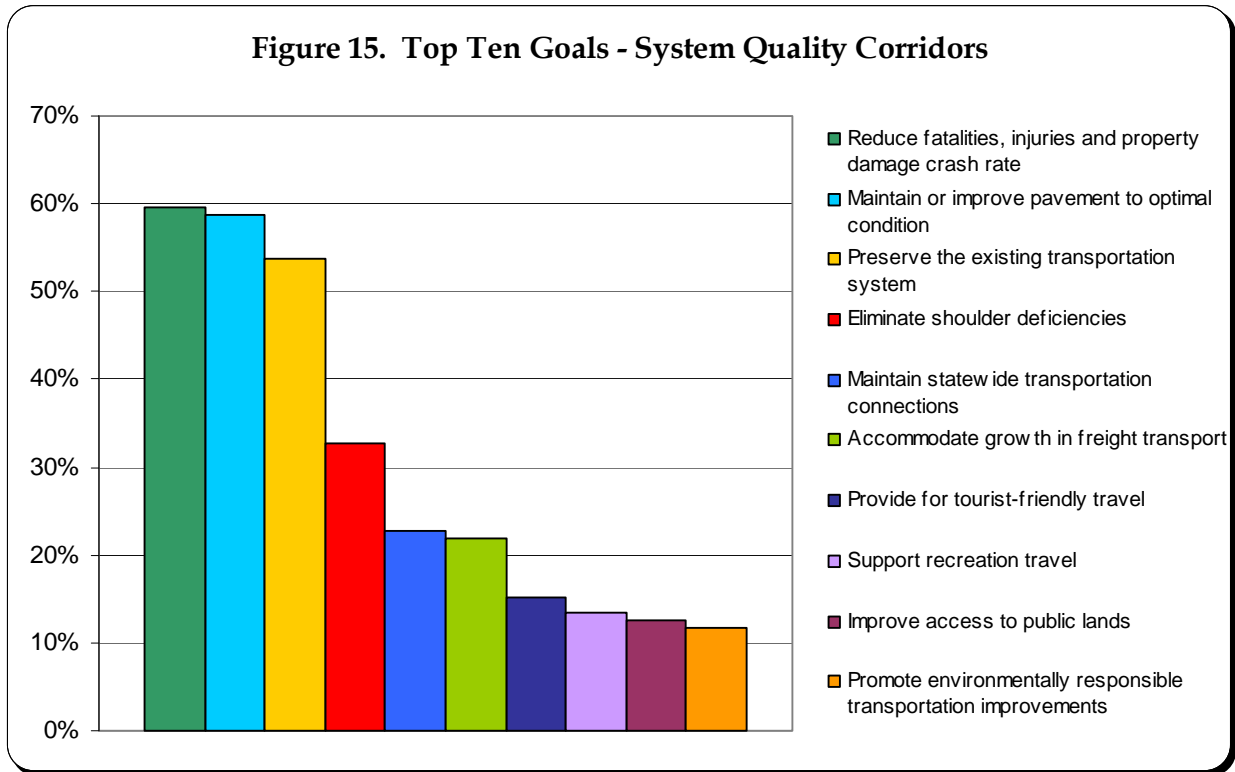
In the Mobility corridors, reducing crash rates (a safety investment) and increasing travel reliability and improving mobility are the most frequent goals, with 75 percent of the Mobility corridors selecting these top two goals.



As would be expected, reducing crash rates was by far the most frequently selected goal for Safety corridors. The remaining goals selected by Safety corridors represent a mix of the three investment categories.

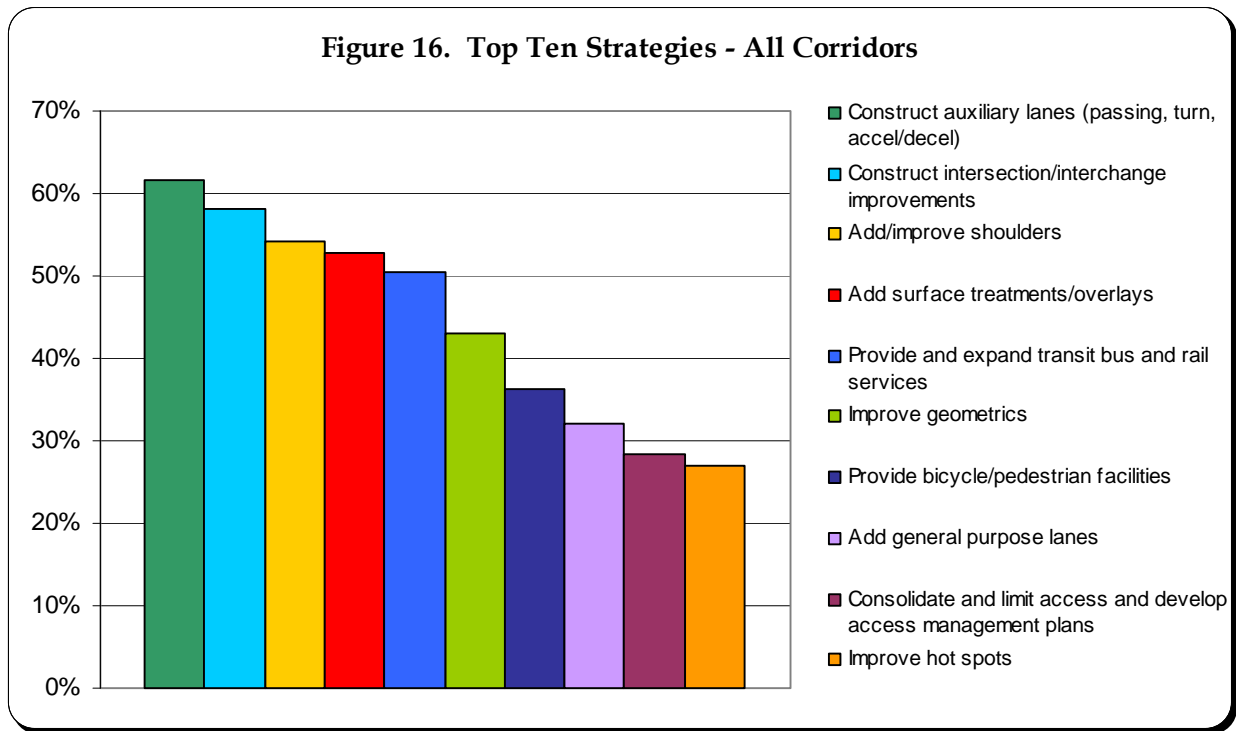


For the System Quality corridors, the most frequently selected goal was to reduce crash rates. Over half of these corridors also selected goals of preserving the existing transportation system or improving pavement to optimal condition.



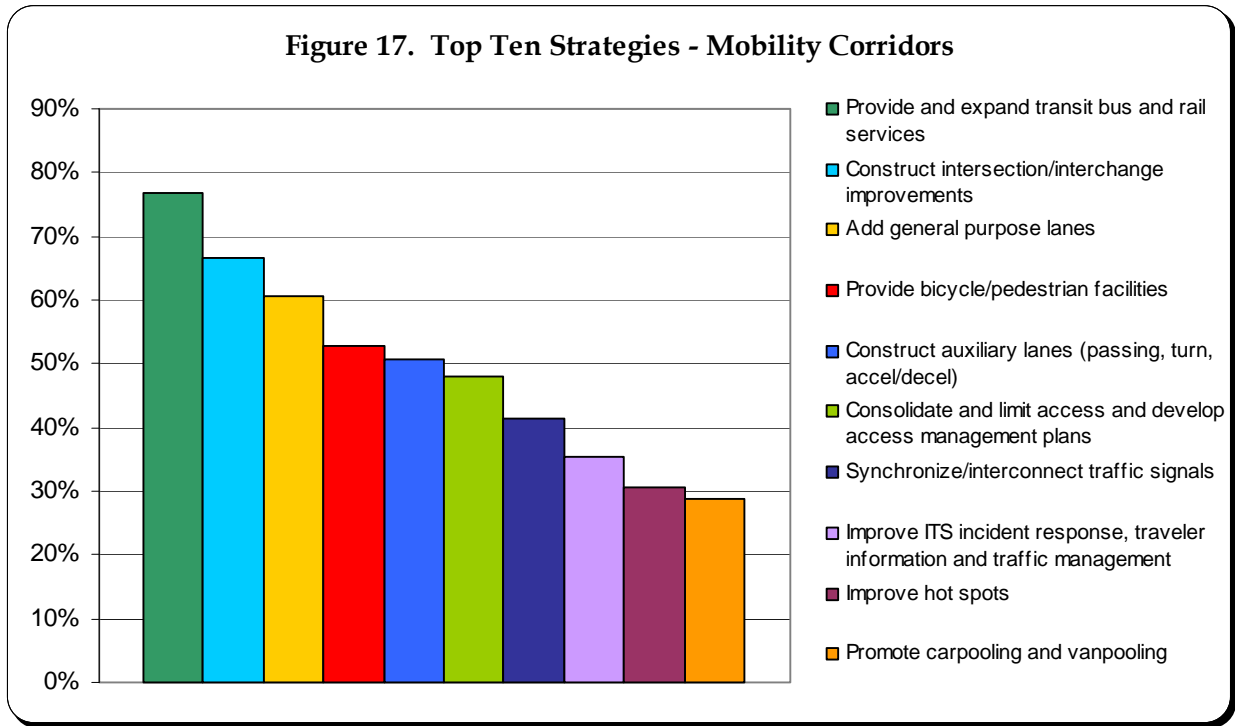
Strategies

The strategies represent a more focused approach to achieve a corridor’s vision and goals. The strategies selected generally align with the goals and provide more specific direction on future types of improvement projects that are needed along a corridor. The top ten most frequently selected strategies throughout the state are shown in **Figure 16**. Consistent with the goals, the top ten strategies are representative of all three investment categories. Each of the top five strategies was identified in over half of the corridor visions.

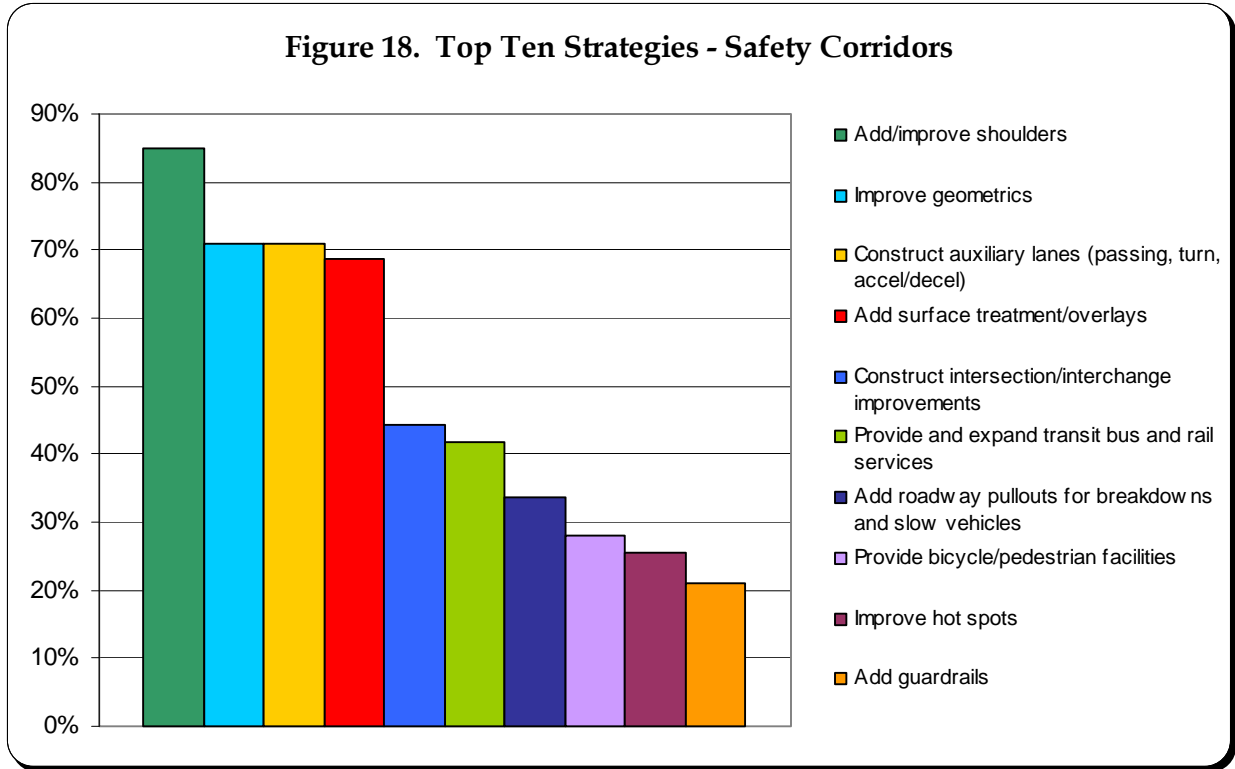


Figures 17, 18, and 19 show the top ten strategies for corridors with a primary investment category of Mobility, Safety, and System Quality, respectively. As with the goals, the strategies for a given corridor tend to focus on the corridor’s primary investment category; however, the top ten strategies reveal a need for improvements in more than one investment category.

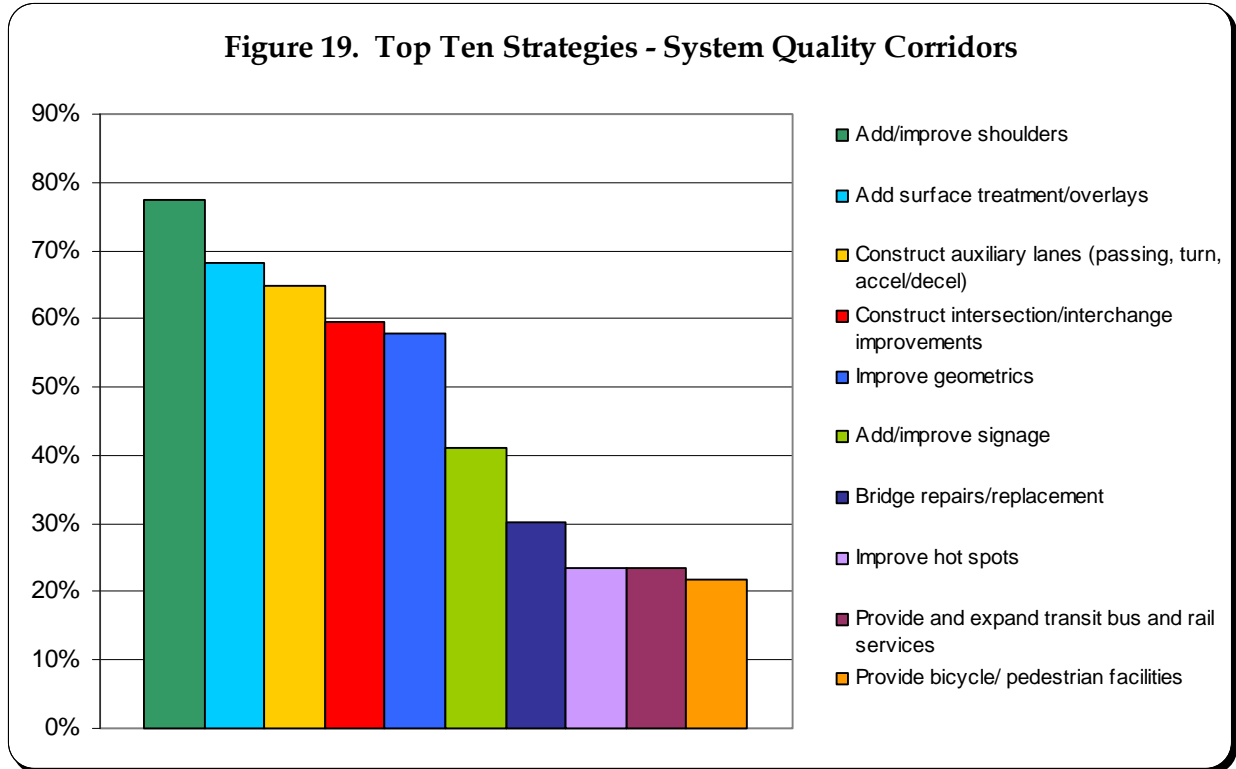
The top ten strategies for the Mobility corridors heavily favor improvements to address congestion and include multiple modes of transportation including highway, transit, bicycle/pedestrian, ITS, and carpooling/vanpooling.



Over 80 percent of the Safety corridors identified adding/improving shoulders as one of their strategies. Other safety-related strategies that were frequently selected included geometric improvements, pullouts for breakdowns or slow moving vehicles, improving hot spots, and adding guardrails.



Strategies selected for System Quality corridors represent a mix of investment categories. The most frequently selected strategy (over 75 percent of the corridors) was adding or improving shoulders. Other strategies that specifically address the System Quality needs include adding surface treatment/overlays, adding/improving signage and repairing/replacing bridges.



CONCLUSION

Colorado's long range transportation plan is an ever evolving process. The 2035 plan represents the second iteration of the plan using corridor visions to guide the future of transportation in the state. Corridor visioning promotes a collaborative transportation planning process in which planning partners integrate community values with multi-modal transportation needs to envision the future of transportation along an entire corridor. The success of the plan is dependent upon the buy-in the plan receives from local elected officials, the general public and transportation and land use planners across the state. The corridor visions point the way to a better transportation future for the state, and it will take everyone working together to move this plan into the future.

APPENDIX A

POTENTIAL CORRIDOR GOALS AND STRATEGIES

Potential Corridor Goals

- 1 Increase travel reliability and improve mobility
- 2 Reduce traffic congestion and improve traffic flow
- 3 Maintain statewide transportation connections
- 4 Coordinate transportation and land use decisions
- 5 Support economic development and maintain environment
- 6 Support commuter travel
- 7 Support recreation travel
- 8 Provide for tourist-friendly travel
- 9 Improve access to public lands
- 10 Accommodate growth in freight transport
- 11 Provide improved freight linkages
- 12 Expand transit usage
- 13 Increase bus ridership
- 14 Provide for bicycle/pedestrian travel
- 15 Increase air travel availability
- 16 Increase transportation demand management
- 17 Provide information to traveling public
- 18 Reduce fatalities, injuries and property damage crash rate
- 19 Promote education to improve safe driving behavior
- 20 Provide for safe movement of bicycles and pedestrians
- 21 Eliminate shoulder deficiencies
- 22 Improve signing/stripping
- 23 Preserve the existing transportation system
- 24 Maintain or improve pavement to optimal condition
- 25 Rehabilitate/replace deficient bridges
- 26 Promote environmentally responsible transportation improvements
- 27 Maintain transit vehicles and facilities in good condition
- 28 Maintain airport facilities in good condition
- 29 Maintain responsible water quality procedures
- 30 Deliver projects on time
- 31 Deliver projects within scope
- 32 Deliver projects within budget
- 33 Support enhancements to historic preservation
- 34 Improve transit options
- 35 Support existing transit service
- 36 Ensure airport facility meets existing and projected demands
- 37 Support economic development and maintain traffic operations
- 38 Increase travel reliability through safety improvements
- 39 Improve pedestrian and vehicle safety
- 40 Reduce impacts of truck traffic in downtown area
- 41 Improve railroad crossings
- 42 Provide access to services
- 43 Support farm to market economic sustainability

Potential Corridor Strategies

- 0 None
- 1 Add general purpose lanes
- 2 Add accel / decel lanes
- 3 Add turn lanes
- 4 Add high occupancy vehicle and toll lanes
- 5 Add roadway bypasses
- 6 Add roadway pullouts for breakdowns, buses and slow vehicles
- 7 Add new interchanges/intersections
- 8 Preserve rights of way
- 9 Construct, improve and maintain the system of local roads
- 10 Post informational signs
Consolidate & limit access & develop access management
- 11 plans
- 12 Provide and expand transit bus and rail services
- 13 Market transit services and provide incentives
- 14 Provide bicycle/pedestrian facilities
- 15 Construct and maintain park and ride facilities
- 16 Construct rail lines
- 17 Add rail sidings
- 18 Construct and maintain transit stations
- 19 Expand air service
- 20 Provide inter-modal connections
- 21 Promote carpooling and vanpooling
- 22 Promote telecommuting and flexible work hours
- 23 Promote use and maintenance of variable message signs
Improve ITS incident response, traveler info & traffic
- 24 management
- 25 Synchronize/interconnect traffic signals
- 26 Add traffic operation centers
- 27 Use improved striping paint / beads
- 28 Replace old signs
- 29 Add signage
- 30 Stripe and sign designated bike lanes
- 31 Add ramp metering
- 32 Add traffic signals
- 33 Add truck safety ramps
Improve its traveler information, traffic management and
- 34 incident management
- 35 Improve geometrics
- 36 Construct intersection/interchange improvements
- 37 Add passing lanes
- 38 Add turn lanes
- 39 Improve visibility/sight lines
- 40 Flatten slopes
- 41 Flatten curves
- 42 Add medians
- 43 Add/improve shoulders
- 44 Add guardrails
- 45 Improve hot spots
- 46 Improve rock fall mitigation

- 47 Improve railroad crossing devices
- 48 Add lights for crosswalks and highways
- 49 Add transit vehicle surveillance
- 50 Add transit station security and lighting
- 51 Construct bicycle/pedestrian overpasses
- 52 Construct separated bike facilities
- 53 Install rumble strips in high accident areas
- 54 Improve wildlife crossings
- 55 Study and change speed limits
- 56 Consolidate and limit access and develop access management
- 57 Implement safety education programs
- 58 Add surface treatment/overlays
- 59 Bridge repairs/replacement
- 60 Add bus pullouts
- 61 Add rest areas
- 62 Add truck parking areas
- 63 Implement truck restrictions - relocate/restrict heavy loads
- 64 Improve landscaping
- 65 Construct noise barriers
- 66 Purchase/use sweepers to reduce particulate matter
- 67 Promote environmental responsibility
- 68 Add drainage improvements
- 69 Extend detention ponds
- 70 Add wet ponds
- 71 Add shallow wetlands construction
- 72 Add bio retention facilities
- 73 Add infiltration trench and basins
- 74 Add surface and subsurface sand filters
- 75 Add dry grassy swale
- 76 Add vegetated buffers
- 77 Add catch basin inserts
- 78 Add water quality inlet with oil/grit separators
- 79 Add interchange reconstruction
- 80 Control advertising
- 81 Improve its core service management system
- 82 Add traffic operation centers
- 83 Reconstruct roadways
- 84 Study corridors
- 85 Develop bicycle/pedestrian master plans
- 86 Develop airport master plans
- 87 Promote rail studies
- 88 Promote tolling studies
- 89 Develop data collection
- 90 Promote value engineering
- 91 Construct auxiliary lanes (passing, turn, accel/decel)
- 92 Construct wider shoulders where feasible
- 93 Super 2 construction
- 94 Meet airport facility objectives in Airport System Plan
- 95 Preserve existing rail corridor
- 96 Promote Travel Demand Management

97 Realign highway

APPENDIX B TPR CORRIDOR VISIONS

(Available Electronically)

APPENDIX B

TPR CORRIDOR VISIONS

Central Front Range TPR

Denver Regional Council of Governments

Eastern TPR

Grand Valley MPO

Gunnison Valley TPR

Intermountain TPR

North Front Range MPO

Northwest TPR

Pikes Peak Area MPO

Pueblo Area MPO

San Luis Valley TPR

South Central TPR

Southeast TPR

Southwest TPR

Upper Front Range TPR



Central Front Range
Transportation Planning Region

2035 Regional Transportation Plan

January 2008

CORRIDOR: SH 9 A (PCF7001)

Description: US 50 north to US 24 (Hartsel)

The Vision for the SH 9 - US 50 north to US 24 (Hartsel) corridor is primarily to maintain system quality as well as to improve safety. This corridor serves primarily as a regional facility, provides local access, and makes north-south connections between US 50, an interregional highway, and the South Park area. The predominant current and future travel mode will continue to be passenger vehicle. Based on historic and projected population and employment levels and projected AADT, both passenger and freight traffic volumes are expected to increase only slightly. The local economy depends on agriculture. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of traffic in and through the corridor.

Primary Investment Category: System Quality

Priority: Low

Goals

- Support recreation travel
- Reduce shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Support existing transit service

Strategies

- Improve geometrics
- Construct intersection improvements
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement
- Provide and expand transit bus services

CORRIDOR: SH 9 B (PCF7002)

Description: US 24 (Hartsel) north to Breckenridge

The Vision for the SH 9 - US 24 (Hartsel) north to Breckenridge corridor is primarily to improve safety as well as improve safety and maintain system quality. This corridor connects to places outside the region and makes north-south connections via Hoosier Pass. This is an important commuter route for workers in the ski industry. Severe winter weather is a factor in mobility and maintenance issues. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor, but also provides a link from the Front Range to the central mountain recreation areas in Summit County and along the I-70 corridor. The route serves as a reliever to the often congested or weather-bound I-70. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. Communities and travelers in the corridor value transportation choices and connections to other areas. Tourism is the predominant economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor.

Primary Investment Category: Safety

Priority: High

Goals

- Increase travel reliability and improve mobility through safety improvements
- Support commuter travel
- Support recreation travel
- Provide information to traveling public
- Support existing transit service

Strategies

- Promote carpooling and vanpooling
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Promote use and maintenance of Variable Message Signs
- Provide bicycle/pedestrian facilities
- Provide and expand transit bus services
- Add surface treatment/overlays
- Add drainage improvements
- Add/improve shoulders
- Improve visibility/sight lines
- Add turn lanes & accel/decel lanes turn lanes

CORRIDOR: US 24 A (i) (PCF7003)

Description: Trout Creek Pass east to Lake George

The Vision for the US 24 - Trout Creek Pass east to Lake George corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves primarily to connect to places outside the region, making east-west connections between the upper Arkansas River and South Park areas. While current traffic volumes do not indicate capacity improvements, future volumes may make capacity increases necessary. Currently, the corridor segment has **two** distinct sets of operating characteristics:

- The western portion of the segment, Trout Creek Pass, currently has significant periodic congestion as well as on-going safety concerns on the winding, steep road, and
- The South Park and Wilkerson Pass area currently shows little congestion, but will benefit from the construction of non-capacity improvements.

This corridor will develop as an alternative route from the Front Range to recreation communities in the central mountain area. The route serves as a reliever to the often congested or weather-bound I-70. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. Based on historic and projected population and employment levels, as well as projected travel demand, both passenger and freight traffic volumes are expected to increase significantly. The segment provides a critical link between the developing US 285 freight corridor from New Mexico to Denver and Colorado Springs. The corridor provides incident relief to I-70 as well as an alternative for Front Range residents seeking access to mountain recreation opportunities. The communities along the corridor value connections to other areas and safety. They depend on tourism and, to some extent agricultural activity, for an economic base in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists in and through the corridor.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Maintain statewide transportation connections
- Eliminate shoulder deficiencies
- Support recreation travel
- Provide for bicycle/pedestrian travel

Strategies

- Add/improve shoulders
- Passing lanes
- Turn lanes
- Add roadway pullouts for breakdowns and slow vehicles
- Improve hot spots
- Intersection improvements
- Add rest areas
- Improve ITS Traveler Info, Traffic Mgmt and Incident Mgt
- Post informational signs
- Provide and expand transit bus services

CORRIDOR: US 24 A (ii) (PCF7004)

Description: Lake George east to SH 67 (Woodland Park)

The Vision for the US 24 – Lake George east to SH 67 (Woodland Park) corridor is primarily to increase mobility and includes improving safety and maintaining system quality. This corridor serves as a multi-modal National Highway System facility (from Divide to Woodland Park), provides commuter access, and makes east-west connections within the mountainous region west of Colorado Springs. It is a primary connector to corridors serving the gaming community of Cripple Creek. Current and future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase to near urban levels. The corridor serves as a major long distance commuting route between mountain communities and employment or service centers in Colorado Springs. While recent capacity increases have alleviated congestion on the eastern portion of the segment for now, sustained future growth will necessitate on-going upgrades to the highway, public transportation, and non-motorized transportation. The route serves as a reliever to the often congested or weather-bound I-70. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on tourism and gaming for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Support recreation travel
- Support existing transit service

Strategies

- Construct intersection improvements
- Construct auxiliary lanes (passing, turn, accel/decel)
- Add/improve shoulders
- Consolidate and limit access and develop access management plans
- Provide and expand transit
- Provide inter-modal connections
- Construct and maintain Park 'n' Ride facilities
- Provide bicycle/pedestrian facilities
- Promote use and maintenance of Variable Message Signs/ITS
- Add traffic signals

CORRIDOR: US 24 G (PCF7005)

Description: Elbert Rd. east to I-70 (Limon)

The Vision for the US 24 - Peyton east to I-70 (Limon) corridor is to increase mobility as well as to improve safety and maintain system quality. This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes east-west connections from the plains east of Colorado Springs. It is a link to the Ports to Plains Corridor on US 287 and to I-70 from Colorado Springs. Future travel modes include passenger vehicle, truck freight, aviation, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Many local roads serve as high volume collectors and feed traffic to the primary highway corridor. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. The vision includes providing a safe and efficient airport that maximizes existing investment while also meeting the current and future needs of the traveling public. Local communities depend on agriculture and, to some extent, commercial activity for economic activity. However, the primary use is as a commuter route, long distance travel, and freight movement. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters and freight in and through the corridor.

Primary Investment Category: Mobility

Priority: High

Goals

- Support commuter travel
- Accommodate growth in freight transport
- Expand transit usage
- Provide for bicycle/pedestrian travel
- Provide information to traveling public
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands

Strategies

- Super 2 construction
- Construct intersection/interchange improvements
- Provide and expand transit bus services
- Construct and maintain Park 'n' Ride facilities
- Provide inter-modal connections
- Consolidate and limit access and develop access management plans
- Promote carpooling and vanpooling
- Provide bicycle/pedestrian facilities
- Improve ITS Traveler Information, Traffic Mgt and Incident Mgt
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

CORRIDOR: US 50 A (i) (PCF7006)

Description: East of Salida east to SH 115 (Cañon City)

The Vision for the US 50 – East of Salida east to SH 115 (Cañon City) corridor is primarily to improve safety and to maintain system quality, but includes mobility in terms of public transportation and pedestrian improvements. This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes east-west connections within the central mountains area. This corridor will develop as a southern alternative to I-70 for tourist and freight movements, providing interstate level mobility. Future travel modes include passenger vehicle, bus service, truck freight, rail freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. The Arkansas River canyon is one of the most scenic in the state, providing high quality fishing and whitewater rafting opportunities. Public access to the river is available through numerous BLM operated access points. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists, freight, and access to urban services in and through the corridor.

Primary Investment Category: Safety

Priority: High

Goals

- Reduce shoulder deficiencies
- Support recreation travel
- Accommodate growth in freight transport
- Support existing transit service
- Provide information to traveling public

Strategies

- Add passing lanes
- Add/improve shoulders
- Add roadway pullouts for trucks, buses, slow moving vehicles
- Provide and expand transit bus services
- Provide bicycle/pedestrian facilities
- Promote use and maintenance of Variable Message Signs
- Rockfall mitigation
- Improve access to public lands
- Improve hotspots
- Preserve existing rail corridor

CORRIDOR: US 50 A (ii) (PCF7007)

Description: SH 115 (Cañon City) east to I-25 (Pueblo)

The Vision for the US 50 - SH 115 (Cañon City) east to I-25 (Pueblo) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, provides commuter access, and makes east-west connections within the foothills and plains from Cañon City to the Pueblo area. Cañon City is the largest urban area in Colorado not in an MPO. This corridor will develop as a southern alternative to I-70 for tourist and freight movements, providing interstate level mobility. Future travel modes include passenger vehicle, bus service, truck freight, rail freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility and connections to other areas. The vision includes providing a safe and efficient airport that maximizes existing investment while also meeting the current and future needs of the traveling public. Local communities depend on manufacturing, commercial activity, and Department of Corrections facilities for economic activity. Users of this corridor want to preserve the rural/urban mix character while supporting the movement of commuters and freight in and through the corridor.

Primary Investment Category: Mobility

Priority: Medium

Goals

- Support commuter travel
- Accommodate growth in freight transport
- Support existing transit service
- Provide for bicycle/pedestrian travel
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands.

Strategies

- Study corridor (Cañon City Bypass)
- Construct interchanges/intersection improvements
- Construct and maintain Park 'n' Ride facilities
- Provide and expand transit bus services
- Provide inter-modal connections
- Provide bicycle/pedestrian facilities
- Promote use and maintenance of Variable Message Signs/ITS
- Maintain street sweep program to reduce particulate matter in Cañon City
- Preserve existing rail corridor
- Meet facility objectives for the airport as identified in the Colorado Airport System

CORRIDOR: SH 67 A-B (PCF7008)

Description: Wetmore north to US 50

The Vision for the SH 67 - Wetmore north to US 50 corridor is primarily to improve safety as well as to maintain system quality. This corridor primarily serves as a local facility and makes north-south connections between the Arkansas River valley east of Cañon City and the Wet Mountain Valley and Sangre de Cristo Mountains. The primary travel mode is now and will continue to be passenger vehicles. The transportation system in the area primarily serves towns and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the about the same. The communities along the corridor value safety and system preservation. They depend on agriculture and residential ex-urban communities for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor.

Primary Investment Category: Safety

Priority: Low

Goals

- Eliminate shoulder deficiencies
- Support recreational travel
- Reduce fatalities, injuries and property damage crash rate
- Improve signing/stripping
- Maintain or improve pavement to optimal condition
- Expand transit usage

Strategies

- Add passing lanes
- Add/improve shoulders
- Construct intersection improvements
- Add turn lanes
- Improve visibility/sight lines
- Flatten curves
- Provide bicycle/pedestrian facilities
- Improve hotspots
- Market transit services and provide incentives
- Provide and expand transit bus services

CORRIDOR: SH 67 C (PCF7009)

Description: Victor north to Divide

The Vision for the SH 67 - Victor north to Divide corridor is primarily to improve safety and system quality as well as to increase mobility through safety and public transportation improvements. This corridor serves as a multimodal local facility, provides commuter access, and makes north-south connections within the mountainous area west of Pikes Peak. The corridor also serves a main street in Victor and a portion of downtown Cripple Creek. Future travel modes include passenger vehicle, bus service, truck freight, bicycles/pedestrians and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor as well as connects to destinations outside of the corridor, primarily to the Colorado Springs area via US 24. The American Discovery Trail is a major interregional trail planned for the area. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, safety, and transportation choices. They depend on tourism and gaming for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor. Future traffic volume projections indicate severe congestion. While the terrain inhibits traditional capacity additions to the highway, incremental gains in mobility may be achieved with improvements at spot locations. Development of alternative modes should be pursued to alleviate congestion. Development of off-system parallel routes will also assist in disseminating traffic.

Primary Investment Category: Safety

Priority: Medium

Goals

- Provide information to traveling public
- Improve truck freight mobility
- Support existing transit service
- Reduce fatalities, injuries and property damage crash rate
- Transportation Demand Management
- Support enhancements to historical preservation

Strategies

- Add/improve shoulders
- Add passing lanes
- Add guardrails
- Improve geometrics
- Install rumble strips in high accident areas
- Roadway pullouts for slow moving or disabled vehicles
- Construct, improve and maintain the system of local collector roads
- Market transit services and provide incentives
- Provide and expand transit bus services
- Provide bicycle/pedestrian facilities
- Promote Travel Demand Management
- Construct and maintain Park 'n' Ride facilities
- Promote use and maintenance of Variable Message Signs/ITS

CORRIDOR: SH 67 D (PCF7010)

Description: Woodland Park north to Sedalia

The Vision for the SH 67 - Woodland Park north to Sedalia corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access and makes north-south connections within the upper Platte River basin. The primary travel mode will continue to be passenger vehicle. The transportation system in the area serves destinations within the corridor. Based on projected use, traffic volumes are expected to stay about the same. Users of the corridor value system preservation. Recreation is the major economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists in and through the corridor. As more people move to the once remote mountain communities and home sites on the corridor, it is becoming increasingly used as a commuter route south to Woodland Park and Colorado Springs, and north to the Front Range via Sedalia.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Reduce shoulder deficiencies
- Support recreation travel
- Provide for bicycles/pedestrian travel
- Improve transit options

Strategies

- Add/improve shoulders
- Improve geometrics
- Construct intersection improvements
- Add passing lanes
- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Provide and expand transit bus services
- Provide bicycle/pedestrian facilities

CORRIDOR: SH 69 A (PCF7011)

Description: Custer / Huerfano County Line north to US 50 (Texas Creek)

The Vision for the SH 69 - Custer / Huerfano County Line north to US 50 corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, connects to places outside the region, and makes north-south connections within the Wet Mountain Valley area. Primary current and future travel modes will be passenger vehicles, with increased truck traffic serving local communities, pending improvements. The transportation system in the area serves towns within the corridor as well as provides access to recreation areas. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase somewhat while freight volume will remain constant. However, freight volumes may increase if future road way improvements are implemented. The communities along the corridor value connections to other areas, system preservation, and safety. The vision includes providing a safe and efficient airport that maximizes existing investment while also meeting the current and future needs of the traveling public. The local economy depends on tourism and agriculture. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Reduce shoulder deficiencies
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Support existing transit service
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands.

Strategies

- Improve geometrics
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Add guardrails
- Construct pullouts for slow moving or disabled vehicles
- Provide and expand transit bus
- Provide bicycle/pedestrian facilities
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

CORRIDOR: SH 94 A (PCF7012)

Description: Ellicott east to US 40

The Vision for the SH 94 - Ellicott east to US 40/287 corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multimodal local facility, connects to places outside the region, and makes east-west connections between the Colorado Springs area and the plains east of the city. It is a trucking link to the Ports to Plains Corridor on US 287 and serves Schriever Air Force Base and other expanding military facilities. Future travel modes include passenger vehicle, truck freight, aviation, bicycles/pedestrians, and the potential for commuter transit from the developing outlying residential areas. The transportation system in the area serves destinations outside of the corridor as well as smaller communities and rural residents seeking access to Colorado Springs. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume may increase somewhat. The communities along the corridor value connections to other areas. The vision includes providing a safe and efficient airport that maximizes existing investment while also meeting the current and future needs of the traveling public. Residents depend on agriculture and residential communities commuting to the urban area for economic activity. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters and freight in and through the corridor. Inclement weather is often a factor for commuters, contributing to safety issues and delayed travel times.

Primary Investment Category: Safety

Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Support economic development and maintain traffic operations

Strategies

- Construct auxiliary lanes (passing, turn, accel/decel)
- Preserve Rights of Way
- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Construct and maintain Park 'n' Ride facilities
- Promote carpooling and vanpooling
- Promote use and maintenance of variable message signs
- Improve ITS Incident response, Traveler Info & Traffic Mgt
- Construct Intersection/Interchange improvements
- Add surface treatment/overlays

CORRIDOR: SH 96 A (PCF7013)

Description: Westcliffe east to I-25 (Pueblo)

The Vision for the SH 96 - Westcliffe east to I-25 (Pueblo) corridor is primarily to maintain system quality as well as to improve safety. This corridor connects to places outside the region, and makes east-west connections within the Wet Mountain Valley area. It is part of the Frontier Scenic Byway. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns and recreation destinations within the corridor as well as providing access to the Pueblo urban area. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The communities along the corridor value system preservation and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Reduce shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Support recreation travel
- Improve access to public lands
- Support existing transit service

Strategies

- Construct intersection improvements
- Add passing lanes
- Add turn lanes
- Geometric improvements
- Add/improve shoulders
- Roadway pullouts for slow moving or disabled vehicles
- Provide bicycle/pedestrian facilities
- Provide and expand transit services

CORRIDOR: SH 115 A (i) (PCF7014)

Description: US 50 Cañon City east to US 50

The Vision for the SH 115 - US 50 (Cañon City) east to US 50 corridor is primarily to increase mobility through safety and system quality improvements, as well as to enhance public transportation. This corridor serves as a multimodal local facility, acts as Main Street in Florence, and makes east-west connections within the Cañon City, Florence and other nearby areas. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility and transportation choices. The route is heavily used for intra-area travel by local residents. The area depends extensively on Department of Corrections prison facilities for economic activity. Users of this corridor want to preserve the small urban and suburban character of the area while supporting the movement of commuters and access to services in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve mobility
- Support commuter travel
- Expand transit usage
- Preserve the existing transportation system
- Provide for safe movement of bicycles and pedestrians

Strategies

- Construct auxiliary lanes (passing, turn, accel/decel)
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Add traffic signals
- Construct intersection improvements
- Add/improve shoulders
- Add surface treatment/overlays
- Drainage improvements

CORRIDOR: SH 115 A (ii) (PCF7015)

Description: US 50 north to Colorado Springs limit

The Vision for the SH 115 - US 50 north to Colorado Springs city limit corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor provides commuter access and makes north-south connections within the southern foothills between Florence/Penrose/Cañon City and Colorado Springs areas. The route is a popular segment for interregional bicycling, which has fallen into disfavor for its lack of continuous, safe shoulders to separate cyclists from motorized vehicles. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters, freight, and tourists.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Provide for tourist-friendly travel
- Maintain airport facilities in good condition

Strategies

- Add general purpose lanes
- Add passing lanes
- Add/improve shoulders
- Construct intersection/interchange improvements
- Improve hot spots
- Add turn/accel/decel lanes (
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Provide and expand transit bus services
- Promote use and maintenance of Variable Message Signs/ITS
- Preserve ROW for future corridor expansion

CORRIDOR: SH 120 A (PCF7016)

Description: SH 115 east to US 50

The Vision for the SH 120 - SH 115 east to US 50 corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multimodal local facility, provides local access, and makes east-west connections within the Arkansas River Valley in the Florence and Portland area. Current and future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to remain constant. The communities along the corridor value system preservation and depend on manufacturing for economic activity. Users of this corridor want to preserve the rural character of the area while supporting the truck movements in the corridor.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Provide improved freight linkages
- Reduce shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

Strategies

- Reconstruct roadways
- Improve geometrics
- Add turn lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement
- Improve signage

CORRIDOR: SH 165 A (PCF7017)

Description: SH 96 (Custer Co) east to I-25 (Pueblo)

The Vision for the SH 165 - SH 96 (Custer County) east to I-25 (Pueblo) corridor is primarily to maintain system quality. This corridor provides local access and makes north-south connections within the Wet Mountain area. Future travel modes include passenger vehicle and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. It also serves as a recreation gateway to the Sangre de Cristo Mountains. It is part of the Frontier Scenic Byway. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The communities along the corridor value connections to other areas and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and access to services. All transportation development should recognize the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Reduce shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Support existing transit service
- Provide for safe movement of bicycles and pedestrians

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add accel/decel lanes
- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Add surface treatment/overlays
- Provide transit bus services
- Provide bicycle/pedestrian facilities

CORRIDOR: US 285 D (i) (PCF7018)

Description: US 24 (Antero Junction) north to SH 9 (Fairplay)

The Vision for the US 285 - US 24 (Antero Junction) north to SH 9 (Fairplay) corridor is primarily to increase mobility, especially for truck freight, as well as to maintain system quality and to improve safety. This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes north-south connections within the Park County area. Future travel modes include passenger vehicle, bus service, and truck freight. The highway corridor primarily serves destinations outside of the corridor as well as towns in the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. This corridor is envisioned as developing into a major north/south truck route, connecting New Mexico with Denver and other Front Range communities. The area depends on tourism, and to some extent agriculture, for its economic base. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

Primary Investment Category: Mobility

Priority: High

Goals

- Accommodate growth in freight transport
- Increase travel reliability and improve mobility
- Reduce shoulder deficiencies
- Support recreation travel
- Support existing transit service

Strategies

- Construct new or improve existing interchanges/intersections
- Add passing lanes
- Add accel/decel and turn lanes
- Improve hot spots
- Add/improve shoulders
- Add truck parking areas
- Provide and expand transit bus services
- Improve ITS Traveler Info, Traffic Mgt and Incident Mgt
- Provide bicycle/pedestrian facilities

CORRIDOR: U.S. 285 D (ii) (PCF7020)

Description: SH 9 (Fairplay) north to Bailey

The Vision for the US 285 - SH 9 (Fairplay) north to Bailey corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes north-south connections within the Park/Jefferson County area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The corridor provides incident relief to I-70. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on tourism and residential developments for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor. Improvements must be consistent with corridor and environmental assessments.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Support recreation travel
- Support/expand transit service

Strategies

- Add general purpose lanes
- Add new or improve intersections/interchanges
- Add/improve shoulders
- Add auxiliary lanes
- Consolidate and limit access and develop access management plans
- Provide transit bus services
- Construct and maintain Park 'n' Ride facilities
- Promote carpooling and vanpooling
- Promote use and maintenance of Variable Message Signs/ITS
- Blowing and drifting snow mitigation

CORRIDOR: U.S. 285 D (iii) (PCF7019)

Description: Bailey north to Conifer

The Vision for the US 285 - Bailey north to Conifer corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multimodal National Highway System facility, provides commuter access, and makes north-south connections within the northeast Park County area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on residential development for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor. Improvements must be consistent with corridor and environmental assessments.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Support existing transit service
- Transportation Demand Management
- Traveler information

Strategies

- Add general purpose lanes
- Add new or reconstruct existing interchanges/intersections
- Consolidate and limit access and develop access management plans
- Improve and maintain the system of local roads
- Add truck parking areas
- Support/Expand transit services
- Provide bicycle and pedestrian facilities
- Construct and maintain Park 'n' Ride facilities
- Promote carpooling/vanpooling
- Improve ITS incident response, traveler information and traffic management

CORRIDOR: Copper Gulch Road (PCF7021)

Description: Forest Road – SH 69 (Westcliffe) to Cañon City

The Vision for the Copper Gulch Road corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local and commuter access, making north-south connections within the Custer/Fremont County area. The primary travel mode is passenger vehicle. The roadway primarily serves towns within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase. The communities along the corridor value system preservation and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters.

Primary Investment Category: System Quality

Priority: Low

Goals

- Maintain or improve pavement to optimal condition
- Support commuter travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Promote transportation improvements that are environmentally responsible

Strategies

- Construct, improve and maintain the system of local roads
- Reconstruct roadways
- Improve geometrics
- Add/improve shoulders
- Add surface treatment/overlays
- Provide bicycle/pedestrian facilities
- Promote carpooling/vanpooling

CORRIDOR: Elbert Road (PCF7022)

Description: US 24 (Peyton) north to SH 86 (Kiowa)

The Vision for the Elbert Road corridor is primarily to improve system quality and mobility. This corridor provides commuter access and makes north-south connections between the plains region east of I-25 area and Front Range urban areas. Future travel needs are for passenger vehicles and truck freight. Based on historic and projected population and employment levels, passenger and freight traffic volumes are expected to increase significantly. The corridor is expected to become a major reliever route for SH 83, which has reached full build-out in the area. The communities along the corridor value connections from the residential rural communities to urban areas. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters in the corridor.

Primary Investment Category: System Quality

Priority: Low

Goals

- Accommodate growth in freight transport
- Support commuter travel
- Maintain statewide transportation connections

Strategies

- Construct, improve and maintain the system of local roads
- Preserve ROW for future corridor expansion
- Consolidate and limit access and develop access management plans
- Reconstruct roadways
- Improve geometrics
- Add new intersection/interchange improvements
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement
- Study corridors

CORRIDOR: Gold Belt Tour Scenic Byway (PCF7024)

Description: Phantom Cañon Road, Shelf Road, High Park Road, Teller County Road 1, US 50

The Vision for the Gold Belt Tour Scenic Byway corridor is primarily to maintain system quality as well as to improve safety. The corridor is significant for its designation as a National Scenic Byway, a Colorado Scenic and Historic Byway, and the American Discovery Trail. This corridor provides local access and makes north-south connections within the area south and west of Pikes Peak. Future travel modes include passenger vehicle, truck freight and transit. The transportation system in the area serves destinations within the corridor, primarily to the growing rural mountain areas, as well as provides a more direct route between the US 24 and US 50 corridors. High Park Road provides an alternative truck route between Cañon City and Cripple Creek. Shelf Road and Phantom Canyon Road provide alternative routes for commuters and visitors to the Cripple Creek gaming area. Teller County Road 1 is a major collector facility providing a link between US 24, High Park Road, and Cripple Creek. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value system preservation and safety. They depend on gaming in Cripple Creek for economic activity in the area. In addition, the many rural residential subdivisions in the Teller County part of the corridor require upgraded access to Colorado Springs, Cripple Creek, and major highway corridors. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Preserve and improve the existing transportation system
- Support commuter travel
- Provide for tourist-friendly travel
- Improve access to public lands
- Expand and support transit usage

Strategies

- Improve and maintain the system of local roads
- Improve geometrics
- Add guardrails
- Add surface treatment/overlays
- Repair/replace bridges
- Add rest areas
- Post Scenic Byway informational signs
- Provide bicycle/pedestrian facilities
- Promote environmental responsibility
- Provide and expand rural transit services

CORRIDOR: Guanella Pass (PCF7025)

Description: Forest Road – US 285 (Grant) to I-70 (Georgetown)

The Vision for the Guanella Pass corridor is primarily to maintain system quality as well as to improve safety. This corridor Scenic Byway makes north-south connections between US 285 (Park County) and I-70 (Clear Creek County) over Guanella Pass. Future travel modes include passenger vehicle and bicycle and pedestrian facilities. The roadway primarily serves recreation destinations in the corridor. Based on traffic projections, volumes are expected to stay about the same. Due to the terrain and location, there is little truck use on the road. The local economy depends on tourism. Users of this corridor want to preserve the mountain character of the area and support the movement of tourists in and through the corridor while recognizing the environmental sensitivity of the surrounding area.

Primary Investment Category: System Quality

Priority: High

Goals

- Support recreation travel
- Improve access to public lands
- Provide for safe movement of bicycles and pedestrians
- Promote transportation improvements that are environmentally responsible

Strategies

- Construct, improve and maintain the system of local roads)
- Reconstruct roadways
- Post informational signs
- Improve geometrics
- Add/improve shoulders
- Add roadway pullouts for breakdowns and slow vehicles
- Provide bicycle/pedestrian facilities

CORRIDOR: Oak Creek Grade (PCF7026)

Description: Forest Road – Silver Cliff to Cañon City

The Vision for the Oak Creek Grade corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor provides local and commuter access, making north-south connections within the Custer/Fremont County area. The primary travel mode is passenger vehicle. The roadway primarily serves towns within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase. The communities along the corridor value system preservation and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters.

Primary Investment Category: System Quality

Priority: Low

Goals

- Maintain or improve pavement to optimal condition
- Support commuter travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Promote transportation improvements that are environmentally responsible

Strategies

- Construct, improve and maintain the system of local roads
- Reconstruct roadways
- Improve geometrics
- Add/improve shoulders
- Add surface treatment/overlays
- Provide bicycle/pedestrian facilities

CORRIDOR: Tarryall River Road (PCF7027)

Description: Forest Highway 81/Park County Road 77

The Vision for the Tarryall River Road corridor, also known as Forest Highway 81 and Park County Road 77, is primarily to maintain system quality as well as to improve safety. This corridor provides local access to public lands and makes north-south connections within the Tarryall River Valley area. The Forest Service is proceeding with preliminary design and other project development activities in anticipation of Forest Highway Funds. Primary travel modes are for passenger vehicles. The road serves recreation destinations within the corridor as well as local access. Based on projected traffic, volumes are expected to stay about the same. The communities along the corridor value connections to other areas and system preservation. The road connects US 24 to US 285. Users of this corridor want to preserve the mountain character of the area while supporting the movement of recreational users and commuters. Environmental needs of the surrounding area must be recognized.

Primary Investment Category: System Quality

Priority: High

Goals

- Provide for tourist-friendly travel
- Improve access to public lands
- Provide for bicycle/pedestrian travel
- Promote environmentally responsible transportation improvements
- Repair or reconstruct functionally obsolete or structurally deficient bridges

Strategies

- Construct, improve and maintain the system of local roads
- Construct intersection improvements
- Add surface treatment/overlays
- Improve geometrics
- Add/improve shoulders
- Bridge repairs/replacement
- Provide bicycle/pedestrian facilities

2035 METRO VISION REGIONAL TRANSPORTATION PLAN



THE DENVER REGIONAL COUNCIL OF GOVERNMENTS

2. Common Strategies for All Corridor Visions in DRCOG Region

The strategies listed below may be considered in nearly every corridor. They are listed in this section to avoid repetition in each relevant Corridor Vision.

A. Overall

- *Coordinate land use and transportation decisions and implementation;*
- *Support urban centers and transit-oriented developments (TODs);*
- *Complete projects in an environmentally responsible manner;*
- *Maintain the existing infrastructure including pavement, subsurface, bridges, traffic management facilities, park-n-Ride lots, stations, rail lines, multipurpose trails (bike paths), and sidewalks;*
- *Implement safety improvements as stand-alone projects or within larger projects; and*
- *Conduct a regional vulnerability assessment to identify critical transportation system infrastructure; determine/deploy critical infrastructure protection as required.*

B. Transit Facilities and Services

- *Implement security and safety features at transit stations, park-n-Ride lots, and on vehicles;*
- *Make modifications to bus routes per changing ridership demands;*
- *Implement timed-transfer points throughout the system;*
- *Provide pedestrian and bicycle connections between transit facilities and adjacent neighborhoods and developments;*
- *Provide bicycle accommodations at transit facilities and on transit vehicles;*
- *Construct transit-oriented developments (TODs) around appropriate stations and park-n-Ride lots;*
- *Increase RTD access-a-Ride ADA transit service as the fixed-route service expands; and*
- *Increase other specialized transit services to elderly, disabled, low-income, and rural residents.*

C. Travel Demand Management

- *Baseline assumption: A regional program will facilitate and promote use of alternative travel modes, carpooling, teleworking, alternative work schedules, and efficient site development designs in all corridors.*

D. Physical Improvements as Part of Roadway Projects

- *Construct improvements to current design standards;*
- *Improve ramp terminal and arterial intersections to serve future volumes (turn lanes);*
- *Provide acceleration/deceleration lanes in appropriate locations;*

- Construct standard paved shoulders on freeways and non-urban arterials;
- *Provide appropriate curb/gutter/sidewalk section on urban arterials;*
- Provide appropriate space and/or treatments for on-street bicyclists;
- *Provide applicable crosswalk markings and devices at locations with pedestrian activity;*
- Provide bus lanes and pull-outs in appropriate locations;
- *Install traffic signals as warranted;* and
- *Control arterial access per assigned state highway access category.*

E. System Management Strategies for Relevant Corridor

Baseline Assumptions:

- *All traffic and transit operations centers and emergency management centers are linked together for an advanced transportation management system (ATMS) including incident management, regional traffic control, and multimodal coordination.* Effective, reliable, and cost-efficient communications infrastructure is implemented/used to support both connectivity between operations centers and connectivity to field equipment from operations centers;
- *A regional advanced traveler information system (ATIS/511 service) is operated and maintained (by CDOT or other as-yet-undefined agency).* Effective, reliable, and cost-efficient technology is implemented/used to support traveler information dissemination to drivers in vehicles and travelers on transit.
- A unified regional incident management plan is developed, implemented, and maintained.

Freeways:

- *Meter on-ramps to congested freeways;* integrate ramp meters with adjacent arterial signals;
- Implement/operate full network surveillance; feed to regional ATIS;
- Operate incident detection where surveillance is deployed;
- Implement/use dynamic message signs (DMSs) to disseminate real-time traffic information, including real-time park-n-Ride parking occupancy and transit parking alternatives; from regional ATIS; and
- *Prepare, implement, and maintain corridor incident management plans;* operate traffic-responsive signal control along key incident diversion routes.

Tollways:

- *Maintain/upgrade electronic toll collection;*
- Implement/operate probe surveillance using toll tags; feed to regional ATIS;
- Implement/operate select (not full) surveillance; feed to regional ATIS;
- Implement/use DMSs to disseminate real-time traffic information, including real-time park-n-Ride parking occupancy and transit parking alternatives; from regional ATIS;

- Prepare, implement, and maintain corridor incident management plans; operate traffic-responsive signal control along key incident diversion routes; and
- Operate tollway service patrol.

Arterials:

- *Install signals as warrants met, consistent with CDOT or city/county access management requirements or access management plans;*
- *Operate existing and new traffic signals using signal system(s) for surface street control; and*
- *Update traffic signal timing/coordination plans on a regular basis.*

Transit:

- *Implement/operate transit security features at park-n-Ride lots/stations and on transit vehicles;*
- *Disseminate real-time transit vehicle arrival/departure information to transit patrons at park-n-Ride lots/stations and key transfer points and feed to regional ATIS;*
- *Compile real-time parking space occupancy at park-n-Rides; feed to regional ATIS; and*
- *Implement/operate transit signal priority selectively at signalized intersections adjacent to park-n-Ride lots/stations, key bus transfer points, and along heavily-used bus transit corridors.*

DRCOG Multimodal Corridor Goals and Strategies

A-1. 120th Avenue (SH-128, US-287) Multimodal Corridor Vision: From SH-121 to E-470

The transportation vision for the **120th Avenue Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. Bus service is provided along the corridor and will provide an important connection to the US-36 and North Metro tier 1 rail lines; and Brighton rail line and I-25 Bus/HOV lane in tier 2. Rocky Mountain Metropolitan Airport is located adjacent to the corridor (see Corridor Sub-Area Exhibit #2 and #8).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen 120th Avenue between Vance Street/SH-128 extension in Broomfield and Huron Street, between Washington Street and the UPRR railroad tracks, *between Holly Street and Quebec Street*, and between US-85 and E-470;

- *Extend SH-128 as a new six-lane road between State Highway 121 and 120th Avenue. Construct new interchange access to US-36 from 120th Avenue. Grade separate with BNSF tracks;*
- Reconstruct US 36 interchange at SH-121 (Wadsworth Interchange);
- Reconstruct the 120th Avenue interchange at I-25 to provide bus/HOV access;
- Widen US-36, I-25, US-85, Wadsworth Boulevard, Quebec Street, and Buckley Road where they cross 120th Avenue; and
- Construct a new grade-separated interchange at US-85; grade-separate from UP tracks.

Transit

- *Construct or expand rapid transit stations near the crossing with the US-36, North Metro and Brighton rail lines and the US-36 and North I-25 bus HOV lanes. Provide associated feeder bus service.*

Bicycle/Pedestrian

- Complete the 120th Avenue regional bicycle corridor; and
- Provide connections to the South Platte River Trail and the proposed Boulder/US-36 Bikeway.

System Management

- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections as appropriate. Implement appropriate transit operational improvements (e.g. queue jumps) at intersections near transit stations to accommodate feeder bus service and/or circulators;*
- Upgrade signals at 120th Avenue railroad crossings and coordinate them with appropriate jurisdiction traffic signal systems;
- From Wadsworth Boulevard to Colorado Boulevard, operate corridor signals using traffic-responsive control; implement needed system detection;
- Implement full network surveillance from Colorado Boulevard to the west, and surveillance at key points to the east;
- From Wadsworth to I-25, implement/use DMSs to disseminate real-time traffic and route guidance (as US-36 incident diversion route) information, from regional ATIS;
- Develop Access Management Plan for new roadway section from Wadsworth to Vance, strictly regulating access from adjacent development;
- Adhere to NRA access management category from Vance to I-25; consider access consolidation/driveway reconstruction and median treatment as feasible between Vance and Lowell; and
- Develop and/or adhere to Access Management Plans east of I-25, augmenting local requirements, to preserve major regional arterial function of road; consider access consolidation/driveway reconstruction and median treatment from I-25 to Colorado.

Travel Demand Management

- *Use existing and new TMOs to facilitate subarea-specific TDM activities.*

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along 120th Avenue with a potential for crash reductions.*

A-2. Arapahoe Road (SH-88) Multimodal Corridor Vision: From University Boulevard to Buckley Road

The transportation vision is for the Arapahoe Road Corridor to serve as a multimodal major regional arterial facilitating longer distance regional trips. It will provide a balance of improved regional mobility, local accessibility, and enhanced safety, with minimal impact on neighborhoods and the environment. To the east of I-25, Arapahoe Road provides a critical east-west travel link since the closest parallel roadway to the north is over three miles away. Bus service is provided along the corridor and provides an important connection to the Southeast Corridor light rail line. Centennial Airport is located adjacent to Arapahoe Road and serves as an important reliever to Denver International Airport. (see Corridor Sub-Area Exhibit #4).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers, including transit, bicycle and pedestrian accommodations;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition.
- Avoid or minimize community and environmental impacts of improvements;
- Enhance corridor image and character through cohesive design; and,
- Accommodate and support previous and planned transportation and infrastructure improvements, and comprehensive land use and economic plans.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen Arapahoe Road between I-25 and Potomac Street from 6 to 8 lanes and between University Boulevard (SH-177) and Quebec Street;
- East of Parker Road, Arapahoe Road would be a 6-lane raised median roadway to Liverpool Street;
- *Construct a new grade-separated interchange on Arapahoe Road at Parker Road (SH-83);*
- Improve the partial-cloverleaf interchange at I-25;
- Widen Parker Road (SH-83), and Yosemite Street where they cross Arapahoe Road;
- Construct the following parallel and intersecting roadway improvements:
 - o Widen Broncos Parkway/Easter Avenue/Havana Street corridor to six lanes with auxiliary lanes.
 - o Potential curvilinear realignment of Peoria/Easter and Havana/Easter intersections.
 - o Reduce speed limit of the corridor to 40 miles per hour.
 - o Improve median sight distance.

Transit

- *Provide feeder bus service to the Southeast Corridor light rail transit station;*

Bicycle/Pedestrian

- Complete regional bicycle corridor components that cross Arapahoe Road, such as the missing link of the Cherry Creek Trail;
- Make improvements to the I-25 underpass to provide more comfortable facilities for walking and bicycling between the east and west sides of I-25; provide an east-west bicycle corridor connection parallel to Arapahoe Road east to Parker Road.

System Management

- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing and future signalized intersection as appropriate. Implement appropriate transit operational improvements (e.g. queue jumps) at intersections near rail stations to accommodate feeder bus service and/or circulators;*
- Operate corridor signals using traffic-responsive signal control; implement needed system detection; and more frequent updates of signal timing and progression;

- Implement full network surveillance throughout entire corridor;
- Implement/use DMSs to disseminate real-time traffic and route guidance (as I-25 incident diversion route) information, from regional ATIS;
- Pursue access consolidation/driveway reconstruction/raised median implementation as feasible from University Boulevard to Quebec Street to regulate access to preserve major regional arterial function; and

Travel Demand Management

- *Promote the use of alternative modes of travel through the South I-25 Urban Corridor Transportation Management Association; and*
- Utilize the full range of TDM strategies and options listed in the CDOT *TDM Toolkit* book.

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along Arapahoe Road with a potential for crash reductions.*

A-3. Buckley Road/Airport Boulevard Multimodal Corridor Vision: From Arapahoe Road to Peña Boulevard

The transportation vision for the **Buckley Road/Airport Boulevard Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. Bus service is provided along the corridor and provides a connection to the East Corridor rapid transit line (tier 1) and the Alameda corridor (tier 2). Buckley Air Force Base is located adjacent to the corridor (see Corridor Sub-Area Exhibit #3 and #4).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Highway Capacity and Major Capital Projects

- Widen I-70, Colfax Avenue, Smoky Hill Road, and 6th Avenue where they cross Buckley Road/Airport Boulevard; and
- Construct grade separated crossing for Airport Boulevard at UP railroad.

Transit

- *Provide feeder bus service to the East Corridor rail transit station.*

Bicycle/Pedestrian

- Complete connections of Toll Gate Creek Trail south of Quincy Avenue and associated bicycle improvements on Buckley Road.

System Management

- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections. Implement appropriate transit operational improvements (e.g. queue jumps) at intersections near rail stations to accommodate feeder bus service;*
- Upgrade signals at Airport Boulevard railroad crossing and coordinate them with Aurora traffic signal system;
- Implement network surveillance at key points throughout corridor; and
- Continue to manage access per city requirements, regulating access from adjacent development to preserve major regional arterial function of the road.

Travel Demand Management

- Form a transportation management organization associated with the Aurora City Centre area that could extend to include the Buckley Road corridor.

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along Buckley Road and Airport Boulevard with a potential for crash reductions.*

A-4. Colorado/Vasquez Boulevard (SH-2/6/85) Multimodal Corridor Vision: From Hampden Avenue to I-76

The transportation vision for the **Colorado/Vasquez Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips and access to adjacent establishments in the most densely developed areas. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. This corridor also includes **Brighton Boulevard (SH-265)** from I-70 to US-6. The southern section of this corridor is primarily situated in a densely developed urban area with many different adjacent land uses. The northern section of the corridor travels through a heavy industrial area that contains freight railroad lines and several major freight transfer facilities. Bus service is provided along the corridor and provides an important connection to the East and Southeast Corridor rail lines (see Corridor Sub-Area Exhibit #1 and #2).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Highway Capacity and Major Capital Projects

- Widen Vasquez Boulevard between I-270 and I-76;
- Widen I-70, I-76, I-270, Hampden Avenue, Evans Avenue, Leetsdale Drive, 40th Avenue/Smith Road, 56th/ 58th Avenue, and SH-2 where they cross or are adjacent to Colorado/Vasquez Boulevards;
- Construct ramps at I-76 and connection to the Colorado Boulevard extension to 88th Avenue;
- Reconstruct the interchange at I-270; add the missing ramp allowing travel from northbound Vasquez Boulevard to eastbound I-270; and
- Widen Brighton Boulevard from I-70 to Colorado Boulevard.

Transit

- Provide high frequency bus transit service; and
- *Provide feeder bus service to the Southeast and East Corridor rail transit stations.*

Bicycle/Pedestrian

- Construct missing link of regional bicycle corridor in the vicinity of Dahlia Street, Evans Avenue, and I-25;
- Improve pedestrian and bicycle accommodations between I-70 and I-76; and
- Complete missing sidewalk segments along Colorado Boulevard between Hampden Avenue and I-70.

System Management

- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections as appropriate. Implement appropriate transit operational improvements (e.g. queue jumps) at intersections near rail stations to accommodate feeder bus service;*
- Improve traffic signals at 48th Avenue, 52nd Avenue, and I-70/Steele Circle;
- Operate corridor signals using traffic-responsive control; implement needed system detection;
- Implement full network surveillance throughout entire corridor; and
- Pursue access consolidation/driveway reconstruction/median implementation or improvement, as feasible throughout the corridor.

Travel Demand Management

- *Use existing Transportation Solutions (Cherry Creek) TMO to facilitate subarea-specific TDM activities.*

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along Colorado and Vasquez Boulevards and SH-265 with a potential for crash reductions.*

A-5. East Colfax Avenue (US-40) Multimodal Corridor Vision: From I-25 to I-70

The transportation vision for the **East Colfax Avenue Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips and access to adjacent establishments in the most densely developed areas. Future improvements will primarily increase mobility as well as maintain system quality, improve safety, and improve pedestrian accommodations. Much of Colfax Avenue is situated in a densely developed urban area, including Downtown Denver and the Capitol Hill area. High frequency bus service is provided along the corridor. Enhanced transit service via bus rapid transit, trolley, or street rail facilities is envisioned (tier 2) between Downtown Denver and the expanding Fitzsimons campus. The eastern end of the corridor also includes **SH-30 (6th Avenue)** (see Corridor Sub-Area Exhibit #1 and #3).

Primary Goals/Objectives:

- Implement design treatments and services to create a functional multimodal street;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Highway Capacity and Major Capital Projects

- Widen Colfax Avenue between Peoria Street and Airport Boulevard;
- *Reconstruct the Colfax Avenue interchanges at I-225 (jointly with 17th Avenue) and I-70 (jointly with Picadilly);*
- Major improvements to the intersections with Broadway/Lincoln, Colorado Boulevard, and Quebec Street; and
- Widen I-225, Quebec Street, Yosemite Street, Tower Road, and Picadilly Road where they cross Colfax Avenue.

Transit

- Construct rapid transit along the East Colfax Avenue corridor from downtown Denver to I-225.

Bicycle/Pedestrian

- Make sidewalk/streetscape improvements to enhance the pedestrian and bicycle environment along densely developed mixed-use segments of the corridor;
- Provide improved connections to the Toll Gate Creek Trail;
- Complete the regional bicycle corridor between Buckley Road and E-470; and
- Complete the community bicycle corridor from Lincoln Street to York Street.

System Management

- *Implement intersection improvements (e.g. turn lanes) at existing and future signalized intersection as appropriate. West of Airport Boulevard, implement appropriate transit operational improvements (e.g. queue jumps);*
- Operate signals using traffic-responsive control; implement needed system detection;
- From downtown Denver to I-225, operate signals in a manner that supports the rapid transit line;
- Implement full network surveillance east to Airport Boulevard and surveillance at key points to the east; and
- Pursue access consolidation/driveway reconstruction from Peoria Street to Chambers Road. East of Chambers Road, adhere to access category NRA/RA to regulate access from adjacent development.

Travel Demand Management

- Form new TMO in the Fitzsimons campus area and use the existing Downtown Denver Partnership TMO to facilitate sub-area-specific TDM activities.

Preservation and Safety

- *Improve the traffic signals at intersections along East Colfax Avenue; and*
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along East Colfax with a potential for crash reductions.*

A-6. Hampden Avenue/Havana Street (US-285/SH 30) Multimodal Corridor Vision: Lowell Boulevard to Parker Road

The transportation vision for the **Hampden Avenue Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. This corridor traverses a developed urban area. Bus service is provided along the corridor and provides important connections to the Southwest and Southeast Corridor light rail stations. A future rapid transit line is envisioned (tier 2) between Wadsworth Boulevard and Santa Fe Drive (see Corridor Sub-Area Exhibit #4 and #6).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Highway Capacity and Major Capital Projects

- Widen Hampden Avenue between Lowell Boulevard and Sherman Street, between Colorado Boulevard and I-25, and between Dayton Street and Havana Street;
- Widen Havana Street from Hampden Avenue to Parker Road;
- Construct a new Hampden Avenue interchange at Lowell Boulevard and Knox Court;
- Reconstruct the Hampden Avenue interchanges at Federal Boulevard and at Broadway; and
- Widen Federal Boulevard where it crosses Hampden Avenue.

Transit

- Construct rapid transit rail along the Hampden Avenue corridor from Wadsworth Boulevard to Santa Fe Drive, connecting with the existing Southwest Corridor light rail line; and
- *Provide feeder bus connections to the Southwest Corridor and Southeast Corridor stations.*

Bicycle/Pedestrian

- *Construct pedestrian improvements at key locations on Hampden Avenue or on parallel locations such as across Santa Fe Drive and the railroad tracks; and*
- *Provide improved connections to the Englewood and Hampden/I-25 light rail stations.*

System Management

- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing signalized intersections as appropriate. Implement appropriate transit operational improvements (e.g. queue jumps) at intersections near rail stations to accommodate feeder bus service;*
- *Implement courtesy patrol west from Santa Fe Drive (with freeway segment farther west);*
- *Operate corridor signals using traffic-responsive control; implement needed system detection;*
- *Implement full network surveillance throughout entire corridor;*
- *Implement/use DMSs to disseminate real-time traffic and route guidance (as I-25 incident diversion route) information, from regional ATIS; and*
- *Consider access consolidation/driveway reconstruction and barrier median installation to attempt to improve access category to, or maintain it at, NRA.*

Travel Demand Management

- *Implement TMO and associated services to the areas around the Englewood and Hampden/I-25 light rail stations.*

Preservation and Safety

- *Upgrade the traffic signals at Hampden Avenue intersections; and*
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along Hampden Avenue with a potential for crash reductions.*

A-7. Parker Road (SH-83) Multimodal Corridor Vision: SH-86 to Havana Street

The transportation vision for the **SH-83 Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. The southern section of this corridor passes through rural/suburbanizing areas while the northern section is in a highly urbanized area. Bus service is provided along the corridor and will provide an important connection to the light rail station at I-225. A rapid transit connection to the Town of Parker is envisioned for preservation (tier 3) which may traverse a small portion this corridor south of E-470 (see Corridor Sub-Area Exhibit #4 and #5).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition;
- Maintain statewide transportation connections; and
- Implement design treatments and services to create a functional multimodal street.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Highway Capacity and Major Capital Projects

- Widen SH-83 between SH-86 and Bayou Gulch Road and between the Arapahoe County line and Hampden Avenue;
- *Construct a new interchange on SH-83 where it intersects with Arapahoe Road;* and
- Widen E-470, I-225, Arapahoe Road, SH-86, Bayou Gulch Road, Stroh Road, Hess Road, Lincoln Avenue, and Havana Street where they cross SH-83.

Transit

- *Provide feeder bus service to I-225/Parker light rail station;* and

- Preserve option for rapid transit connection from Southeast Corridor (Ridgegate or County Line) to Parker.

Bicycle/Pedestrian

- Complete gaps in the Cherry Creek Trail system;
- *Improve connections to the I-225 light rail station;* and
- Pedestrian improvements along SH-83 within the Town of Parker.

System Management

- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections as appropriate.* Implement appropriate transit operational improvements (e.g. queue jumps) at intersections near rail stations to accommodate feeder bus service;
- Operate corridor signals using traffic-responsive control; implement needed system detection;
- Implement full network surveillance throughout the entire corridor;
- Implement/use DMSs to disseminate real-time traffic and route guidance (as I-25 incident diversion route) information, south of I-225. Also, for the southern segment use DMSs for travel weather advisories;
- North of I-225, pursue access consolidation/driveway reconstruction as feasible, consistent with desirable treatment for EX, RA, and NRA access categories; and
- Develop (Douglas County) and/or adhere (Arapahoe County) to Access Management Plan, strictly regulating access from adjacent development.

Travel Demand Management

- Promote carpooling and vanpools for longer distance commuters.

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along SH-83 with a potential for crash reductions.*

A-8. SH-157 (Foothills Parkway)/SH-119 (Longmont Diagonal-Ken Pratt Boulevard) Multimodal Corridor Vision: US-36 to vicinity of I-25

The transportation vision for the **SH-157/SH-119 Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips. It provides a key connection between US-36, Boulder and Longmont. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. Bus service is provided along the corridor and there will be a rapid transit rail line parallel to SH-119 to Longmont (tier 1). Boulder Municipal Airport is located adjacent to SH-119. The BNSF railroad line immediately parallels much of the length of SH-119 (see Corridor Sub-Area Exhibit #9).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain interregional transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Construct a new grade-separated interchange, at Mineral Road/SH-52;
- Construct a new grade-separated interchange at Airport Road;
- Reconstruct grade-separated interchanges at Table Mesa Drive/South Boulder Road and US-36;
- Widen Mineral Road/SH-52 and East County Line Road where they cross SH-119; and
- *Construct multimodal operational improvements between Jay Road and Hover Road.*

Transit

- *Maintain existing high frequency bus transit service along the corridor;*
- *Construct a commuter rail line along SH-119 from Boulder to the vicinity of Twin Peaks Mall in Longmont;*
- *Tie the commuter rail line to the state intercity corridor connecting Larimer County to Denver Union Station; and*
- *Construct three new commuter rail stations supported by local bus feeder service and appropriate parking.*

Bicycle/Pedestrian

- *Complete improvements to the regional bicycle corridor along SH-119 (LoBo Trail); and*
- *Provide improved pedestrian and bicycle connections to transit stations.*

System Management

- *Implement intersection improvements (e.g., turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections as appropriate. Implement appropriate transit operational improvement treatments (e.g., queue jumps) at signalized intersections near rail stations to accommodate feeder bus service;*
- *Upgrade signals at SH-119 and adjacent road railroad crossings and integrate them with Longmont, CDOT, and Boulder traffic signal systems;*
- *Operate corridor signals using traffic-responsive signal control; implement needed system detection including bicycle detection and dilemma-zone clearance;*
- *Implement full network surveillance throughout entire corridor;*
- *Implement/use VMSs to disseminate real-time traffic information on Diagonal, including real-time park-n-Ride parking occupancy and transit parking alternatives, from regional ATIS; and*
- *Develop an access management plan along the Diagonal, regulating access from adjacent development. Adhere to access category EX on SH-157 and on SH-119 east of US-287.*

Travel Demand Management

- *For SH-157, use East Boulder TMA program to provide technical support and targeted outreach, short-term subsidy of Eco Pass, technical assistance on telecommuting, and parking supply limitations on new development; and*
- *Along SH-119, consider strategic open space purchases, transfers of development rights, rural preservation zoning/buy downs, or similar strategies to reduce development/traffic.*

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along SH-157/SH-119 with a potential for crash reductions.*

A-9. University Boulevard (SH-177) Multimodal Corridor Vision: C-470 to Hampden Avenue

The transportation vision for the **University Boulevard Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. This corridor traverses a developed urban area. Bus service is provided along the corridor and will connect with a rapid transit line envisioned parallel to C-470 (tier 2). (see Corridor Sub-Area Exhibit #6).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Highway Capacity and Major Capital Projects

- *Widen C-470 and County Line Road where they intersect with University Boulevard.*

Transit

- Provide feeder bus service to the C-470 rapid transit line.

Bicycle/Pedestrian

- Complete gaps in sidewalk system north of Arapahoe Road;
- Improve pedestrian and bicycle crossing areas at the C-470 trail; and
- Complete the community bicycle corridor from Quincy Avenue to Arapahoe Road.

System Management

- *Implement intersection improvements (e.g., turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections as appropriate.*
- Implement appropriate transit operational improvements (e.g. queue jumps) at intersections near rail stations to accommodate feeder bus service;
- Operate corridor signals using traffic-responsive control; implement needed system detection;
- Implement network surveillance at key points throughout entire corridor; and
- Pursue consolidation/driveway reconstruction as feasible, consistent with NRA access category.

Travel Demand Management

- Use existing South I-25 Urban Corridor TMA/Southeast Business Partnership to facilitate subarea-specific TDM activities.

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along University Boulevard with a potential for crash reductions.*

A-10. US-6 Multimodal Corridor Vision: SH-58 to I-70

The transportation vision for the **US-6 Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. Specific transportation improvements relating to the corridor's inclusion in a regional beltway transportation system will be determined by the ongoing Northwest Corridor EIS. Implementation of interchanges in the corridor is envisioned regardless of the EIS outcome. This corridor passes through the west side of Golden adjacent to the foothills. Maintaining pedestrian, bicycle, and wildlife crossing connections is envisioned as part of future roadway improvements. This corridor provides a key entryway to Clear Creek Canyon and access to the gaming area of Gilpin County. The West Corridor light rail line will be constructed to the Jefferson County Government Center (tier 1). Preservation for a rapid transit line is envisioned further west within or adjacent to the corridor. (see Corridor Sub-Area Exhibit #7).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Highway Capacity and Major Capital Projects

- Construct new interchanges on US-6 at SH-58/SH-93, 19th Street, Heritage Road, Johnson Road, and Colfax Avenue;
- Replace the at-grade intersection on US-6 and Ulysses Road with appropriate standard ramps.
- The nature/alignment of other future improvements in this corridor is not clearly defined at this time; and

- Widen I-70 and SH-93 where they cross or meet US-6.

Transit

- *Construct a light rail line that extends from downtown Denver to the Jefferson County Government Center, paralleling a portion of US-6;*
- *Construct a new light rail station with parking at the Jefferson County Government Center;*
- *Provide feeder bus service to the West Corridor light rail station; and*
- *Preserve right-of-way for envisioned rapid transit line that would extend West Corridor to connect to Gold Line*

Bicycle/Pedestrian

- *Complete missing links of bicycle corridor parallel to US-6; and*
- *Provide pedestrian connections across US-6.*

System Management

- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing signalized intersections as appropriate. Implement appropriate transit operational improvements (e.g. queue jumps) at intersections near rail stations to accommodate feeder bus service;*
- *Operate corridor signals using traffic-responsive control and implement needed system detection;*
- *Implement network surveillance at key points throughout entire corridor;*
- *Implement/use VMSs to disseminate real-time weather condition, closure information (e.g. Clear Creek Canyon) and park-n-Ride parking occupancy and transit parking alternatives, from regional ATIS; and*
- *Adhere to access category EX, strictly regulating access from adjacent development.*

Travel Demand Management

- *Target efforts to increase transit use of the West Corridor light rail line.*

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along US-6 with a potential for crash reductions.*

A-11. US-85 North Multimodal Corridor Vision: I-76 to Weld County Line

The transportation vision for the **US-85 North Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips and feeding statewide connections to the north. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. The corridor connects the city of Brighton with the larger Denver urban area. Bus service is provided in the corridor and a future rapid transit line is envisioned (tier 2). The corridor also includes the following state highways: **124th Avenue (SH-22)** from Brighton Road to Sable Boulevard, **Sable Boulevard (SH-2)** from I-76 to SH-7, and **104th Avenue (SH-44)** from Colorado Boulevard to SH-2 (see Corridor Sub-Area Exhibit #2).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Highway Capacity and Major Capital Projects

- Widen US-85 between I-76 and the Weld County line;
- Construct new grade-separated interchanges on US-85 at 104th, 112th, 120th, 136th, 144th, and 168th Avenues and at Bromley Lane (many of these are envisioned to grade separate the UP tracks as well);
- Reconstruct the US-85 interchange at SH-7;
- Widen Sable Blvd between 124th Ave and Bromley Lane;
- *Widen 104th Ave between Colorado Boulevard and SH-2; and*
- Widen SH-7 where it crosses US-85.

Transit

- Construct rapid transit rail paralleling US-85.

Bicycle/Pedestrian

- Complete the South Platte River Trail from 120th Avenue to the Weld County Line.

System Management

- *Implement intersection improvements (e.g., turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections as appropriate (in some instances, interim before interchange construction);*
- Implement appropriate transit operational improvement treatments e.g. queue jumps) at intersections near rail stations to accommodate feeder bus service;
- Upgrade signals at adjacent road railroad crossings and integrate them with CDOT traffic signal system (for interim period until new interchanges are constructed);
- Operate corridor signals using traffic-responsive control; implement needed system detection;
- Implement network surveillance at key points throughout entire corridor;
- Implement/use DMSs to disseminate real-time traffic information, including real-time park-n-Ride parking occupancy and transit parking alternatives, from regional ATIS; and
- Adhere to US-85 Access Management Plan, strictly regulating access from adjacent development. SH-2 is RB and NRC, SH-22 is NRB & NRC, and SH-44 is NRB.

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along US-85, SH-22, SH-2, and SH-44 with a potential for crash reductions.*

Other

- Construct a freight railroad bypass to the east of Denver that would reduce the number of trains passing through the corridor.

A-12. US-85 South (Santa Fe Drive) Multimodal Corridor

Vision: Castle Rock to I-25/Denver

The transportation vision for the **US-85 South Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. The corridor also includes **Platte Canyon Road (SH-75)** from C-470 to US-85. The southern section of the corridor traverses a largely rural area between Castle Rock and Highlands Ranch. The northern section has a mix of suburban and industrial land uses. Bus/HOV lanes exist in the corridor, operating in the peak weekday travel periods. US-85 is paralleled by major freight railroad lines for the entire length. The Southwest light rail line and several transit stations with park-n-Ride lots are located in the corridor. An extension is planned to Lucent Boulevard and C-470. Intercity rail service is envisioned (tier 2) south to Castle Rock and Colorado Springs (see Corridor Sub-Area Exhibit #5 and #6).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition;
- Maintain statewide transportation connections; and
- Implement design treatments and services to create a functional multimodal street (especially within a 1-mile radius of rail transit stations).

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Highway Capacity and Major Capital Projects

- *Widen US-85 between Bowles Avenue in Littleton and Meadows Parkway in Castle Rock;*
- *Widen Platte Canyon Road between C-470 and Bowles Avenue;*
- *Construct new grade-separated interchanges on US-85 at the North Meadows Drive extension and at Dartmouth Avenue;*

- Construct intersection or interchange improvements adjacent to northern terminus of the corridor at Alameda Avenue and the crossing of the Consolidated Mainline Railroad;
- *Reconstruct US-85 (Santa Fe Drive) interchanges at C-470 and at I-25 (north end); and*
- Widen Alameda Avenue, Hampden Avenue, Mineral Avenue, C-470, and Highlands Ranch Parkway as they cross US-85; and
- Implement design treatments and services to create a functional multimodal street (especially within a one-mile radius of rail transit stations).

Transit

- *Extend the existing Southwest light rail line to C-470;*
- *Expand the existing light rail station park-n-Ride at Englewood; and*
- Construct intercity rail line along a conceptual corridor paralleling US-85.

Bicycle/Pedestrian

- Provide a bicycle facility along or parallel to US-85 in Douglas County; and
- Improve pedestrian crossings of Santa Fe Drive and the adjacent freight railroad line.

System Management

- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections as appropriate. Implement appropriate transit operational improvements (e.g. queue jumps) at intersections near rail stations to accommodate feeder bus service;*
- Upgrade signals at adjacent road railroad crossings and integrate them with CDOT traffic signal system in Douglas County;
- Operate corridor signals using traffic-responsive control from Highlands Ranch Parkway north to I-25; implement needed detection. Consider possible HOV priority from Bowles north;
- Implement full network surveillance from Highlands Ranch Parkway north to I-25, and surveillance at key points to the south;
- Implement/use DMSs to disseminate real-time traffic and route guidance (as I-25 incident diversion route) information, from regional ATIS, including real-time park-n-Ride parking occupancy and transit parking alternatives in southern portion of corridor;
- Regulate access from adjacent development by developing an Access Management Plan from Sumner Street (Littleton) to C-470, and adhering to US-85 Access Management Plan south of C-470, EX access category from Sumner Street to Florida Avenue, and NRA access category further north to I-25; and
- Consider peak period lane restrictions on trucks from C-470 to the north.

Travel Demand Management

- *Target efforts to increase transit use of the Southwest Corridor light rail line; and*
- *Targeted activities to increase car-and van-pooling from areas outside the immediate reach of rapid or intercity transit.*

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along US-85 with a potential for crash reductions.*

Other

- *Construct a freight railroad bypass to the east of Denver that would reduce the number of trains passing through the corridor.*

A-13. US-285 Multimodal Corridor Vision: Park County Line to SH-8

The transportation vision for the **US-285 Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips and feeding statewide connections to the west. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. The corridor serves a high amount of recreational weekend traffic and daily commuter traffic to and from the Denver urban area. It is located in a mountainous area with limited adjacent commercial and residential activity. Regional bus service is provided and park-n-Ride lots are located along the corridor (see Corridor Sub-Area Exhibit #6).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Highway Capacity and Major Capital Projects

- *Widen US-285 between the Park County line and Foxton Road; and*
- *Construct five new grade separations between Pine Junction and Foxton Road*

Transit

- Provide additional bus transit service as demand increases.

Bicycle/Pedestrian

- Provide pedestrian and bicycle access between developments that do not have direct access to US-285.

System Management

- Implement network surveillance at key points throughout entire corridor;
- Implement/use DMSs to display mountain travel weather advisories;
- Adhere to EX access category, strictly regulating access from adjacent development; and
- Construct frontage roads to serve local developments.

Travel Demand Management

- Targeted activities to increase car-and van-pooling from areas outside the immediate reach of rapid or intercity transit.

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along US-285 with a potential for crash reductions.*

A-14. US-287 Multimodal Corridor Vision: US-36 to Larimer County Line

The transportation vision for the **US-287 Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips and feeding statewide connections to the north. Future improvements will primarily improve mobility as well as maintain system quality and improve safety. The corridor also includes **SH-42** from US-287 to Arapahoe Road (SH-7). US-287 serves as a local Main Street as it passes through Longmont. Bus transit service is provided along the corridor and provides an important connection between Longmont and Denver, and between Erie and the US-36 Corridor. From Longmont north, a state intercity rail connection is envisioned (tier 2)The northern end of the corridor connects to the developing areas of Larimer County. (see Corridor Sub-Area Exhibit #9).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private commercial and public transit vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle, use of public transit, and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain interregional transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen US-287 between Midway Boulevard and Empire Road/SH-42;
- Widen Dillon Rd/144th Avenue, Arapahoe Road, Isabelle Road, Mineral Road (SH-52), and Ute Road (SH-66) where they cross US-287; and
- Widen SH-42 between US-287 and Baseline Road.

Transit

- *Provide feeder bus service to the US-36 and Longmont Diagonal rail transit stations and continuing service onto the US-36 BRT line; and*
- *Add additional local bus service between Erie and US-36 Corridor.*

Bicycle/Pedestrian

- Complete gaps on the regional bicycle corridor along US-287 and the community corridor along SH-42.

System Management

- *Implement intersection improvements on US-287 and SH-42 (e.g., turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections as appropriate. From SH-66 to SH-52, implement appropriate transit operational improvements (e.g., queue jumps) at intersections;*
- Upgrade signals at US-287 railroad crossings and integrate them with Longmont and CDOT traffic signal systems;
- Operate corridor signals using traffic-responsive signal control; implement needed system detection including bicycle detection and dilemma-zone-clearance;
- Implement network surveillance at key points throughout entire corridor;
- North of Vermillion Road, and south of SH-119, adhere to NRA and RA access category requirements, regulating access from adjacent development. Raised median treatments may be necessary in some locations; and
- Pursue access consolidation/driveway reconstruction as feasible between Vermillion Road and SH-119.

Travel Demand Management

- Consider strategic open space purchases, transfers of development rights, rural preservation zoning/buy downs or similar strategies to reduce development/traffic north of Vermillion Road and between Plateau Road and SH-7.

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along US-287 with a potential for crash reductions.*

A-15. Wadsworth Boulevard (SH-121) Multimodal Corridor

Vision: C-470 to US-36

The transportation vision for the **Wadsworth Boulevard (SH-121) Corridor** is to serve as a multimodal major regional arterial facilitating longer distance regional trips and access to adjacent establishments in the most densely developed areas. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. Most of the corridor is situated in a densely developed urban and suburban area. High frequency bus service is provided and complemented by several park-n-Ride lots. Feeder service to the five rapid transit stations for lines crossing Wadsworth Boulevard will be provided. A rapid transit line along Wadsworth is also envisioned in tier 2. Rocky Mountain Metropolitan Airport is located adjacent to the northern end of the corridor. The corridor also includes **SH-121** from C-470 south to Waterton Road, **Sheridan Boulevard (SH-95)** from US-285 to US-36, and **Kipling Street (SH-391)** from US-285 to I-70 (see Corridor Sub-Area Exhibits #6, #7, and #8).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Highway Capacity and Major Capital Projects

- *Widen Wadsworth Boulevard* between C-470 and Ohio Avenue, *between US-6 and I-70*, and between 92nd Avenue and 120th Avenue/SH-128;
- Widen Kipling Street between US-285 and I-70 to six through lanes;
- Widen Sheridan Boulevard between I-76 and US-36;
- *Reconstruct interchanges on Wadsworth Boulevard at US-285, US-6, and US-36;*
- *Construct a grade separation on Wadsworth Boulevard at Grandview Avenue and the BNSF railroad underpass* (currently under construction);

- Reconstruct interchanges on Kipling Street at US-285, US-6, and I-70;
- Reconstruct interchanges on Sheridan Boulevard at US-285, US-6, and US-36; and
- Widen C-470, US-285, I-70, I-76, US-36, Chatfield Avenue, Ken Caryl Avenue, Quincy Avenue, Alameda Avenue, and 100th Avenue where they cross the corridor.

Transit

- Construct rapid transit line in the corridor between Bowles Avenue and US-36; and
- *Construct rapid transit stations in the corridor to serve the US-36 (rail and HOV), Gold Line, and West Corridor lines.*

Bicycle/Pedestrian

- *Provide additional grade separated bicycle/pedestrian underpasses or overpass at high volume locations;*
- *Complete the regional bicycle corridor between US-36 and 72nd Avenue;*
- *Complete the community bicycle corridor from Quincy Avenue to Bowles Avenue; and*
- *Complete the community bicycle corridor from Ken Caryl Avenue to C-470.*

System Management

- *Implement intersection improvements on SH-121, SH-95, and SH-391 (e.g., turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections as appropriate.*
- *Implement appropriate transit operational improvements (e.g. queue jumps) at intersections near rail stations to accommodate feeder bus service and/or circulators;*
- *Operate corridor signals using traffic-responsive signal control; implement needed system detection;*
- *From Bowles Avenue to US-36, operate signals in a manner that supports the rapid transit line;*
- *Implement full network surveillance throughout entire corridor; and*
- *As feasible, pursue access consolidation, driveway reconstruction, raised median implementation, provision or extension of right turn acceleration/deceleration lanes, backstreet access between developments, etc. consistent with NRA access category.*

Travel Demand Management

- *Target efforts to increase transit use of the Gold Line, US-36 rail/BRT, and West Corridor rapid transit lines.*

Preservation and Safety

- *Rebuild deficient traffic signals on SH-121, SH95 and SH-391; and*
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along SH-121, SH-95, and SH-391 with a potential for crash reductions.*

F-1. C-470 Multimodal Corridor Vision: US-6 to I-25

The transportation vision for the **C-470 Corridor** is to serve as a multimodal interstate freeway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and to improve safety. C-470 is a beltway facility in the southwest part of the area providing a connection between I-70 and I-25 for statewide trips while providing regional accessibility. The western segment traverses several open space areas and serves Red Rocks Park. The southern east-west segment serves a major regional shopping mall/district and is primarily situated in a suburban developed area. Bus service is provided along the corridor. Light rail transit will be constructed from US-85 Santa Fe to Lucent Boulevard (tier 1) and rapid transit is envisioned from Lucent Boulevard east to I-25 (tier 2). Preservation of right-of-way for transit west of US-85 is envisioned. Centennial Airport is located adjacent to the eastern end of the corridor. Significant population and employment growth surrounding the corridor area will cause increased traffic (see Corridor Sub-Area Exhibit #6).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen C-470 from Morrison Road to I-25;
- Construct new interchanges at Alameda Avenue, Yale Avenue extension, and Colorado Boulevard;
- *Reconstruct the interchange at US-85 (Santa Fe Dr);* and
- Widen Wadsworth Boulevard, Santa Fe Drive, Quincy Avenue, and Alameda Avenue where they cross C-470.

Transit

- *Extend the existing Southwest Corridor light rail line to C-470/Lucent Boulevard;*
- *Construct a light rail station with parking at Lucent Boulevard;*
- *Construct rapid transit along C-470 from Lucent Boulevard to the Southeast light rail line at I-25;*
- *Preserve right-of-way for future rapid transit from US-6 to US-85; and*
- *Provide feeder bus service to West Corridor, Southwest Corridor, and I25 Corridor in interim.*

Bicycle/Pedestrian

- *Complete 470 trail;*
- *Fix and maintain existing C-470 Trail within the corridor and construct more neighborhood connections; and*
- *Improve C-470 Trail crossings of the principal arterials in the corridor.*

System Management

- *Implement courtesy patrol between US-6 and Wadsworth Boulevard (extending coverage to the entire corridor).*

Travel Demand Management

- *Use DRCOG Commuter Services to focus TDM activities in high employment areas. Currently, there is no coverage by an existing TMO within the corridor.*

Preservation and Safety

- *Install cable safety rail in median;*
- *Upgrade deficient signals at ramp intersections; and*
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along C-470 with a potential for crash reductions.*

Other

- *Additional capacity may warrant consideration as managed lanes.*

F-2. E- 470 Multimodal Corridor Vision: I-25 (S) to I-25 (N)

The transportation vision for the **E-470 Corridor** is to serve as a multimodal tollway corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. E-470 provides an eastern beltway bypass around the urban core of the region and also serves DIA and Centennial Airport. A rapid transit line within the preserved transit right-of-way envelope may warrant long term consideration (tier 3). The corridor also includes **SH-30** from 6th Avenue to Quincy Avenue (see Corridor Sub-Area Exhibits #2, #3, and #4).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen E-470 between I-25 (south) and I-25 (north);
- Add missing movements to the interchange at I-76;
- Construct new interchanges at 48th Avenue, 88th Avenue, 112th Avenue, Potomac and Quebec Street;
- Reconstruct the I-70/E-470 interchange to full freeway-to-freeway configuration; and
- Widen I-25 (north and south), I-70, Peña Boulevard, US-85, and seventeen principal arterials where they cross E-470.

Transit

- Continue to reserve right-of-way to construct rapid transit in the E-470 corridor.

Bicycle/Pedestrian

- Complete the E-470 Regional Bicycle Corridor.

System Management

- Upgrade access classification on SH-30 from NRB to NRA between Picadilly and Yale and consolidate/manage access accordingly; and
- Use freeway DMSs to display DIA information and eastern plains road closures and travel weather advisories;

Travel Demand Management

- Use DRCOG Commuter Services to focus TDM activities in high employment areas.

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along E-470 and SH-30 with a potential for crash reductions.*

F-3. I-25 South Multimodal Corridor Vision: El Paso County Line to C-470

The transportation vision for the **I-25 South Corridor** is to serve as a multimodal interstate freeway corridor serving regional and statewide trips. Future improvements will primarily improve mobility as well as maintain system quality and increase safety. I-25 serves as a multimodal interstate facility connecting to places outside of the Denver region while providing regional accessibility to communities and businesses in Douglas County. The corridor serves the southern edge of the Denver Tech Center corridor. The extension of the Southeast Corridor light rail line and associated transit stations will be constructed on the northern section of this corridor parallel to I-25 (tier 1). The BNSF and UP Railroad freight lines parallel the southern part of I-25 in this corridor and are envisioned to also provide intercity passenger service (tier 2). Significant population and employment growth surrounding the corridor area will cause increased traffic (see Corridor Sub-Area Exhibit #5).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- *Widen I-25 between the El Paso County line and C-470 and associated frontage road and interchange modifications;*
- *Reconstruct the interchange at Plum Creek Parkway;*
- *Construct new interchanges at Ridgeway Parkway and at Douglas Lane (Crystal Valley/Dawson Ridge); and*
- *Widen C-470/E-470 and Lincoln Avenue where they cross I-25.*

Transit

- *Extend the light rail line from the Lincoln station to south of Ridgeway Parkway with three additional stations;*
- *Provide feeder bus service to rail stations; and*
- *Provide intercity bus service and (later) rail service between Castle Rock, Colorado Springs and the Denver area.*

Bicycle/Pedestrian

- *Provide convenient bicycle and pedestrian access to rail stations.*

System Management

- *Consider lane restrictions for slow moving vehicles in critical hill-climbing sections;*
- *Meter ramps at and north of Crystal Valley/Dawson Ridge;*
- *Implement weekday courtesy patrol from Castle Rock north; recreation-period courtesy patrol from Castle Rock to the south; and*
- *Implement security infrastructure at Larkspur rest area.*

Travel Demand Management

- *Target efforts to increase transit use of the Southeast Corridor LRT line and extension;*
- *South I-25 Urban Corridor TMO facilitates subarea-specific TDM activities in southeast business district and Ridgeway; and*
- *Targeted activities to increase car-and van-pooling from areas outside the immediate reach of rapid or intercity transit.*

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along I-25 with a potential for crash reductions, including anti-icing treatments at sensitive locations.*

Other

- *Construct a freight railroad bypass to the east of Denver that would reduce the number of trains passing through such communities as Castle Rock within the corridor.*
- *Additional capacity south of Castle Rock may warrant consideration as managed lanes.*

F-4. I-25 Southeast Multimodal Corridor Vision: C-470 to Broadway

The transportation vision for the **I-25 Southeast Corridor** is to serve as a multimodal interstate freeway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. The corridor serves the Denver Tech Center area and adjacent major employment centers. The Southeast Corridor light rail line and associated transit stations recently opened in the corridor. Centennial Airport is located at the edge of the corridor (see Corridor Sub-Area Exhibit #4).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Serve the proposed Urban Centers in the corridor;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Reconstruct and reconfigure the interchange at Arapahoe Road (*environmental study in short term*);
- Reconstruct interchange at Belleview; and
- Widen C-470/ E-470, I-225, Broadway/Lincoln Street, Evans Avenue, Hampden Avenue Arapahoe Road, and Yosemite Street that cross I-25;

Transit

Bicycle/Pedestrian

- Provide pedestrian overpass connections to several rail transit stations currently lacking them; and

- Construct missing link of regional bicycle corridor in the vicinity of Dahlia Street, Evans Avenue, and I-25.

System Management

- Extend courtesy patrol hours of service and increase density of coverage;
- Operate traffic-responsive signal control in vicinity of special generators such as Coors Amphitheater.

Travel Demand Management

- *South I-25 Urban Corridor TMA facilitates subarea-specific TDM activities; and*
- *Target efforts to increase transit use of the Southeast Corridor LRT line.*

Preservation and Safety

- Implement measures to reduce the number and severity of traffic crashes at identified locations along I-25 with a potential for crash reductions.

F-5. I-25 Central Multimodal Corridor Vision: Broadway to I-70

The transportation vision for the **I-25 Central Corridor** is to serve as a multimodal interstate freeway corridor serving regional and statewide trips. Future improvements will primarily increase mobility, maintain system quality and improve safety. The corridor serves the downtown Denver area and important statewide venues such as Coors Field, the Pepsi Center, Invesco Field at Mile High, the Denver Center for Performing Arts, and the State Capitol. The corridor includes parallel freight railroad lines. Bus service and park-n-Ride lots are provided and new rapid transit rail lines are planned north of downtown Denver. A rapid transit line presently exists parallel to I-25 to the south of downtown Denver. The corridor includes the North I-25 Express Lanes (managed lanes) from 20th Street to I-70. The South Platte River Trail parallels this segment of I-25. Significant population and employment growth surrounding the corridor area will cause increased traffic (see Corridor Sub-Area Exhibit #1).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- *Reconstruct I-25 and the interchanges between Broadway and Alameda Avenue;*
- *Widen and reconstruct I-25 and balance lanes between Logan Street and 6th Avenue;*
- *Reconstruct I-25 interchange at US-6;*
- *Widen and reconstruct I-25, balance lanes, and reconfigure terminus of I-25 managed lanes between 6th Avenue and 38th Avenue;*
- *Reconstruct interchanges between US-6 and 38th Avenue; and Widen Broadway/Lincoln and Alameda Avenue where they cross I-25.*

Transit

- *Construct the portions of the Gold Line and West Corridor light rail lines and North Metro and East Corridor commuter rail lines that parallel and/or pass under I-25 on their approach to Denver Union Station; and*
- *Reconstruct the Denver Union Station to accommodate the additional proposed rapid transit rail lines.*

Bicycle/Pedestrian

- *Provide improved pedestrian/bicycle crossings of I-25 and adjacent railroad tracks at key locations.*

System Management

- *Implement operational improvements;*
- *Extend courtesy patrol hours of operation and increase density of coverage; and*
- *Continue/expand real-time parking space availability/event traffic control related to downtown venues and events.*
- *Vary tolls/occupancy requirements on HOT lane to maintain near-free-flow conditions for buses and HOVs, including during peak periods.*

Travel Demand Management

- *Target efforts to increase car- and vanpooling associated with the North I-25 Express lane; and*
- *Use Downtown Denver Partnership TMO to facilitate specific TDM activities in downtown area.*

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along I-25 with a potential for crash reductions; and*
- *Reconstruct several aging bridges.*

F-6. I-25 North Multimodal Corridor Vision: I-70 to Weld County Road 8

The transportation vision for the **I-25 North Corridor** is to serve as a multimodal interstate freeway corridor serving regional and statewide trips. Future improvements will primarily increase mobility, maintain system quality and improve safety. The corridor also includes **SH-53** from 58th Avenue. to SH-224. I-25 serves as a multimodal interstate facility connecting to places outside of the Denver region while providing regional accessibility to communities and businesses in western Adams County. Rapid growth in Weld County is greatly contributing to traffic volumes in the corridor. The corridor includes a parallel freight railroad line. The corridor includes the North I-25 Express lanes (managed lanes) from I-70 to north of US-36. Bus service and park-n-Ride lots are provided and a rapid transit rail line is also planned (tier 1) and envisioned to be extended as an intercity corridor (tier 2). The bus/HOV lane may also be extended (perhaps as a managed lane) (tier 2). Significant population and employment growth is expected in the northern section of the corridor (see Corridor Sub-Area Exhibit #2).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Serve the proposed Urban Centers in the corridor;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen I-25 from US-36 to SH-7; and continuing north through CDOT Region 4 per the EIS underway;
- Construct bus/HOV lanes from US-36 to SH-7;
- Construct new interchanges on I-25 at 128th Avenue and Sheridan Parkway (north of Weld County Road 4);
- Reconstruct interchange at SH-7;

- Further reconstruct the interchange at US-36 ; and
- Widen 120th Avenue, 144th Avenue, E-470 and SH-7 where they cross I-25.

Transit

- *Construct a rail line east of and parallel to I-25, from Denver Union Station to 160th Avenue;*
- *Construct seven new rail stations with parking; expand and relocate the Commerce City park-n-Ride to serve rail;*
- Construct a new park-n-Ride lot at 136th Avenue to serve the bus/HOV lanes; and
- Construct intercity rail service between the Denver area and Fort Collins.

Bicycle/Pedestrian

- Complete regional bicycle corridor parallel to Huron Street; and
- Improve connections across or under I-25.

System Management

- Build bus/HOV bypasses at select metered on-ramps;
- Extend courtesy patrol to SH-7; s/o 120th, extend hours of operation and density of coverage (more vehicles per mile);
- Use freeway DMSs to identify real-time comparative travel time for general purpose lanes and HOV/HOT lanes; and
- *Vary tolls/occupancy requirements on HOT lane to maintain near-free-flow conditions for buses and HOVs, including during peak periods.*

Travel Demand Management

- *Target efforts to increase car- and vanpooling associated with the North I-25 Express lane;*
- *TMO facilitates subarea-specific TDM activities; key geographic emphasis at designated urban forms and non-designated employment concentrations; and*
- Targeted TDM actions to increase car- and van-pooling associated with I-25 HOV lane.

Preservation and Safety

- *Reconstruct several aging bridges; and*
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along I-25 with a potential for crash reductions.*

Other

- New bus/HOV lanes may warrant consideration as managed lanes.

F-7. I-70 Mountain Multimodal Corridor Vision: Eisenhower Tunnel to C-470

The transportation vision for the **I-70 Mountain Corridor** is to serve as a multimodal interstate freeway corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and to improve safety. The corridor also includes **US-40** from Berthoud Pass to I-70. The corridor provides access to and from recreational areas in the mountains and also serves as a major cross-country travel route. Public and private bus service is provided along with park-n-Ride lots and a carpool lot. A rapid transit line is envisioned. Significant population and employment growth in the Denver area along with growth in the corridor and on the Western Slope will cause increased travel demands.

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition;
- Maintain statewide transportation connections; and
- Support tourism and recreational activities.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- *Implement improvements recommended in the ongoing environmental studies* (not currently specified); and
- Reconstruct the interchange where US-6 and the new Black Hawk Tunnel intersect with I-70.

Transit

- Construct rapid transit paralleling I-70;

- *Expand the Hogback carpool lot at the Morrison exit (under construction); and*
- *Provide feeder bus service to the West Corridor end of line transit station.*

Bicycle/Pedestrian

- Complete all sections of the regional bicycle corridor paralleling I-70.

System Management

- *Operate probe surveillance in short term; augmented/replaced in long term by full network surveillance;*
- *Implement ramp metering at spot locations;*
- Implement additional chain-up stations;
- Use freeway DMSs to display mountain travel and weather advisories; and
- *Operate courtesy patrol on peak travel days.*

Travel Demand Management

- Work with employers in the corridor and in Summit and Eagle Counties to facilitate car and van pooling.

Preservation and Safety

- *Implement measures (including median treatments) to reduce the number and severity of traffic crashes at identified locations along I-70 and SH/US-40 with a potential for crash reductions;*
- *Enhance rockfall mitigation efforts; and*
- Improve emergency response facilities and services.

Other

- Additional capacity, if proposed, may warrant consideration as managed lanes.

F-8. I-70 West Multimodal Corridor Vision: C-470 to I-25

The transportation vision for the **I-70 West Corridor** is to serve as a multimodal interstate freeway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility, maintain system quality and improve safety. I-70 serves as a multimodal interstate facility connecting to places outside of the Denver region while providing regional accessibility to communities and businesses in the western suburbs of Denver. Thousands of tourists traveling between DIA and the mountains use I-70 in this section. A parallel rapid transit line is planned just to the north of I-70 (the Gold Line) (tier 1) and intercity rapid transit is envisioned heading into the mountains (tier 2). Significant population and employment growth surrounding the corridor area will cause increased traffic (see Corridor Sub-Area Exhibit #7).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Serve the Urban Centers in the corridor;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen I-70 between C-470 and Wadsworth Boulevard;
- *Reconstruct the interchange at SH-58 by adding missing ramps, relocating the 44th Avenue eastbound ramps, and reconstructing the 32nd Avenue interchange;*
- Reconstruct interchanges at US-6, Colfax Avenue, Ward Road, and Kipling Street;
- Widen Pecos Street and Federal Boulevard bridges over I-70 and the Sheridan Boulevard underpasses at I-70; and
- Widen I-76, Colfax Avenue, Kipling Street, and Wadsworth Boulevard where they cross I-70.

Transit

- Construct the Gold Line light rail line, north of and parallel to I-70, ending at Ward Road;
- Construct four light rail stations with parking and expand the existing park-n-Ride at Olde Town Arvada to serve light rail; and
- Construct rapid transit to the mountains paralleling I-70.

Bicycle/Pedestrian

- Improve connections across or under I-70.

System Management

- *Implement operational improvements as appropriate;*
- Extend courtesy patrol west to C-470; and
- Use freeway DMSs to display mountain travel weather advisories.

Travel Demand Management

- *Target efforts to increase transit use of the Gold Line LRT line;* and
- Form one or more (Denver West? Arvada?) TMOs to facilitate subarea-specific TDM activities.

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along I-70 with a potential for crash reductions;* and
- Rebuild deficient traffic signals at the I-70 ramps.

Other

- Additional capacity may warrant consideration as managed lanes.

F-9. I-70 East Multimodal Corridor Vision: I-25 to E-470

The transportation vision for the **I-70 East Corridor** is to serve as a multimodal interstate freeway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality, improve safety, and reduce environmental impact. Thousands of tourists traveling between DIA and the mountains use I-70 in this section. The corridor serves the Stapleton redevelopment area and leads to Peña Boulevard, which connects to Denver International Airport. Bus service with associated park-n-Ride lots are provided in the corridor. A parallel rapid transit line, the East Corridor line, is planned just to the south of I-70. A major freight railroad line is also parallel to I-70 and there is a large amount of industrial activities situated in the western section of this corridor. Significant population and employment growth surrounding the corridor area will cause increased traffic (see Corridor Sub-Area Exhibit #3).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the Urban Centers in the corridor;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Reconstruct the I-70 viaduct between Brighton Boulevard and Colorado Boulevard (*short term continue "band-aid" repairs*);
- Widen I-70 between Brighton Boulevard and E-470;
- Construct a new interchange at Picadilly Road;
- *Reconstruct interchanges* at Vasquez Boulevard, Colorado Boulevard, Quebec Street, Havana Street/Central Park Boulevard, Peoria Street, Chambers Road, and E-470 (making it fully directional); and

- Widen I-270, I-225, Peña Boulevard, E-470 Brighton Boulevard, Central Park Boulevard, Peoria Street, Chambers Road, Tower Road, and Picadilly Road where they cross or connect to I-70.

Transit

- *Construct the East Corridor rail line from Denver Union Station to DIA;*
- *Construct rail stations with parking at 40th Avenue/40th Street and at Peoria Street/Smith Road; and*
- *Relocate the Stapleton park-n-Ride to the rail station.*

Bicycle/Pedestrian

- Complete sections of the Sand Creek Trail to the south of I-70; and
- Improve connections across or under I-70, such as at Quebec Street and Highline Canal.

System Management

- Implement courtesy patrol east to E-470; expand hours of operation and increase density of service from I-25 to Peña Boulevard; and
- Use freeway DMSs to display DIA information and eastern plains road closure and travel weather advisories.

Travel Demand Management

- *Target efforts to increase transit use of the East Corridor rapid transit line;*
- *Stapleton TMO facilitates subarea-specific TDM activities; and*
- Form additional TMO (Gateway? I-70/E-470?) to facilitate subarea-specific TDM activities.

Preservation and Safety

- Improve traffic signals at the I-70 ramps at Peoria Street and Colorado Boulevard; and
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along I-70 with a potential for crash reductions.*

Other

- Additional capacity may warrant consideration as managed lanes.

F-10. I-70 Plains Multimodal Corridor Vision: E-470 to Elbert County Line

The transportation vision for the **I-70 Plains Corridor** is to serve as an interstate freeway corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and increase safety. The corridor also includes **SH-36/SH-40** from Watkins to Deer Trail. The UPRR line parallels to the north of I-70. A new freight railroad bypass of Denver is planned to the east of Bennett. Population and employment growth surrounding the corridor area will cause increased traffic.

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Center at the west end of the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen I-70 between E-470 and Manila Mile Road;
- Reconstruct interchanges at Monaghan Road and Kiowa-Bennett Road;
- Reconstruct the I-70/E-470 interchange (making it fully directional);
- Construct new interchanges at Harvest Mile Road, Quail Run Road, and Harback Road; and
- Widen E-470, Harvest Mile Road, Monaghan Road, Watkins Road, and Quail Run Road where they cross I-70.

Transit

- Construct new park-n-Ride lots along I-70 if RTD bus service is extended into the area.

Bicycle/Pedestrian

- Provide an east-west bicycle corridor facility along or parallel to I-70.

System Management

- On I-70 east of Bennett, implement/operate select (not full) surveillance and limited freeway DMSs;
- Integrate railroad crossing signals at high volume crossings with adjacent roadway traffic control signals; feed to regional ATIS; and
- *Use freeway DMSs to display eastern plains road closures and travel weather advisories; west of Monaghan.*

Travel Demand Management

- Use DRCOG Commuter Services to focus TDM activities in high employment areas; and
- Targeted activities to increase carpooling and vanpooling from areas outside the immediate reach of rapid transit.

Preservation and Safety

- Upgrade railroad crossing protection; and
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along I-70 and SH-36/SH-40 with a potential for crash reductions.*

Other

- *Provide connections to proposed intermodal and freight rail facilities.*
- Additional capacity may warrant consideration as managed lanes.

F-11. I-76 Multimodal Corridor Vision: I-70 to Weld County Line

The transportation vision for the **I-76 Corridor** is to serve as a multimodal interstate freeway connecting to places outside of the Denver region while providing regional accessibility to communities in western Adams County. Future improvements will primarily improve mobility as well as maintain system quality and improve safety. The corridor also includes **SH-2** from US-6/85 (Vasquez Boulevard) to I-76 and **SH-224** from Broadway to US-6/85. SH-2 and SH-224 primarily provide regional and local accessibility. The I-76 corridor includes nearby freight railroad lines and several important intermodal freight terminals. Bus service, park-n-Ride lots, and a bus/HOV lane are provided and a rapid transit rail line is also envisioned for a portion of the corridor (tier 2). Significant population and employment growth is expected in the northeast section of the corridor (see Corridor Sub-Area Exhibit # 2).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen I-76 to from I-70 to US-85 (near 104th Avenue);
- Construct bus/HOV lanes on I-76/SH-224 from I-25 to US-6/85;
- Widen SH-2 from US-6/85 to I-76;
- Construct new I-76 interchange with Colorado Boulevard extension;
- *Construct new ramp from SH-270 eastbound to I-76 eastbound* (under construction);
- Construct new ramps at E-470 interchange;
- Reconstruct/improve I-76 interchanges at SH-224, 88th Avenue, and 96th Avenue;
- Replace the SB US-85 ramp over I-76; and

- Widen several principal arterials (Sheridan Boulevard, Pecos Street, Washington Street, 88th Avenue, 96th Avenue, 104th Avenue, SH-2, Buckley Road, and Bromley Lane), two major regional arterials (Colorado Boulevard and 120th Avenue), E-470 and I-270 where they cross I-76.

Transit

- Construct rapid transit rail along either BNSF (SH-2) or UPRR (US-85) rail corridors from I-25 to Vasquez Boulevard;
- Construct a new park-n-Ride lot at I-76 and Bromley Lane.

Bicycle/Pedestrian

- Complete missing links of the Clear Creek trail near Pecos Street; and
- Improve pedestrian and bicycle connections to the Clear Creek Trail.

System Management

- *Implement operational improvements;*
- Implement/operate select (not full) surveillance on I-76 from E-470 to county line; feed to regional ATIS;
- Build bus/HOV bypasses at select metered on-ramps;
- Build/operate information dissemination/route guidance between I-70 and I-270 to serve as detour to central I-70 and/or DIA; fed from regional ATIS;
- Upgrade railroad crossing signals and integrate them with SH-2 traffic signals at high-volume crossings;
- Operate traffic-responsive signal control in vicinity of special traffic generators such as Mile-High Flea Market; and
- Upgrade access classification on SH-2 from NRC between Vasquez and Quebec and consolidate/manage access accordingly.

Travel Demand Management

- Target efforts to increase car- and vanpooling associated with the I-76/SH-224 bus/HOV lane and rapid transit line.

Preservation and Safety

- *Rebuild aging bridges; and*
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along I-76, SH-2, and SH-224 with a potential for crash reductions.*

Other

- Construct a freight railroad bypass to the east of Denver that would reduce the number of trains passing through the corridor

- Additional capacity may warrant consideration as managed lanes.

F-12. I-225 Multimodal Corridor Vision: I-25 to I-70

The transportation vision for the **I-225 Corridor** is to serve as a multimodal interstate freeway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and increase safety. I-225 is situated in a built up urban area serving a shopping mall district, the Fitzsimons campus and the Denver Tech Center. Southwest of Parker Road, light rail opened in 2006. Bus service is provided in the corridor along with park-n-Ride lots. The light rail line will be extended to parallel the entire length of I-225 (tier 1). Significant population and employment growth surrounding the corridor area will cause increased traffic (see Corridor Sub-Area Exhibits #3 and #4).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- *Widen I-225 from I-25 to Yosemite street and from Parker Road to I-70 to eight lanes (short term to six lanes);*
- *Reconstruct the interchanges at Iliff Avenue and Colfax Avenue (with 17th Avenue);and*
- *Widen I-70, Colfax Ave, and DTC Boulevard where they cross I-225.*

Transit

- *Construct the I-225 light rail line from the Nine Mile station as to join the East Corridor commuter rail line near I-70 at Peoria Street and Smith Road; and*

- *Construct four new light rail stations at Iliff/Jewell Avenue, Centre Point, Fitzsimons South and Peoria/Smith, with parking and three stations at Exposition Avenue, Fourth Avenue and Fitzsimons Commons without parking.;*

Bicycle/Pedestrian

- Improve connections across or under I-225.

System Management

- Extend hours of operation of courtesy patrol; and
- Use freeway DMSs to display DIA information.

Travel Demand Management

- Form a new Fitzsimons oriented TMO and use existing South I-25 Urban Corridor TMO to facilitate subarea-specific TDM activities.

Preservation and Safety

- *Rebuild aging bridges; and*
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along I-225 with a potential for crash reductions.*

Other

- Additional capacity may warrant consideration as managed lanes.

F-13. I-270 Multimodal Corridor Vision: I-25 to I-70

The transportation vision for the **I-270 Corridor** is to serve as a multimodal interstate freeway corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. The corridor also includes **SH-35** (Quebec Street) from I-70 to 56th Avenue. I-270 is situated in a highly industrial area with significant truck traffic. It provides a key connection between I-25 and I-70 and can serve as a detour or bypass of I-70 when combined with I-76. Freight railroad lines travel through the corridor. Bus service is provided in the corridor (see Corridor Sub-Area Exhibit #2).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen I-270 between I-76 and I-70, including rebuilding aging bridges;
- *Add the ramp allowing travel from eastbound I-270 to eastbound I-76* (under construction);
- Reconstruct the Vasquez interchange and add the missing ramp allowing travel from northbound Vasquez Boulevard to eastbound I-270; and
- Widen I-76, Vasquez Boulevard, 56th Avenue and Quebec Street where they cross I-270.

Transit

- *Provide feeder bus service to the East Corridor rapid transit line.*

Bicycle/Pedestrian

- Complete the parallel Sand Creek Trail; and
- Improve connections across or under I-270.

System Management

- Implement courtesy patrol; and
- Build/operate information dissemination/route guidance to serve as detour to central I-70; fed from regional ATIS.

Travel Demand Management

- Expand Stapleton TMO area to serve the Commerce City employment area.

Preservation and Safety

- *Rebuild aging bridges; and*
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along I-270 and SH-35 with a potential for crash reductions.*

Other

- Additional capacity may warrant consideration as managed lanes.

F-14. Northwest Parkway Multimodal Corridor Vision: 96th St to I-25

The transportation vision for the **Northwest Parkway Corridor** is to serve as a multimodal tollway corridor serving regional and statewide trips. Future improvements will primarily maintain system quality as well as increase safety. The corridor provides a more direct connection between Boulder County and Denver International Airport. Preservation of right-of-way for a rapid transit line is envisioned along the length of the corridor (tier 3). Significant population and employment growth surrounding the corridor area is expected and will cause increased traffic (see Corridor Sub-Area Exhibit #9).

Primary Goals/Objectives:

- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen I-25, US-287, 96th Street, Sheridan Parkway, and Huron Street where they cross Northwest Parkway.

Transit

- Preserve right-of-way to construct rapid transit rail along Northwest Parkway; and
- Provide feeder bus service to the US-36 Corridor rapid transit lines.

Bicycle/Pedestrian

- Complete regional and community bicycle corridor sections that cross or are parallel to the corridor. Improvements are based on local jurisdictions' decisions and costs.

Travel Demand Management

- Utilize services of the 36 Commuting Solutions in the western end of the corridor.

Preservation and Safety

- Implement measures to reduce the number and severity of traffic crashes at identified locations along Northwest Parkway with a potential for crash reductions.

F-15. Peña Boulevard Multimodal Corridor Vision: I-70 to Denver International Airport

The transportation vision for the **Peña Boulevard Corridor** is to serve as a multimodal freeway and rapid transit corridor for regional and statewide trips, primarily to and from Denver International Airport. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. The southern section of this corridor will experience significant employment growth in the future. The eastern section near DIA will experience further growth in truck traffic associated with airport freight operations. Bus service is provided in the corridor along with extensive private bus and van service to tourist destinations and hotels. A rapid transit rail line will be built as part of the East Corridor (tier 1) (see Corridor Sub-Area Exhibit #3).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- *Widen Peña Boulevard between I-70 and the DIA terminal area;*
- *Add missing movement at Tower Road interchange; and*
- *Widen I-70, E-470, 48th Avenue, 56th Avenue, Tower Road, and Picadilly Road where they cross Peña Boulevard.*

Transit

- *Construct the East Corridor rail line along Peña Boulevard to the DIA terminal.*

Bicycle/Pedestrian

- *Make further improvements to the designated bicycle corridor along or parallel to Peña Boulevard.*

System Management

- Use freeway and other DMSs to display airport parking and other status information.

Travel Demand Management

- Form a TMO for the DIA or Gateway employment areas.

Preservation and Safety

- *Implement measures to reduce the number and severity of traffic crashes at identified locations along Peña Boulevard with a potential for crash reductions.*

F-16. SH-58 Multimodal Corridor Vision: US-6 to I-70

The transportation vision for the **SH-58 Corridor** is to serve as a multimodal freeway corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. SH-58 provides direct access to the Golden area and also leads to Clear Creek Canyon and the gaming district. Bus service is provided and the Gold Line rapid transit rail line would be extended to Golden in tier 2. A branch freight railroad line of the BNSF RR serves Golden and the Coors Brewery (see Corridor Sub-Area Exhibit #7).

Primary Goals/Objectives:

- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Construct a new interchange where SH-58 and US-6/SH-93 meet;
- *Add missing ramps at the interchange with I-70;*
- Construct a new interchange at Cabela Drive; and
- Widen I-70 and US-6/SH-93 where they intersect with SH-58.

Transit

- Construct rapid transit parallel to SH-58 connecting Golden with the Ward Road station of the Gold Line; and
- *Provide interim feeder bus service to the Gold Line.*

Bicycle/Pedestrian

- Complete gaps in the Clear Creek Trail.

System Management

- Implement select (not full) surveillance and limited DMSs; feed to regional ATIS; and
- Use freeway DMSs to display real-time traffic information and real-time travel weather advisories for US-6 Clear Creek Canyon.

Travel Demand Management

Preservation and Safety

- *Rebuild aging bridges; and*
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along SH-58 with a potential for crash reductions.*

F-17. US-6 Multimodal Corridor Vision (F-17): I-70 to I-25

The transportation vision for the **US-6 (6th Avenue Freeway) Corridor** is to serve as a multimodal freeway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. The corridor is situated in a densely developed urban corridor and serves the Federal Center area. Other state highways in this corridor include **SH-26** (Alameda Avenue) and **US-40** (West Colfax Avenue). US-6 provides a connection between the mountains (I-70) and the area south of downtown Denver. Bus service is provided in the corridor along with park-n-Ride lots. A parallel rapid transit line will be built along the West Corridor (tier 1) (see Corridor Sub-Area Exhibit #7).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Reconstruct US-6 between I-70 and I-25;
- Widen applicable segments of Alameda Avenue between Simms Street and Lincoln Avenue;
- *Reconstruct interchanges at I-70, Simms Street, Kipling Street, Wadsworth Boulevard, Sheridan Boulevard, Federal Boulevard, and I-25 ;*
- Eliminate the Bryant Street interchange; and
- Widen I-70, Kipling Street, Wadsworth Boulevard, Federal Boulevard, and I-25 where they cross US-6.

Transit

- *Construct the West Corridor light rail line, parallel to US-6;*
- *Construct eleven new light rail stations, six with parking;*
- *Improve transit operational treatments on West Colfax Avenue; and*
- *Relocate the existing Cold Spring park-n-Ride to the Federal Center light rail station and increase parking capacity.*

Bicycle/Pedestrian

- *Complete sections of the parallel regional bicycle corridor to the north of US-6 including linkage to C-470 trail;*
- *Improve connections across or under US-6;*
- *Improve bicycle trail on south side of 6th Avenue, from Indiana East to Simms/Union Boulevard; and*
- *Improve pedestrian connections along US 40 (Colfax) from I-70 to Rooney Road.*

System Management

- *Implement operational improvements on US-6, ramp intersections, US-40, and SH-26;*
- *Use freeway traffic information dissemination devices to display mountain travel weather advisories;*
- *Operate traffic-responsive control on US-40 and SH-26 as incident diversion route to US-6; and*
- *Select network surveillance on US-40 and SH-26 to support incident diversion routing.*

Travel Demand Management

- *Target efforts to increase transit use of the West Corridor LRT line; and*
- *Form one or two (Denver West/Mills? Union Center?) TMOs to facilitate subarea-specific TDM activities.*

Preservation and Safety

- *Rebuild aging bridges;*
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along US-6, SH-26, and US-40 with a potential for crash reductions; and*
- *Improve traffic signals at US-6 ramps, SH-26, and US-40.*

F-18. US-36 Multimodal Corridor Vision: I-25 to Baseline Rd

The transportation vision for the **US-36 Corridor** is primarily to serve as the key multimodal freeway and rapid transit corridor providing a connection between the Boulder and Denver urban areas. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. Extensive bus service is provided along the corridor and a parallel rapid transit rail line and bus/HOV/ bus rapid transit facility is planned (tier 1). Rocky Mountain Regional Airport is adjacent to the corridor. The BNSF railroad line parallels much of the corridor (see Corridor Sub-Area Exhibit # 8 and #9).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen US-36 from 96th St to I-25;
- *Reconstruct the interchanges at Table Mesa Drive/South Boulder Road/SH-157, McCaslin Boulevard, Wadsworth Boulevard, and Sheridan Boulevard;*
- *Add interchange ramps between US-36 and the SH-128/120th Avenue extension;*
- Further reconstruct the interchange at US-36 and I-25;
- Add hill-climbing lanes between Table Mesa Drive and McCaslin Boulevard; and
- Widen I-25, SH-121/Wadsworth Boulevard, 96th Street, Church Ranch Road, Sheridan Boulevard, and Federal Boulevard where they cross US-36.

Transit

- *Construct a commuter rail line parallel to US-36 from Denver Union Station to Boulder;*

- Construct bus/HOV/bus rapid transit (BRT) lanes along US-36 from Table Mesa interchange east to tie into I-25 Downtown Express lanes;
- Construct BRT station/ramp treatments; and
- *Construct commuter rail stations supported by local bus feeder service and appropriate parking* and expand three existing park-n-Rides to serve as bus rapid transit stations.

Bicycle/Pedestrian

- Construct regional bicycle facility parallel to US-36; and
- Improve pedestrian and bicycle facilities for crossing over or under US-36.

System Management

- Extend courtesy patrol from 120th to Foothills Parkway;
- Build bus/HOV bypasses at all metered ramps used for access to the Bus/HOV/BRT facility; and
- Use freeway DMSs to display comparative real-time travel time for general purpose lanes and HOV lanes.

Travel Demand Management

- *36 Commuting Solutions and Boulder East Community Transportation Options facilitate subarea-specific TDM activities;* and
- *Target efforts to increase transit use of the US-36 rail and BRT rapid transit lines.*

Preservation and Safety

- Rebuild aging bridges; and
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along US-36 with a potential for crash reductions.*

Other

- Additional capacity and/or bus/HOV/BRT may warrant consideration as managed lanes.

F-19. US-285 Multimodal Corridor Vision: SH-8 to Lowell Boulevard

The transportation vision for the **US-285 Corridor** is to serve as a multimodal freeway and rapid transit corridor serving regional and statewide trips. The corridor also includes **SH-8** from C-470 to Wadsworth Boulevard. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. US-285 provides a connection between the mountains and the southwest portion of the Denver area. The eastern segment is located in a densely developed urban area while the western segment passes through a major regional park and less developed suburban area. Bus service is provided in the corridor along with a park-n-Ride lot. A rapid transit line is envisioned (tier 2) along a segment of the corridor from Wadsworth Boulevard to the Southwest Corridor LRT line. (see Corridor Sub-Area Exhibit #6).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen US-285 between Kipling Avenue and Lowell Boulevard;
- *Reconstruct the interchanges* at Kipling Street, *Wadsworth Boulevard*, and *Sheridan Boulevard*;
- Construct a new interchange at Lowell Boulevard/Knox Court; and
- Widen C-470, Kipling Street, and Wadsworth Boulevard where they cross US-285/Hampden Avenue.

Transit

- Construct rapid transit rail paralleling US-285/Hampden Avenue from Wadsworth Boulevard to the existing Southwest light rail line.

Bicycle/Pedestrian

- Improve pedestrian and bicycle facilities for crossing over or under US-285.

System Management

- Implement courtesy patrol west to C-470.

Travel Demand Management

- Targeted activities to increase carpooling and vanpooling.

Preservation and Safety

- *Rebuild aging bridges;*
- *Rebuild deficient traffic signals at the US-285 ramps; and*
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along US-285 and SH-8 with a potential for crash reductions.*

Other

- Additional capacity may warrant consideration as managed lanes.

F-20. Northwest Corridor Multimodal Corridor Vision: US-6 to 96th Street/Northwest Parkway

The transportation vision for the **Northwest Corridor** is to serve as a multimodal access controlled highway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. This corridor also includes portions of **SH-72, SH-93, and SH-128**. Corridor improvements will enable the completion of a regional beltway transportation system, connecting the Northwest Parkway (96th Street) to the SH-58, I-70, or C-470 freeway systems. The corridor passes through major open space parcels. Bus service will be provided along the corridor and a rapid transit line is envisioned. Rocky Mountain Metropolitan Airport is located in the northern end of the corridor. Specific transportation improvements (classification, alignment, interchanges) will be determined by the ongoing Northwest Corridor EIS (see Corridor Sub-Area Exhibit #8).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Construct new access controlled highway – *ongoing EIS to determine alignment and design characteristics;*
- Widen portions of SH-93, SH-72, SH-128, McIntyre Street, Indiana Street, and 96th Street within the corridor area; and
- Construct new interchanges or grade separations where recommended by Northwest Corridor EIS.

Transit

- Preserve right-of-way for future rapid transit implementation in the corridor; and
- *Provide feeder bus service to Gold Line and US-36 Corridor rapid transit lines.*

Bicycle/Pedestrian

- Provide pedestrian connections across SH-93 in Golden;
- Complete bicycle corridor improvements along SH-93; and
- Consider new bicycle corridor along any new roadway that is constructed.

System Management

- Construct hill-climbing lanes and shoulder improvements on existing arterials in the corridor;
- Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing signalized intersections as appropriate;
- Operate arterial corridor signals using traffic-responsive control; implement needed system detection;
- Implement network surveillance at key points throughout entire corridor;
- Implement/use DMSs to disseminate real-time weather condition and closure information from regional ATIS; and
- Adhere to access category EX or FW for new highway strictly regulating access from adjacent development.

Travel Demand Management

- *36 Commuting Solutions TMO facilitates subarea specific TDM activities; and*
- *Target efforts to increase transit use of US-36, Gold Line, and West Corridor rapid transit lines.*

Preservation and Safety

- Make safety improvements along SH-93; and
- *Implement measures to reduce the number and severity of traffic crashes at identified locations on corridor arterials with a potential for crash reductions.*

Other

- Provide wildlife crossings where applicable;
- New capacity may warrant consideration as toll facility or managed lanes; and
- Ongoing EIS will determine preferred alternative and environmental mitigation measures such as noise abatement.

5. Corridor Visions for Other State Highways in the DRCOG Region

The previous sections described the corridor visions for the Freeways and Major Regional Arterials. About 40 other state highways regionally classified as principal or minor arterials are located in the region. They fall into four categories of roadways that display typical characteristics, visions, and improvement strategies:

- Mountain Roads – located in mountainous terrain
- Rural Plains Roads – located outside of the DRCOG urban growth area
- Urban Roads – located primarily within the existing urbanized area
- Suburban Transition Roads – located in areas expected to urbanize in the future or serve as connectors between freestanding urban areas

A. Mountain Roads

The transportation vision for Mountain Roads is to provide access between the Denver urban area and communities in the mountainous area. Future improvements will primarily maintain system quality and improve safety, as well as increase mobility at spot locations. These roads serve daily commuters and delivery vehicles and weekend recreational traffic (motor vehicles and bicycles). Some private and public bus service may be provided on portions of these roadways.

Other state highways identified as Mountain Roads:

- US-6; I-70/Kermits to SH-93/SH-58 (Clear Creek Canyon);
- US-36; Larimer County line to west edge of Lyons;
- US-40; Berthoud Pass to I-170;
- SH-119; US-6 to Nederland;
- SH-119; Nederland to Boulder (Boulder Canyon);
- SH-279; Central City to Black Hawk;
- US-6; Loveland Pass to I-70;
- SH-7; Larimer County line to Lyons (St. Vrain Creek);
- SH-46; SH-119 to Jefferson County line (Golden Gate Canyon);
- SH-72; SH-7 to SH-93;
- SH-74; Evergreen to Morrison;
- SH-103; Idaho Springs to Squaw Pass; and
- SH-5; Mt. Evans Highway.

Primary Goals/Objectives:

- Maintain or improve pavement to optimal condition;
- Rehabilitate or replace deficient bridges;

- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Increase travel reliability and improve mobility for private and commercial vehicles;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Maintain statewide transportation connections; and
- Reduce motor vehicle crash rates.

Primary Strategies:

- Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections;
- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes, sight distance improvements) at unsignalized intersections as appropriate;*
- Add signals as warrants met, consistent with access management requirements;
- Construct passing/slow moving vehicle lanes;
- Add/improve shoulders;
- Add pullouts; and
- *Safety improvements such as curve flattening, lighting, guide rails, and rockfall mitigation.*

SH-119 southeast of Black Hawk and US-40 from Berthoud Pass to I-70 would also have the following strategies:

- Implement network surveillance at key points; and
- Implement/use VMSs to disseminate real-time traffic information.

SH-119 southeast of Black Hawk would also have the following strategy:

- *Add travel lanes.*

B. Rural Plains Roads (outside UGB)

The transportation vision for Rural Plains Roads is to provide access between the Denver urban area and points outside of the Denver region. Some may also provide connections to freestanding communities through land outside of the Denver region’s urban growth boundary/area. Future improvements will primarily maintain system quality as well as improve safety and increase mobility in selected areas.

Other state highways identified as Rural Plains Roads:

- US-36; Lyons (SH-66) to north Boulder;
- SH-52; SH-119 east to Weld County line (improvements primarily mobility);
- SH-66; Lyons (US-36) to west Longmont (75th Street);
- SH-79; Bennett to Weld County line;

- SH-86; east Castle Rock to Elbert County line (improvements primarily mobility);
- SH-93; SH-72 to Boulder (SH-170);
- SH-83; Franktown (SH-86) to El Paso County line (includes mobility improvements of an operational nature per SH-83/SH-86 Corridor Optimization Study);
- SH-128; SH-93 to McCaslin Boulevard; and
- SH-170; Eldorado Springs to Superior.

Primary Goals/Objectives:

- Maintain or improve pavement to optimal condition;
- Rehabilitate or replace deficient bridges;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Increase travel reliability and improve mobility for private and commercial vehicles;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers; and
- Maintain statewide transportation connections.

Primary Strategies:

- Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections;
- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes, sight distance improvements) at unsignalized intersections as appropriate;*
- Add signals as warrants met, consistent with access management requirements;
- Add/improve shoulders;
- Implement network surveillance at key points;
- Implement/use VMSs to disseminate real-time traffic information;
- Upgrade signals at railroad crossing and integrate with CDOT traffic signal system; and
- Limited widening of roadways in specific segments.

C. Urban Roads

The transportation vision for Urban Roads is to serve as multimodal arterials facilitating longer and medium distance regional trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. Most of these roads are served by bus transit routes.

Other state highways identified as Urban Roads:

- SH-7/SH-119 (Canyon Boulevard, Broadway, Arapahoe Avenue in Boulder);
- SH-7 (Arapahoe Road); US-36 to 55th Street;
- SH-7; downtown Brighton;
- US-36; downtown Lyons;
- US-36 (28th Street); Broadway in north Boulder to US-36 freeway;
- SH-74; I-70 to Evergreen;
- SH-88 (Federal Boulevard); Belleview Avenue to Colfax Avenue;
- US-287 (Federal Boulevard); Colfax Avenue to 120th Street;
- SH-93 (South Broadway in Boulder); SH-170 to Arapahoe Avenue;
- SH-83 (Leetsdale Drive/Parker Road); Colorado Boulevard to Havana Street;
- SH-30 (Havana Street); Parker Road to 6th Avenue;
- SH-88 (Belleview Avenue); Federal Boulevard to I-25;
- SH-7; downtown Lafayette;
- SH-8; C-470 to Wadsworth Boulevard; and
- SH-170; in Superior.

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Primary Strategies:

- Operate existing and new traffic signals using signal system(s) for surface street control;
- Regularly update traffic signal timing/coordination plans;
- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections;*
- Add signals as warrants met, consistent with access management requirements;
- Implement network surveillance at key points;
- Implement appropriate transit operational improvements;
- Upgrade signals at railroad crossing and integrate with CDOT traffic signal system;
- *Widen selected roadway segments;*
- *Improve bicycle and pedestrian accommodations and facilities;*
- *Provide additional FastConnects bus transit service as demand increases; and*

- *Provide feeder bus connections to rapid transit stations.*

D. Suburban Transition Roads

The transportation vision for Suburban Transition Roads is to serve as multimodal arterials facilitating longer and medium distance regional trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. Most of these roads are served by bus transit routes. Access controls and property setbacks will be implemented in currently rural areas to protect against expensive right-of-way takings needed for widening in the future.

Other state highways identified as Suburban Transition Roads:

- SH-7; 55th to US-287;
- SH-7; Lafayette to Brighton;
- SH-8; C-470 to Kipling;
- SH-66; 75th Street west of Longmont to Weld County line;
- SH-72 (Coal Creek Canyon Road, Indiana Street); SH-93 to 64th Avenue;
- SH-86; I-25 to east Castle Rock;
- SH-7; SH-2 to I-76;
- SH-8; US-285 to C-470; and
- SH-40; SH-26/I-70 to US-6.

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region's Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Primary Strategies:

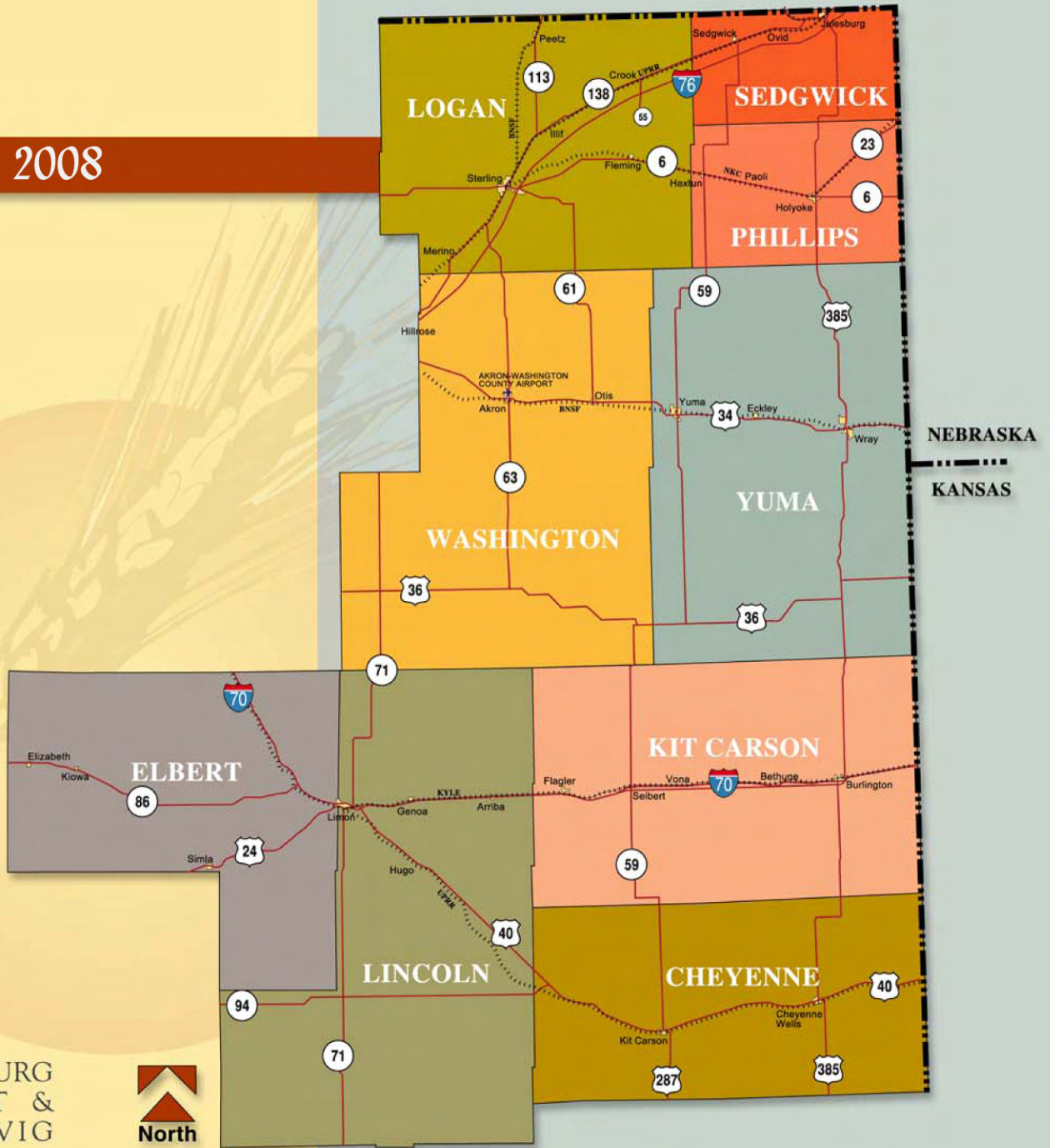
- Operate existing and new traffic signals using signal system(s) for surface street control;
- Regularly update traffic signal timing/coordination plans;
- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing and future signalized intersections;*

- *Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes, sight distance improvements) at unsignalized intersections as appropriate;*
- Add signals as warrants met, consistent with access management requirements;
- Implement network surveillance at key points;
- Implement/use VMSs to disseminate real-time traffic information;
- Implement appropriate transit operational improvements;
- Upgrade signals at railroad crossings and integrate with CDOT traffic signal system;
- *Widen selected roadway segments;*
- *Improve bicycle and pedestrian accommodations;*
- *Provide additional FastConnects bus transit service as demand increases; and*
- Provide feeder bus connections to rapid transit stations.



Eastern TPR 2035 Regional Transportation Plan

January 2008





Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #1: SH 86 RURAL SECTION (PEA7001)

State Highway: 086A

Beginning Mile Post: 23.33

Ending Mile Post: 58.99

SH 86 from the Town of Kiowa east to I-70

Vision

The vision for the SH 86 Rural Section corridor is primarily to improve safety as well as to improve system quality and to increase mobility. This corridor serves as local facility, connects to places outside the region, and makes east-west connections east to I-70 in Eastern Colorado. Travel modes now and in the future include passenger vehicle, truck freight, and local public transit. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural and transitioning character of the area while supporting the movement of tourists, freight, commuters and farm-to-market products in and through the corridor.

Primary Investment Category: Safety

Priority: Medium (Rank 10)

Goals

- Increase travel reliability and improve mobility
- Support economic development and maintain environment
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

Strategies

- Add and maintain roadway bypass (through Kiowa)
- Construct, improve and maintain the system of local roads
- Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines)
- Add/improve shoulders
- Add guardrails
- Add surface treatment/overlays
- Bridge repairs/replacement
- Implement SH 83/SH 86 Corridor Optimization Plan recommendations
- Construct auxiliary lanes (passing, turn, accel/decel)



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #2: SH 86 URBAN SECTION (PEA7002)

State Highway: 086A

Beginning Mile Post: 0.56

Ending Mile Post: 23.33

SH 86 from I-25 in Castle Rock to the Town of Kiowa

Vision

The vision for the SH 86 Urban Section corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, connects to places outside the region, serves as a Main Street and makes east-west connections within the South Metro Denver area. This portion of the corridor is transitioning from a rural to urban land use pattern. Travel modes now and in the future include passenger vehicle, local public transit service, truck freight, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on the urbanization of western Elbert County, passenger traffic volumes are expected to increase significantly, and the corridor is expected to experience congestion in the future. Freight traffic volumes are expected to increase by moderate levels. Overall, these traffic increases will cause significant capacity issues. The communities along the corridor value high levels of mobility, transportation choices, connection to other areas, safety, and system preservation. They depend on agriculture, local commerce and commercial activity for economic activity in the area and want to create a diverse economic base for future job creation. Users of this corridor want to preserve the rural, agricultural, and transitioning residential development character of the area while supporting the movement of tourists, commuters, and agriculture in and through the corridor.

Primary Investment Category: Mobility

Priority: High (Rank 7)

Goals

- Increase travel reliability, improve mobility, and support commuter travel
- Support economic development and maintain environment
- Accommodate increasing freight traffic
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition

Strategies

- Preserve right of way for and add travel lanes
- Construct, improve, maintain system of local roads
- Consolidate and limit access points and develop access management plans
- Provide and expand transit service
- Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines)
- Construct intersection improvements and construct auxiliary lanes (passing, turn, accel/decel)
- Add/improve shoulders
- Add guardrails
- Maintain infrastructure by adding surface treatment/overlays and repairing/replacing bridges
- Implement *SH 83/SH 86 Corridor Optimization Plan* recommendations



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #3: SH 71 SOUTHERN SECTION (PEA7003)

State Highway: 071C **Beginning Mile Post:** 16.15 **Ending Mile Post:** 100.99

SH 71 from US 50 at Rocky Ford to I-70 in Limon

Vision

The vision for the SH 71 Southern Section corridor is primarily to maintain system quality as well as to improve safety and increase mobility. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes north-south connections within the Arkansas Valley area. Travel modes now and in the future include passenger vehicle, local public transit and truck freight. The transportation system in the area primarily serves towns and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by significant levels. The communities along the corridor value safety and system preservation. They depend on agriculture, grain storage and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight, farm-to-market products, and connections to the state prison in Limon in and through the corridor.

Primary Investment Category: System Quality

Priority: Low (Rank 15)

Goals

- Maintain statewide transportation connections
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Rehabilitate/replace deficient bridges

Strategies

- Construct, improve and maintain the system of local roads
- Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines)
- Add/improve shoulders
- Add guardrails
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Add drainage improvements
- Reconstruction of roadway
- Construct auxiliary lanes (passing, turn, accel/decel)



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #4: SH 63 (PEA7004)

State Highway: 063A **Beginning Mile Post:** 0.00 **Ending Mile Post:** 56.41

SH 63 from Anton (US 36) north to Atwood (US 6)

Vision

The vision for the SH 63 corridor is primarily to maintain system quality as well as to improve safety and provide mobility. This corridor serves as a multi-modal local facility and makes north-south connections within the central Washington and southeastern Logan counties area. Travel modes now and in the future include passenger vehicle, truck freight, and local public transit. The transportation system in the area primarily serves towns and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by significant levels. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture, local commerce and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Low (Rank 17)

Goals

- Maintain statewide transportation connections
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

Strategies

- Add and maintain roadway pullouts for breakdowns, buses and slow vehicles
- Improve geometrics
- Flatten slopes
- Add/improve shoulders
- Add surface treatment/overlays
- Add drainage improvements



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #5: SH 61 (PEA7005)

State Highway: 061A **Beginning Mile Post:** 0.00 **Ending Mile Post:** 40.99

SH 61 from Otis (US 34) north to Sterling (I-76)

Vision

The vision for the SH 61 corridor is primarily to maintain system quality as well as to improve safety and provide mobility. This corridor serves as a multi-modal local facility, connects to places within the region, and makes north-south connections within the northeastern Washington and southeastern Logan counties area. There is a desire to extend the state highway designation from US 34 south to US 36. Travel modes now and in the future include passenger vehicle, truck freight, and local public transit. The transportation system in the area primarily serves destinations inside the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture, the state prison near Sterling and local commerce for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Low (Rank 18)

Goals

- Provide and maintain statewide transportation connections
- Support economic development and maintain environment
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

Objectives

- Add and maintain roadway pullouts for breakdowns, buses and slow vehicles
- Improve geometrics
- Flatten slopes
- Add/improve shoulders
- Add surface treatment/overlays
- Add drainage improvements
- Construct new segment between US 34 and US 36 and designate as State Highway



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #6: US 6 EASTERN PLAINS (PEA7006)

State Highway: 006J

Beginning Mile Post: 371.69

Ending Mile Post: 467.28

US 6 from I-76 in Brush north of I-76 to Sterling then east to Nebraska

Vision

The vision for the US 6 Plains corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility, connects to places outside the region, serves as a Main Street, and makes east-west connections within the Northeast Colorado to Nebraska area. Travel modes now and in the future include passenger vehicle, rail freight, truck freight, local public transit, oil and gas production and aviation (Holyoke Municipal Airport and Haxtun Municipal Airport). The transportation system in the area primarily serves destinations outside and inside of the corridor. Based on historic and projected population and employment levels, passenger and truck traffic volumes are expected to increase by moderate levels. Recreational reservoir traffic is a key element of the western portion of the corridor. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture, local commerce, commercial activity and grain storage for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, farm-to-market products, and recreational users in and through the corridor.

Primary Investment Category: System Quality

Priority: Medium (Rank 9)

Goals

- Provide and maintain statewide transportation connections
- Accommodate growth in freight transport
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Ensure airport facilities meet existing and projected demands

Strategies

- Add turn lanes
- Improve geometrics
- Flatten slopes
- Add drainage improvements
- Reconstruction roadways
- Add signage
- Study and change speed limits
- Bridge repairs/replacement
- Meet airport facility objectives in Airport System Plan
- Construct grade separated railroad crossing



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #7: SH 59 (PEA7007)

State Highway: 059A,B **Beginning Mile Post:** 0.00 **Ending Mile Post:** 173.3

SH 59 from US 40 in Kit Carson to Cope (US 36) and then Joes to SH 138 in Sedgwick

Vision

The Vision for the SH 59 corridor is primarily to maintain system quality as well as to improve safety and provide mobility. This corridor serves as a multi-modal local facility, acts as Main Street, and makes north-south connections within central Cheyenne County to western Sedgwick County area. There is a desire to extend the state highway designation from SH 138 north to I-80 in Nebraska. Travel modes now and in the future include passenger vehicle, truck freight, aviation (Yuma Municipal Airport), local public transit, and oil and gas production. The transportation system in the area primarily serves towns and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic and freight volumes on this type of facility should increase by moderate levels. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture, local commerce, grain storage and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Medium (Rank 11)

Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Ensure airport facility meets existing and projected demands

Strategies

- Construct, improve and maintain the system of local roads
- Improve geometrics (flatten slopes, flatten curves, improve visibility/sightlines)
- Add/improve shoulders
- Add guardrails
- Add surface treatment/overlays
- Bridge repairs/replacement
- Add drainage improvements
- Construct auxiliary lanes (pass, turn, accel/decel)
- Meet airport facility objectives in Airport System Plan
- Designate new segment north to I-80 as State Highway



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #8: US 40 (PEA7008)

State Highway: 040H **Beginning Mile Post:** 446.05 **Ending Mile Post:** 486.86

US 40 from the Town of Kit Carson east to Kansas

Vision

The vision for the US 40 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal facility, connects to places outside the region, and makes east-west connections within the area from Kit Carson to Kansas. The corridor also serves wide-load truck traffic. Travel modes now and in the future include passenger vehicle, rail freight, truck freight, oil and gas production, and local public transit. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger and truck traffic volumes are expected to increase by significant levels. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture, grain storage, local commerce and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Low (Rank 19)

Goals

- Maintain statewide transportation connections
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Strategies

- Add and maintain accel/decel lanes
- Construct, improve and maintain the system of local roads
- Add turn lanes
- Flatten slopes
- Add/improve shoulders
- Add guardrails
- Add surface treatment/overlays
- Bridge repairs/replacement



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #9: US 385 HIGH PLAINS HIGHWAY (PEA7009)

State Highway: 385B,C,D,E **Beginning Mile Post:** 95.05 **Ending Mile Post:** 317.63

US 385 from Cheyenne Wells north to the Nebraska border and US 40 from Kit Carson to Cheyenne Wells (see Corridor #8) is the High Plains Highway. Corridor also includes US 385 from US 50 in Granada to Cheyenne Wells which is not part of the High Plains designation.

Vision

The vision for the US 385 High Plains Highway, except for the segment from Grenada to Cheyenne Wells, is primarily to improve mobility. The primary investment category for the segment from Granada to Cheyenne Wells is safety. This corridor serves as a multi-modal regional facility, connects to places outside the region, serves as both the Main Street and state-designated hazardous waste route, and makes north-south connections within the eastern plains of Colorado from Oklahoma to Nebraska. Travel modes now and in the future include passenger vehicle, local public transit, aviation (Kit Carson County Airport, Julesburg Municipal Airport, and Wray Municipal Airport), oil and gas production, and truck freight. The transportation system in the area serves both destinations within and outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. Recreational reservoir traffic (destined for Bonny Lake State Park) and oversized loads are key elements of the corridor. The communities along the corridor value safety, high levels of mobility, transportation choices, connections to other areas, system preservation, and economic development. They depend on tourism, agriculture, grain storage, oil and gas production, and renewable energy (such as ethanol and biodiesel production and wind generation), and local commerce, all of which are expected to grow, contributing to the increase in freight traffic. The on-going Eastern Plains Transmission Project, which proposes further development of utility-scale wind farms, has increased freight traffic and oversized loads significantly along the corridor. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, farm-to-market products and recreational users in and through the corridor.

Primary Investment Category: Mobility

Priority: High (Rank 3)

Goals

- Increase travel reliability and improve mobility in order to support economic development, accommodate growth in freight transport, and maintain statewide transportation connections
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Maintain airport facilities in good condition and increase air service availability

Strategies

- Construct, improve and maintain system of local roads, and add roadway bypasses
- Obtain right of way for and construct a Super 2 cross-section, with ultimate expansion to four lanes
- Consolidate and limit access points and develop access management plan
- Expand air service and develop airport master plans, meet airport facility objectives in Airport System Plan
- Provide inter-modal connections

(continued)



Eastern TPR 2035 Regional Transportation Plan

- Improve safety through geometric improvements (flatten slopes, flatten curves, improve visibility/sight lines) and adding guardrails
- Construct intersection improvements and auxiliary lanes (passing, turn, accel/decel lanes)
- Add/improve shoulders
- Maintain infrastructure by adding surface treatments/overlays, completing bridge repairs/replacements, making drainage improvements, and reconstructing the roadway
- Implement recommendations from *High Plains Corridor Development and Management Plan* and Secure Strategic Investment Program funding



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #10: US 287 PORTS TO PLAINS (PEA7010)

State Highway: 040H **Beginning Mile Post:** 386.00 **Ending Mile Post:** 446.00

US 287 from Oklahoma north to US 40 in Kit Carson. US 287 joins US 40 as a dual designation for the next 60 miles to I-70 in Limon. In Limon, US 287 joins I-70 as a dual designation west towards Denver.

Vision

The vision for the US 287 Port to Plains corridor is primarily to increase mobility, as well as to maintain system quality and to improve safety. This entire corridor is a portion of the National Ports to Plains Corridor connecting Denver and Laredo, Texas and is part of CDOT's Strategic Investment Program (7th Pot). This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections south into Oklahoma. Travel modes now and in the future include passenger vehicle, rail freight, local public transit, and truck freight. The transportation system in the area primarily serves destinations inside and outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes and freight traffic volumes are expected to increase significantly. The significant increase in freight traffic on US 287 / US 40 can be attributed to the highway's designation as the Ports to Plains Freight Corridor. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture, tourism travel, grain storage and freight/commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight, tourists and farm-to-market products in and through the corridor.

Primary Investment Category: Mobility

Priority: High (Rank 4)

Goals

- Maintain statewide transportation connections
- Preserve the existing transportation system
- Provide information to traveling public
- Reduce fatalities, injuries and property damage crash rate
- Support economic development and accommodate growth in freight transport

Strategies

- Add and maintain general purpose lanes and new interchanges/intersections
- Construct/improve/maintain system of local roads and add roadway bypasses
- Add rail sidings and guardrails
- Improve ITS incident response, travel information and traffic management including promoting the use of variable message signs
- Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines)
- Improve intersections and construct auxiliary lanes (passing, turn, accel/decel lanes)
- Add/improve shoulders
- Maintain infrastructure by completing 7th Pot concrete reconstruction and constructing bridge repairs/replacement, including overpasses
- Add rest areas and truck parking areas
- Implement recommendations from *Ports to Plains Corridor Development and Management Plan* and Secure Strategic Investment Program funding



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #11: US 24 ELBERT COUNTY LINE TO LIMON (PEA7011)

State Highway: 024G **Beginning Mile Post:** 311.07 **Ending Mile Post:** 380.46

US 24 from Elbert County Line northeast to I-70 in Limon

Vision

The vision for the US 24, Colorado Springs to Limon corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor is on the National Highway System and serves as a multi-modal regional facility, provides commuter access, acts as a Main Street and makes east-west connections within the NE El Paso, SE Elbert, and Lincoln Counties. The western portion of the corridor is transitioning from a rural to urban land use pattern. Significant facilities located in the Colorado Springs area affect transportation in the corridor, including the Colorado Springs Airport, the various military installations and numerous tourist attractions. Travel modes now and in the future include passenger vehicle, local public transit, rail freight, truck freight, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger and freight traffic volumes are expected to increase by moderate levels. The communities along the corridor value high levels of mobility, transportation choices, safety, and system preservation. They depend on tourist travel, commercial activity, grain storage and local commerce for economic activity in the area. Users of this corridor want to preserve the rural, agricultural, and transitioning character of the area while supporting the movement of commuters, tourists, and local traffic in and through the corridor.

Primary Investment Category: Mobility

Priority: High (Rank 8)

Goals

- Increase travel reliability and improve mobility to support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Support economic development and maintain environment
- Accommodate increasing freight traffic

Strategies

- Obtain right of way for and construct a Super 2 cross-section, with ultimate expansion to four lanes
- Construct, improve and maintain the system of local roads
- Consolidate and limit access points and develop access management plans
- Provide and expand transit service
- Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines)
- Improve intersections and construct auxiliary lanes (passing, turn, accel/decel lanes)
- Add/improve shoulders
- Add surface treatments/overlays
- Bridge repairs/replacement
- Study corridor



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #12: US 24 SIEBERT TO BURLINGTON (PEA7012)

State Highway: 024B,C,D **Beginning Mile Post:** 419.31 **Ending Mile Post:** 457.29

US 24 from I-70 in Seibert east to Burlington

Vision

The vision for the US 24, Siebert to Burlington corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility including local bicycle traffic, acts as Main Street, serves as a parallel facility to the interstate facility for local traffic and makes east-west connections within the central Kit Carson County area. Travel modes now and in the future include passenger vehicle, truck freight, local public transit, and rail freight. The transportation system in the area primarily serves towns and destinations within and outside the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. The communities along the corridor value safety and system preservation. They depend on agriculture, I-70 tourism, grain storage and local commerce for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products and local traffic in and through the corridor.

Primary Investment Category: System Quality

Priority: Medium (Rank 14)

Goals

- Support economic development and maintain environment
- Reduce fatalities, injuries and property damage crash rate
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Strategies

- Improve geometrics, accel/decel lanes
- Add passing lanes
- Add turn lanes
- Add guardrails
- Add drainage improvements
- Improve visibility/sight lines
- Flatten curves, flatten slopes
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #13: I-76 NORTHEAST COLORADO (PEA7013)

State Highway: 076A

Beginning Mile Post: 12.5

Ending Mile Post: 183.99

I-76 from US 85 in Commerce City northeast to Nebraska

Vision

The vision for the I-76, Northeast Colorado corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor is on the National Highway System and serves as a multi-modal Interstate facility, connects to places outside the region, serves as an important freight connection to Chicago and areas east, and makes east-west connections within the northeast Colorado area. I-76 from Denver to Brush is part of the Heartland Express designation in Colorado. The South Platte River Trail Scenic Byway runs along a portion of this corridor. The western portion of the corridor is transitioning from a rural to urban land use pattern. Travel modes now and in the future include passenger vehicle, local public transit, intercity bus service (Burlington Trailways and Black Hills Arrow Stage), passenger rail, truck freight, and rail freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by significant levels. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, high-tech, agriculture, commercial activity, and the state prison at Sterling for economic activity in the area. Users of this corridor want to preserve the rural, agricultural and transitioning residential development character while supporting the movement of tourists, urban commuters, freight, farm-to-market products, recreational users, long distance travel and connections to the state prison in Sterling in and along the corridor.

Primary Investment Category: System Quality

Priority: High (Rank 1)

Goals

- Maintain statewide transportation connections
- Support economic development and accommodate growth in freight transport
- Provide tourist-friendly travel
- Provide information to traveling public
- Maintain or improve pavement to optimal condition

Strategies

- Improve ITS incident response, traveler information and traffic management
- Flatten slopes
- Add signage
- Construct interchange improvements
- Add surface treatment/overlays
- Add drainage improvements
- Reconstruction roadways
- Secure Strategic Investment Program funding



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #14: SH 94 (PEA7014)

State Highway: 094A

Beginning Mile Post: 0.00

Ending Mile Post: 85.99

SH 94 from the east side of Colorado Springs to US 40/US 287

Vision

The vision for the SH 94 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes east-west connections within the urban edge of Colorado Springs area. The western portion of the corridor is transitioning from a rural to urban land use pattern. Significant facilities located in the Colorado Springs area affect transportation in the corridor, including the Colorado Springs Airport, the various military installations and numerous tourist attractions. Travel modes now and in the future include passenger vehicle, truck freight and local public transit. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase by significant levels. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourist travel and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the transitioning area while supporting the movement of tourists, commuters, freight, and farm-to-market products.

Primary Investment Category: System Quality

Priority: Low (Rank 20)

Goals

- Increase travel reliability and improve mobility
- Coordinate transportation and land use decisions and support economic development and maintain environment
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

Strategies

- Add passing lanes, turn lanes
- Preserve right of way
- Construct, improve and maintain the system of local roads
- Consolidate and limit access points and develop access management plan
- Add signage
- Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines)
- Add/improve shoulders
- Add guardrails
- Study and change speed limits
- Maintain infrastructure by adding surface treatment/overlays and bridge repairs/replacement



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #15: SH 71 HEARTLAND EXPRESSWAY (PEA7015)

State Highway: 071D,E,F **Beginning Mile Post:** 102.02 **Ending Mile Post:** 232.82

SH 71 from I-70, Limon north to Nebraska State Line

Vision

The vision for the SH 71 Heartland Express corridor is primarily to improve mobility, as well as to maintain system quality and safety. This corridor serves as a multi-modal National Highway System facility, provides local access, and makes north-south connections to the Ports to Plains Corridor. SH 71 from Limon to the Nebraska State Line has been designated a “high priority corridor” as part of the Heartland Expressway route in Colorado. Travel modes now and in the future include passenger vehicle, truck freight, rail freight, and local public transit. The transportation system in the area primarily serves towns, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger traffic volumes are expected to increase by moderate levels. However, due to the designation of SH 71 as the Heartland Express Corridor, freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourist travel, agriculture, commercial activity and the state prison in Limon for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, freight, and farm-to-market products in and through the corridor.

Primary Investment Category: Mobility

Priority: High (Rank 5)

Goals

- Maintain statewide transportation connections
- Support economic development and maintain environment
- Provide for tourist-friendly travel
- Accommodate growth in freight transport and provide improved freight linkages
- Increase travel reliability and improve mobility through safety improvements

Strategies

- Obtain right of way for and construct a Super 2 cross-section, with ultimate expansion to four lanes
- Construct/improve/maintain system of local roads
- Consolidate and limit access points, develop access management plans
- Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines)
- Add/improve shoulders
- Add guardrails
- Maintain infrastructure by adding surface treatment/overlays, constructing bridge repairs/replacement, adding drainage improvements and reconstructing the roadway
- Construct auxiliary lanes (passing, turn, accel/decel lanes)
- Secure Strategic Investment Program funding



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #16: SH 113 (PEA7016)

State Highway: 113A

Beginning Mile Post: 0.00

Ending Mile Post: 18.83

SH 113 between SH 138 near Sterling and I-80 in Sidney, Nebraska

Vision

The vision for the SH 113 corridor is to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes north-south connections within the Northeast Colorado Plains and connections to Nebraska. Travel modes now and in the future include passenger vehicle, truck and rail freight, and local public transit. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. Tourist traffic to the Cabela's retail store in Nebraska is a key element of the traffic along this corridor. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourist traffic, agriculture, grain storage and local commerce for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor.

Primary Investment Category: Safety

Priority: Low (Rank 16)

Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Improve signing/stripping
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

Strategies

- Improve geometrics
- Add/improve shoulders
- Install rumble strips in high accident areas
- Add turn lanes
- Flatten slopes
- Add surface treatment/overlays
- Bridge repairs/replacement
- Add drainage improvements



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #17: SH 138 (PEA7017)

State Highway: 138A **Beginning Mile Post:** 0.00 **Ending Mile Post:** 59.82

SH 138 from SH 6 in Sterling northeast to I-80 in Nebraska

Vision

The vision for the SH 138 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, serves as a Main Street, provides local access, serves as a parallel facility to the interstate for local traffic and makes east-west connections within the Northeast Colorado and Nebraska area. Travel modes now and in the future include passenger vehicle, local public transit, rail freight, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within and outside the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. Recreational users and seasonal agriculture traffic is an important element of this corridor. The communities along the corridor value system preservation. They depend on agriculture, local commerce, and I-76 tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourism and farm-to-market products in and through the corridor.

Primary Investment Category: Safety

Priority: Medium (Rank 13)

Goals

- Increase travel reliability through safety improvements
- Support economic development and maintain environment
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

Strategies

- Improve geometrics
- Improve intersections
- Add/improve shoulder
- Flatten slopes
- Add surface treatment/overlays
- Add drainage improvements
- Study corridors
- Construct grade separated railroad crossing



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #18: SH 14 PLAINS (PEA7018)

State Highway: 014C **Beginning Mile Post:** 216.83 **Ending Mile Post:** 236.92

SH 14 from I-25 in Fort Collins east to I-76 in Sterling.

Vision

The vision for the SH 14 Plains corridor is primarily to increase mobility, as well as maintain system quality and to improve safety. The primary Investment category is System Quality west of the SH 14 intersection with SH 71, and Mobility east of that intersection. Sections of the corridor between the towns of Sterling, Fort Morgan, Grover, and Ault are designated as the Pawnee Pioneer Trails Scenic Byway. This corridor serves as a multi-modal local facility, acts as Main Street, connects to places outside the region, and makes east-west connections from NE Colorado to the Fort Collins/Front Range area. Travel modes now and in the future include passenger vehicle, local public transit, aviation (Sterling Municipal Airport), rail freight, and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase by moderate levels. Recreational user traffic is an important element of this corridor. The communities along the corridor value connections to other areas and system preservation. They depend on agriculture, local commerce and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, agricultural, and transitioning residential development character of the area while supporting the movement of tourists, commuters, freight and farm-to-market products in and through the corridor.

Primary Investment Category: Mobility

Priority: Medium (Rank 11)

Goals

- Maintain statewide transportation connections
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Ensure airport facility meets existing and projected demands

Strategies

- Add and maintain roadway bypasses (through Sterling)
- Corridor study addressing potential bypass
- Develop and implement access control measures
- Improve geometrics (flatten slopes, flatten curves)
- Improve intersections
- Add/improve shoulders
- Add surface treatment/overlays
- Add drainage improvements
- Reconstruction roadways
- Meet airport facility objectives in Airport System Plan



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #19: SH 23 (PEA7019)

State Highway: 023A

Beginning Mile Post: 0.00

Ending Mile Post: 17.83

SH 23 from Holyoke east to Nebraska

Vision

The vision for the SH 23 corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Northeast Plains of Colorado to Nebraska area. Travel modes now and in the future include passenger vehicle, local public transit, rail freight and truck freight. The transportation system in the area primarily serves towns and destinations within and outside the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. The communities along the corridor value system preservation. They depend on agriculture, grain storage, tourism and local commerce for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area while supporting the movement of tourists, farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Low (Rank 22)

Goals

- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Preserve the existing transportation system
- Maintain statewide transportation connections

Strategies

- Improve geometrics
- Flatten slopes
- Add/improve shoulders
- Add surface treatment/overlay
- Bridge repairs/replacement
- Add drainage improvements



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #20: I-70 PLAINS (PEA7020)

State Highway: 070A **Beginning Mile Post:** 289.18 **Ending Mile Post:** 449.51

I-70 from E-470 in Denver east to Kansas.

Vision

The vision for the I-70 Plains corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor is on the National Highway System and serves as a multi-modal Interstate facility, connects to the Front Range and places outside the region, and makes east-west connections within the Eastern Colorado Plains to points west in Colorado and east of Colorado. The Ports to Plains route connecting Denver to Laredo, Texas utilizes I-70 between Denver and Limon (see Corridor #10). Travel modes now and in the future include passenger vehicle, intercity bus service (Greyhound), local public transit service, intercity bus service, truck freight, rail freight, and aviation (Limon Municipal Airport within the Eastern TPR). Significant facilities affecting transportation in the corridor are Denver International Airport, Front Range Airport, the military armory in Watkins, the proposed TransPort intermodal facility and connections with E-470. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by significant levels. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on tourist travel, agriculture, commercial activity, freight distribution, and residential development for economic activity in the area. Users of this corridor want to preserve the rural, agricultural and the transitioning residential area while supporting the movement of tourists, commuters, freight, military, and farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: High (Rank 2)

Goals

- Maintain statewide transportation connections
- Support commuter travel and provide for tourist-friendly travel
- Accommodate growth in freight transport via roadway and rail
- Maintain or improve pavement to optimal condition
- Maintain airport facilities in good condition

Strategies

- Add rail sidings
- Create ITS traveler information, traffic management and incident management including the use of variable message signs
- Improve geometrics
- Construct intersection/interchange improvements
- Bridge repairs/replacement
- Add truck-parking areas and rest areas
- Reconstruct roadways
- Meet airport facility objectives in Airport System Plan



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #21: US 34 EASTERN PLAINS (PEA7021)

State Highway: 034B **Beginning Mile Post:** 180.57 **Ending Mile Post:** 259.51

US 34 from SH 71 in Brush east to Nebraska

Vision

The vision for the US 34 Eastern Plains corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal facility, acts as Main Street, and makes east-west connections within the Northeast Colorado area. Future travel modes now and in the future include passenger vehicle, passenger rail (Amtrak), public transit, aviation (Colorado Plains Regional Airport and Gebauer Airport), truck freight, and rail freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. The communities along the corridor value high levels of mobility and safety. They depend on agriculture, grain storage, tourism, local commerce, tourists, oil and gas production, ethanol production, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight, tourists and farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: High (Rank 6)

Goals

- Maintain statewide transportation connections and accommodate growth in freight transport
- Increase air travel availability
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

Strategies

- Add intersection improvements and turn lanes
- Consolidate and limit access points and develop access management plans
- Improve geometrics and flatten slopes
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement
- Add drainage improvements
- Reconstruction roadways
- Meet airport facility objectives in Airport System Plan
- Provide and expand transit service



Eastern TPR 2035 Regional Transportation Plan

CORRIDOR #22: US 36 EASTERN PLAINS (PEA7022)

State Highway: 036D **Beginning Mile Post:** 101.00 **Ending Mile Post:** 224.71

US 36 from I-70 in Byers east to Kansas

Vision

The vision for the US 36 Eastern Plains corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal facility, acts as Main Street, and makes east-west connections within the Northeast Colorado area. Future travel modes now and in the future include passenger vehicle, local public transit, and truck freight. The transportation system in the area primarily serves towns and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by significant levels. Seasonal agriculture traffic is an important element of this corridor. The communities along the corridor value high levels of system preservation and safety. They depend on agriculture, grain storage, local commerce, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Low (Rank 21)

Goals

- Maintain or improve pavement to optimal condition
- Eliminate shoulder deficiencies
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rates

Strategies

- Construct auxiliary lanes (passing, turn, accel/decel lanes)
- Improve geometrics
- Improve visibility/sight lines
- Flatten slopes
- Add/improve shoulders
- Add guardrails
- Add surface treatment/overlays
- Bridge repairs/replacement



GRANDJUNCTION **MESACOUNTY**

TRANSPORTATION PLANNING REGION

2035 Regional Transportation Plan

January 2008

Corridor Visions

Corridor	US 6 A (1)	Primary Investment Category SAFETY
Description	US 6 A - Jct. I-70 access rd (Mack) to Fruita	
Beg MP	11.212	End MP 20.244

Vision Statement

The Vision for the US 6 A - Jct. I-70 access Rd (Mack) to Fruita corridor is primarily to improve safety as well as to improve system quality. This corridor serves as a local facility, provides commuter access, and makes east-west connections within the northern Fruita area. Future travel needs include passenger vehicles and truck freight. The highway primarily serves communities within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase along with freight volumes. The City of Fruita and Mesa County have jointly adopted a long-range master plan the, “Fruita/Mesa County Greenway Business Park Plan” (adopted 2001) for 1750 acres south of US 6A in this corridor. The Plan envisions the redevelopment of the underutilized vacant industrial land and abandoned heavy industrial corridor south of the highway into a light, clean business park and a 400-acre riverfront park and greenway along the Colorado River. Highway landscaping and attractive business park entry signage with interconnecting bicycle pedestrian trails is part of the vision for the corridor. The corridor is designated as part of the Dinosaur Diamond Scenic Byway. The communities along the corridor value connections to other areas and safety. They depend on agriculture and rural density development for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters and farm-to-market products of the area.

2035 Revisions

Mesa County has experienced heavy growth due in part to the energy exploration and extraction industry. In addition, by most estimates, eastern Utah is also going to be a major growth area in energy exploration. The proposed CAM-Colorado (CAM) rail spur extending from Mack north to Garfield County is representative of the potential for major industrial activity in the Mack area. Within the next few years the rail spur will be used to transport at least two 100 car trainloads of coal per day. Several large tracts of land have been purchased by major energy-related corporations including CAM. Since Mesa County is the major population and industrial center nearest the Utah energy fields, it is expected to become the hub of support, further adding to the area’s growth.

The Loma/Mack Area Plan was completed in 2004 and will help guide the area’s anticipated long-term growth. The transportation impacts of the energy-related growth in western Mesa County and eastern Utah must be accounted for in the development of the Goals, Objectives and Strategies for this corridor.

Goals / Objectives

- Preserve and improve the existing transportation system
- Eliminate shoulder deficiencies
- Accommodate local rail and highway freight transport
- Support commuter travel
- Eliminate private rail road crossings
- Accommodate increased traffic from the Greenway Business Park
- Accommodate and/or mitigate increased energy resource development traffic
- Add enhancements that will improve the appearance of the corridor
- Provide bicycle and pedestrian facilities

Strategies

- Geometric improvements/widen travel lanes
- Construct intersection/interchange improvements
- Reconstruct roadways
- Add/improve shoulders
- Provide bicycle/pedestrian facilities including Colorado River Greenway from Fruita to Loma
- Add Gateway signing
- Consolidate and improve access/develop access management plans
- Adopt highway landscape design standards
- Provide lights and gate at public rail crossings

Corridor	US 6 A (2)	Primary Investment Category	SYSTEM QUALITY
Description	US 6 A - Fruita to Jct. I-70 ramp w/o Grand Junction		
Beg MP	20.244	End MP	25.998

Vision Statement

The Vision for the US 6 A - Fruita to Jct. I-70 ramp w/o Grand Junction corridor is primarily to maintaining system quality, increase mobility and improve safety. This corridor serves as a multi-modal local facility, provides commuter access, and makes east-west connections within the Fruita to Grand Junction area. The corridor is designated as part of the Dinosaur Diamond Scenic Byway. It crosses the community buffer zone between Fruita and Grand Junction. Future travel within the corridor will continue to be passenger vehicles as well as increased bicycle/pedestrian opportunities. The highway primarily serves towns and other destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase along with freight volumes. The communities along the corridor value high levels of mobility and safety. They depend on agriculture and commercial activity for economic activity in the area. Users of this corridor want to preserve the small town, rural character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor.

2035 Revisions

The City of Fruita currently is growing at the extraordinary rate of about 6% annually although this rate is expected to moderate over the time period covered by this plan. This growth is fueled in part by energy resource development. In addition, the Grand Junction urban area continues to expand westerly along this corridor. A segment of land in the northwest area of Grand Junction is currently proposed for a growth plan amendment to allow industrial uses such as large storage yards needed by the oil and gas industry. If this occurs, there will be a significant increase in the percentage of heavy trucks on this segment of U.S. 6.

Goals / Objectives

- Support commuter travel
- Accommodate freight transport and increased traffic from the Greenway Business Park
- Preserve the existing transportation system
- Expand public transportation
- Provide Scenic Byway interpretive opportunities
- Add enhancements that will improve the appearance of the highway corridor
- Provide for bicycle and pedestrian travel
- Accommodate and/or mitigate increased energy resource development traffic

- Increase travel reliability and improve mobility

Strategies

- Consolidate and manage access and develop access management plans
- Provide and expand transit service, carpooling and vanpooling
- Improve landscaping
- Construct, improve and maintain a system of local roads that supports access management on this corridor
- Construct interpretive facilities
- Provide bicycle and pedestrian facilities including the Colorado River Greenway for Fruita to Loma
- Maintain and upgrade traffic signs as necessary.

Corridor	US 6 B (3)	Primary Investment Category SYSTEM QUALITY
Description	US 6 B – North Avenue – Commercial Street through downtown Grand Junction	
Beg MP	30.269	End MP 34.375

Vision Statement

The Vision for the US 6 B – North Avenue – Commercial Street to downtown Grand Junction corridor is primarily to improve system quality as well as increase mobility and improve safety. This corridor serves as a multi-modal local facility that acts as an urban arterial and provides access to the Grand Junction urban area. Future travel modes include passenger vehicle, bus service, and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community values high levels of mobility, transportation choices, and safety. It depends on commercial activity for economic vitality. Users of this corridor want to support the movement of commuters and freight.

This corridor is scheduled to become a City of Grand Junction Minor Arterial street in 2009 as the result of a jurisdictional swap between the City of Grand Junction and the Colorado Department of Transportation.

Goals / Objectives

- Preserve the existing transportation system
- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Provide for safe movement of bicycles and pedestrians

Strategies

- Construct/improve intersections
- Market transit services and provide incentives
- Consolidate and limit access and develop access management plans
- Provide bicycle/pedestrian facilities
- Add signage
- Construct, improve and maintain the system of local roads
- Interconnect traffic signals with fiber optic cable
- Development and/or redevelopment along this corridor shall accommodate transit

Corridor	US 6 C (4)	Primary Investment Category MOBILITY
Description	US 6 C – Jct. I-70 B to 33 Road and 33 Road to Rapid Creek Rd	
Beg MP	37.496	End MP 45.824

Vision Statement

The Vision for the US 6 C - Jct. I-70B to 33 Road and 33 Road to Rapid Creek Rd corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, access to several schools, and makes east-west connections within the eastern part of Mesa County. US 6 is a congested urban corridor for the first mile east of I-70B. The balance of the corridor to and through Palisade to its intersection with Interstate 70 is rural with the exception of the commercial area in Palisade. Primary future travel modes include passenger vehicles and bus service. The transportation system serves communities within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase significantly while freight volume will remain constant on the segment of roadway between the Jct. I-70B to 33 Road. Traffic and freight volumes are expected to modestly grow on the segment of roadway for 33 Road to Rapid Creek Rd. The communities along the corridor value high levels of mobility and safety. They depend on agriculture and suburban density development for economic activity. Users of this corridor want to preserve the semi-rural and agricultural character of the area while supporting the movement of commuters and farm-to-market products.

Goals / Objectives

- Improve mobility and reduce congestion
- Capacity improvements
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the exiting transportation system

Strategies

- Improve hotspots
- Construct/improve intersections
- Add turn lanes
- Preserve rights of way
- Expand transit services
- Consolidate and manage access and develop access management plans
- Provide bicycle/pedestrian facilities

- Add surface treatment/overlays
- Add lanes to relieve congestion in Clifton
- Add/improve shoulders

Corridor	US 6 M (5)	Primary Investment Category SYSTEM QUALITY
Description	Old US 6 – DeBeque to Parachute	
Beg MP 65.411	End MP 66.258	

Vision Statement

The Vision for the Old US 6 – DeBeque to Parachute corridor is primarily to maintain system quality. This corridor provides local access and makes east-west connections within the DeBeque Canyon (Colorado River) area. The primary travel mode is passenger vehicle. The highway serves towns and rural residential areas within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation and depend on agriculture for economic activity. Users of this corridor want to preserve the rural and residential character of the area and support local access.

2035 Revisions

This corridor is expected to experience heavy traffic impacts driven by energy related development.

Goals / Objectives

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Provide for safe movement of bicycles and pedestrians
- Improve signing/stripping
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Improve geometrics
- Add surface treatment/overlays
- Improve shoulders
- Add signage
- Provide bicycle and pedestrian facilities

Corridor	US 50 A (1)	Primary Investment Category MOBILITY
Description	US 50 A - 5 th St (Grand Jct.) to SH 141	
Beg MP	32.001	End MP 38.744

Vision Statement

The Vision for the US 50 A - 5th St (Grand Jct.) to Jct. SH 141 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This 4-lane corridor serves as a multi-modal National Highway System facility, connecting to places outside the region, and makes east-west connections within west central Colorado. This segment of SH 50 serves as a primary route for through traffic and commuter traffic. Future travel modes include passenger vehicle, bus service, rail freight, and truck freight. The transportation system in the area primarily serves local access needs within the corridor, but also provides a critical link in the US 50 corridor connecting Utah, Eastern Colorado, and Kansas. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. As the Gateway to the Grand Junction area, businesses and residents along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on commercial activity, tourism, and agriculture for economic activity. Users of this corridor want to support the movement of shoppers, tourists, commuters, freight, and farm-to-market products in and through the corridor.

2035 Revisions

This corridor will be heavily impacted by the development of Whitewater based on the Whitewater Community Plan adopted by Mesa County in 2007. In addition, the resurgence of Uranium Mining in the Gateway area will have an impact on the corridor from commuter and service vehicle traffic traveling on SH 141 between Gateway and Grand Junction.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate (
- Preserve the existing transportation system
- Enhance visual appearance and aesthetics
- Accommodate and/or mitigate increased energy resource development traffic
- Development and/or redevelopment along this corridor shall accommodate transit
- Accommodate effects of increased traffic due to the changes anticipated in the Whitewater Community Plan

Strategies

- Improve hotspots
- Construct intersection/interchange improvements
- Add turn lanes
- Post informational signs
- Consolidate and limit access and develop access management plans
- Add signage
- Improve landscaping
- Interconnect traffic signals
- Provide functional medians
- Add street lighting
- Add capacity

Corridor	US 50 A (2)	Primary Investment Category	System Quality
Description	US 50 A - Jct. SH 141 to Delta Co line		
Beg MP	38.744	End MP	70.510

Vision Statement

The Vision for the US 50 A - Jct. SH 141 to Mesa/Delta Co line corridor is primarily to maintain system quality and improve safety as well as to maintain system quality. This recently 4-laned corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the Lower Gunnison River area. It is a primary access corridor to Grand Junction from much of southwestern Colorado. Future travel modes include passenger vehicle, bus service, truck freight, and rail freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas and safety. They depend on agriculture and tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of freight and interregional access in and through the corridor.

2035 Revisions

This corridor will be heavily impacted by the growth of Whitewater based on the Whitewater Community Plan adopted by Mesa County in 2007. In addition, the resurgence of Uranium mining will have an impact on the corridor from commuter and service vehicle traffic traveling between the S.H. 141/Gateway area and Grand Junction along with truck traffic hauling Uranium ore to Canon City via S. H. 141 and U.S. 50.

Goals / Objectives

- Maintain statewide transportation connections (3)
- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Improve hot spots
- Construct/improve intersections
- Provide and expand transit bus
- Support freight rail services
- Add truck parking areas

Corridor	SH 65 A	Primary Investment Category SAFETY
Description	SH 65 A - Delta to Jct. I-70	
Beg MP 0.0	End MP 61.387	

Vision Statement

The Vision for the SH 65 A - Delta Co line to Jct. I-70 corridor is primarily to improve safety as well as to maintain system quality. This heavily used recreation corridor provides commuter access and makes north-south connections within the Grand Mesa National Forest, Plateau Valley, and Surface Creek Valley areas as well as serving as main street in Mesa. Future travel needs include passenger vehicle improvements and bicycle and pedestrian facilities. The corridor primarily serves local destinations, but also connects through the Grand Mesa area to US 50 and points south. It is designated as the Grand Mesa Scenic Byway, accessing the Powderhorn Ski Area, the Grand Mesa Visitor Center and other public recreation sites. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value connections to other areas, safety, system preservation, and recreational access. They depend on tourism, agriculture, logging, and recreational lodging for economic activity in the area. Users of this corridor want to preserve the rural, mountain, agricultural, and recreational environment while supporting the movement of tourists, commuters, and farm-to-market products.

2035 Revisions

The energy development industry has started using this corridor heavily as they continue to develop mineral rights on properties most readily accessed from this corridor.

Goals / Objectives

- Support recreation travel
- Provide information to traveling public
- Reduce fatalities, injuries and property damage crash rate
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Enhance Scenic Byway interpretive opportunities
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add guardrails

- Add turn lanes
- Add roadway pullouts for breakdowns and slow vehicles
- Improve winter maintenance
- Provide pullouts and signing for interpretive sites

Corridor	I-70 A (1)	Primary Investment Category SYSTEM QUALITY
Description	I-70 – Utah State line to Jct. SH 139 (Loma)	
Beg MP 0.000	End MP 15.181	

Vision Statement

The Vision for the I-70 – Utah State line to Jct. SH 139 (Loma) corridor is primarily to maintain system quality as well as to improve safety. This corridor is a multi-modal Interstate facility and makes east-west connections within the west central region of the United States. It is a principal gateway between major recreation areas in Utah and Colorado. Future travel modes include passenger vehicle, bus service, truck freight, passenger rail and freight rail. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of interstate travelers and freight. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

2035 Revisions

As energy development activity continues to grow in western Mesa County and eastern Utah, this corridor will experience a significant growth in heavy truck traffic moving between Grand Junction and points west along Interstate 70.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support freight movements
- Develop intermodal connections
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Construct interchange improvements
- Rehabilitate/replace bridges
- Improve and support incident response
- Add signage
- Support additional passenger rail service

- Develop the planned river trail system
- Construct bicycle and pedestrian facilities

Corridor	I-70 A (2)	Primary Investment Category MOBILITY
Description	I-70 A - Jct. SH 139 (Loma) to Jct. US 6 (Palisade)	
Beg MP 15.080	End MP 43.909	

Vision Statement

The Vision for the I-70 A - Jct. SH 139 (Loma) to Jct. US 6 (Palisade) corridor is primarily to increase mobility as well as to maintain system quality. This heavily used urban corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes east-west connections within the Grand Valley urban area. Future travel modes include passenger vehicle, bus service, truck freight, passenger rail, rail freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

2035 Revisions

As energy development activity continues to grow in western Mesa County, this segment is experiencing a significant growth in heavy truck traffic moving between Grand Junction and points east and west along Interstate 70.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Accommodate growth in freight transport
- Maintain statewide transportation connections
- Support recreation travel
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands.
- Provide for bicycle and pedestrian travel
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Add/improve interchanges

- Provide and expand transit bus and rail services
- Construct and maintain Park'n Ride facilities
- Provide inter-modal connections
- Promote carpooling and vanpooling
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Provide bicycle and pedestrian facilities

Corridor	I-70 A (3)	Primary Investment Category MOBILITY
Description	I-70 A - Jct. US 6 (Palisade) to Parachute	
Beg MP 43.909	End MP 74.000	

Vision Statement

The Vision for the I-70 A - Jct. US 6 (Palisade) to Mesa/Garfield Co line corridor is primarily to enhance mobility, improve safety as well as to maintain system quality. This corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes east-west connections within the DeBeque Canyon area. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

Goals / Objectives

- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage
- Provide for safe movement of bicycles and pedestrians
- Maintain statewide transportation connections

Strategies

- Reconstruction of sub-standard segments (geometrics)
- Flatten curves
- Post informational signs
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Improve and support incident response
- Promote use and maintenance of variable message signs
- Mitigate potential rock fall areas

Corridor	I-70 B (1)	Primary Investment Category MOBILITY
Description	US 50/I-70B (west side of Grand Junction) to US 50 (5 th St)	
Beg MP	0.000	End MP 5.751

Vision Statement

The Vision for US 50/I-70B corridor is primarily to increase mobility as well as to improve safety. This segment of I-70 Business Loop begins at Interstate 70 on the west side of Grand Junction and terminates at its intersection with 5th Street in Grand Junction. It is listed separately from the remainder of I-70 B east of 5th due to its dual designation as US 50/I-70B. The corridor serves as a multi-modal National Highway System facility and connects to places outside the region as well as a Gateway to the city of Grand Junction. In its role as SH 50, it serves Central Colorado from Utah to Kansas. Future travel modes include passenger vehicle, bus service, rail freight, and truck freight. The transportation system in the area provides access to the urban area including the Grand Junction CBD, but also provides linkages to interregional corridors. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility and connections to other areas. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists, commuters, and freight. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

2035 Revisions

All segments of U.S.50/ I-70B are expected to be heavily impacted by energy development activity, including heavy truck traffic. This segment will experience some relief with the completion of the Riverside Parkway; however, overall traffic volumes will continue to grow.

This corridor from 24 Road east to 15th Street is currently the subject of an Environmental Assessment expected to be completed by the end of 2007 or early 2008.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow by enhancing capacity
- Reduce fatalities, injuries and property damage
- Preserve the existing transportation system
- Provide transit, carpooling, vanpooling and bicycle and pedestrian facilities
- Manage Access while maintaining economic viability
- Improve economic opportunities in Downtown Grand Junction’s Ute/Pitkin corridor
- Development and/or redevelopment along this corridor shall accommodate transit

Strategies

- Reconstruct roadways
- Consolidate and limit access and develop access management plans
- Synchronize/interconnect traffic signals
- Add signage
- Construct intersection/interchange improvements
- Add medians
- Provide public transportation improvements
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Provide bicycle/pedestrian facilities
- Preserve right of way
- Improve landscaping
- Eliminate one way pairs by combining and rerouting within a two way system

Corridor	I-70 B (2)	Primary Investment Category MOBILITY
Description	I-70 B - Jct. US 50 (5 th St) to Jct. I-70 (Clifton)	
Beg MP	5.751	End MP 13.360

Vision Statement

The Vision for the I-70 B - Jct. US 50 (5th St) to Jct. I-70 (Clifton) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, and makes east-west connections within the Central Grand Junction to the east edge of the Clifton area as well as serving as a Gateway to the City. The corridor serves as a multi-modal National Highway System facility and connects to places outside the region. In its role as SH 50, it serves Central Colorado from Utah to Kansas. Future travel modes include passenger vehicle, bus service, rail freight, and truck freight. The transportation system in the area provides access to the urban area, but also provides linkages to interregional corridors. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Users of the corridor value high levels of mobility and connections to other areas. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists, commuters, and freight. This corridor was identified in the 2003 Strategic Projects Program. It should be included in future strategic programming efforts.

2035 Revisions

All segments of U.S.50/ 1-70B are expected to be heavily impacted by energy development activity, including heavy truck traffic.

This corridor from 24 Road east to 15th Street is currently the subject of an Environmental Assessment that is expected to be completed by the end of 2007 or early 2008.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Increase travel reliability and improve mobility
- Maintain statewide transportation connections
- Address the issue of access management
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Increase bus ridership
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Combine Ute/Pitkin corridor

- Accommodate and/or mitigate increased energy resource development traffic
- Development and/or redevelopment along this corridor shall accommodate transit

Strategies

- Reconstruct roadways
- Consolidate and limit access and develop access management plans
- Synchronize/interconnect traffic signals
- Add signage
- Construct intersection/interchange improvements
- Add medians
- Provide public transportation improvements
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Provide bicycle/pedestrian facilities
- Preserve right of way
- Improve landscaping
- Develop an access management plan for the corridor
- Eliminate one way pairs by combining within two way system

Corridor	I-70 Z	Primary Investment Category MOBILITY
Description	US 50/I-70 Z - Ute from 15 th to 2 nd Street (Grand Junction)	
Beg MP	0.000	End MP 1.269

Vision Statement

The Vision for US 50/I-70 Z – Ute from 15th to 2nd St (Grand Junction) corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal local facility and makes east-west connections within the Downtown Grand Junction area. It is the eastbound segment of a two-way pair with I-70 B from Ute from 15th to 2nd Street. The corridor serves as a multi-modal National Highway System facility and connects to places outside the region. In its role as SH 50, it serves Central Colorado from Utah to Kansas. Future travel modes include passenger vehicle, bus service, rail freight, and truck freight. The transportation system in the area provides access to the urban area, but also provides linkages to interregional corridors. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The city values high levels of mobility and connections to other areas. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists, commuters, and freight.

2035 Revisions

All segments of US 50/I-70 Z are expected to be heavily impacted by energy development activity, including heavy truck traffic.

This corridor from 24 Road east to 15th Street is currently the subject of an Environmental Assessment expected to be completed by the end of 2007 or early 2008.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation
- Increase bus ridership
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Accommodate and/or mitigate increased energy resource development traffic
- Development and/or redevelopment along this corridor shall accommodate transit

Strategies

- Reconstruct roadways
- Consolidate and limit access and develop access management plans
- Synchronize/interconnect traffic signals
- Add signage
- Construct intersection/interchange improvements
- Provide public transportation improvements
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Provide bicycle/pedestrian facilities
- Preserve right of way
- Improve landscaping

Corridor	SH 139 A	Primary Investment Category SAFETY
Description	SH 139 A - Jct. I-70/US 6 (Loma) to Rangely	
Beg MP 0.000	End MP 72.060	

Vision Statement

The Vision for the SH 139 A - Jct. I-70/US 6 (Loma) to Rangely corridor is primarily to improve safety as well as to maintain system quality. This corridor connects to places outside the region, and makes north-south connections within the west-central Colorado area. It is designated as a portion of the Dinosaur Diamond Scenic Byway. A Port of Entry is on the corridor. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger volumes are expected to stay the same; however, mineral and natural gas resource recovery activities are expected to result in an increase in truck traffic. The communities along the corridor value safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, freight, and farm-to-market products.

2035 Revisions

This corridor is experiencing increased traffic, particularly heavy trucks due to ever increasing energy development activity.

Goals / Objectives

- Reduce fatalities, injuries and property damage crash rate
- Accommodate growth in freight transport
- Eliminate shoulder deficiencies
- Provide for tourist-friendly travel
- Preserve the existing transportation system
- Enhance Scenic Byway interpretive sites
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add guardrails
- Add turn lanes
- Add surface treatment/overlays

- Consolidate and limit access and develop access management plans
- Construct pullouts and provide signing for interpretive sites

Corridor	SH 141 A	Primary Investment Category SAFETY
Description	SH 141 A – Uravan to Jct. US 50 (Whitewater)	
Beg MP 75.420	End MP 153.999	

Corridor Vision

The Vision for the SH 141 Uravan to Jct. US 50 (Whitewater) corridor is primarily to improve safety as well as to maintain system quality. This corridor provides local access and makes north-south connections within the southwest Mesa County connecting the Unaweep Canyon and Dolores River Valley. It is designated as the Unaweep Tabeguache Scenic & Historic Byway. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to moderately increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, agriculture, ranching, and access to public lands recreation for economic activity. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products.

2035 Revisions

This corridor is experiencing increased traffic, particularly heavy trucks due to ever increasing energy development activity such as the resurgence of the Uranium industry in the Gateway area. In addition, the development of the Gateway Canyons resort and the creation of a sanitation district have created the potential for considerably more population growth that will generate more traffic traveling the corridor.

Goals / Objectives

- Reduce fatalities, injuries and property damage crash rate
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Promote transportation improvements that are environmentally responsible
- Support commuter travel (
- Enhance Scenic Byway interpretive opportunities
- Accommodate and/or mitigate increased energy resource development traffic
- Accommodate increased traffic from tourist oriented development and attendant population growth

Strategies

- Post informational signs
- Improve geometrics
- Add/improve shoulders
- Add guardrails
- Add surface treatment/overlays
- Replace/repair Structurally Deficient (SD) /Functionally Obsolete (FO) bridges
- Provide scenic byway interpretive sites/signage

Corridor	SH 141 B (1)	Primary Investment Category SAFETY
Description	SH 141 B - Jct. US 50 s/o Grand Junction to Colorado River	
Beg MP 156.746	End MP 159.436	

Vision Statement

The Vision for the SH 141 B - Jct. US 50 s/o Grand Junction to Colorado River corridor is primarily to improve safety as well as to increase mobility and maintain system quality. This corridor connects to places outside the region and makes north-south connections within the eastern Grand Junction urban area as well as a Gateway to the city. It is also identified locally as 32 Road and serves as an arterial for Clifton connecting SH 50 to I-70. Future travel modes include passenger vehicle, transit service, truck freight, and bicycle and pedestrian facilities. The transportation system primarily serves destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of safety, mobility, transportation choices, and connections to other major corridors. The community depends on commercial activity for economic vitality in the area.

2035 Revisions

This corridor will experience increased traffic volumes generated by overall community growth related to energy development.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Reduce fatalities, injuries and property damage
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Add enhancements that will improve the appearance of the corridor
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Add general purpose lanes
- Construct intersection improvements
- Construct, improve and maintain the system of local roads
- Post information signs
- Provide bicycles/pedestrian facilities
- Interconnect traffic signals
- Provide for landscaping

Corridor	SH 141 B (2)	Primary Investment Category	SYSTEM QUALITY
Description	SH 141 B – Colorado River to Jct. I-70 B (Clifton)		
Beg MP	159.436	End MP	161.999

Vision Statement

The Vision for the SH 141 B – Colorado River to Jct. I-70 B (Clifton) corridor is primarily to maintain system quality as well as to improve safety and to maintain mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Clifton suburban area east of Grand Junction. Future travel modes include passenger vehicle, bus service, truck freight, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Users of the corridor value high levels of mobility. They depend on commercial activity for economic activity in the area. Users of this corridor want to support the movement of commuters, freight, and commercial access in the corridor.

2035 Revisions

Due in part to the location of numerous businesses that support the energy development industry, this corridor is experiencing a dramatic increase of use by heavy trucks.

Goals / Objectives

- Preserve the existing transportation system
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Accommodate growth in freight transport
- Expand transit usage
- Assess the need for an access management plan
- Accommodate and/or mitigate increased energy resource development traffic
- Development and/or redevelopment along this corridor shall accommodate transit

Strategies

- Synchronize/interconnect traffic signals
- Construct intersection/interchange improvements
- Improve hot spots
- Add lights for crosswalks and highways

- Provide and expand transit bus and rail services
- Promote carpooling and vanpooling
- Consolidate and limit access and develop access management plans
- Add surface treatment/overlays
- Develop an access management plan

Corridor	330 A	Primary Investment Category SAFETY
Description	330 A - Jct. SH 65 to Orchard St (Collbran)	
Beg MP 0.000	End MP 11.395	

Vision Statement

The Vision for the SH 330 A - Jct. SH 65 to Orchard St (Collbran) corridor is primarily to improve safety as well as to maintain system quality. This corridor provides commuter access and makes east-west connections within the Plateau Valley area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The highway primarily serves as Main Street in Collbran as well as access to the Grand Junction urban area. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. Communities on the corridor value safety and system preservation. They depend on tourism, agriculture, Vega Reservoir State Park, and other public recreation sites for economic activity. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and farm-to-market products.

2035 Revisions

This corridor is experiencing increased traffic, particularly heavy trucks due to ever increasing energy development activity in the area.

Goals / Objectives

- Reduce fatalities, injuries and property damage crash
- Support recreation travel
- Support commuter travel
- Provide for bicycle and pedestrian movement
- Provide regional public transportation
- Eliminate shoulder deficiencies
- Accommodate and/or mitigate increased energy resource development traffic

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Provide and expand transit bus and rail services
- Promote carpooling and vanpooling
- Develop bicycle and pedestrian facilities (

Corridor	SH 340 A (1)	Primary Investment Category MOBILITY
Description	SH 340 A - Jct. US 6 (Fruita) to West Entrance, Colorado National Monument	
Beg MP	0.000	End MP 2.8

Vision Statement

The Vision for the SH 340 A - Jct. US 6 (Fruita) to 20 Road corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, acts as Main Street, and makes north-south connections within the Fruita area. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The corridor primarily serves local destinations. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase along with freight volumes. The community served by this corridor (Fruita) values transportation choices, safety, and system preservation. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the small town character of the area while supporting the movement of commuters and commercial access. Several adopted plans give direction for future improvements in the corridor. They are the Redlands Transportation Plan (2002) and the City of Fruita 340 Corridor Plan (1994). A corridor optimization study for this corridor was completed in 2006.

2035 Revisions

Energy resource development is having an impact on this corridor, particularly in the vicinity of the Interstate -70 interchange.

The S.H. 340/I-70 interchange and the 20 Road/I-70/Railroad overpass are three miles apart and the only two accesses between the I-70 Frontage Road and U.S. 6. With an expanding population on the South Side of I-70 primarily dependent on the S.H. 340/I-70 interchange for access into Fruita proper, there is a growing realization that there is a need to provide another access into Fruita somewhere between the two existing accesses.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Expand transit usage, provide for bicycle/pedestrian travel
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage
- Provide for tourist friendly travel
- Improve Gateway to Colorado National Monument and the Colorado Canyons National Conservation Area
- Accommodate and/or mitigate increased energy resource development traffic

- Development and/or redevelopment along this corridor shall accommodate transit
- Provide another access across I-70 between the South Frontage Road and U.S. 6

Strategies

- Consolidate and limit access and develop access management plans
- Provide and expand transit bus service
- Develop bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities
- Promote carpooling and vanpooling
- Construct intersection improvements
- Add traffic signals and street lighting
- Provide destination signing (Colorado National Monument, Paleo-sites, etc.)
- Development and/or redevelopment along this corridor shall accommodate transit

Corridor	SH 340 A (2)	Primary Investment Category SAFETY
Description	SH 340 A - Jct. West Entrance, Colorado National Monument to Mesa Grande Drive	
Beg MP 2.8	End MP 10.75	

Vision Statement

The Vision for the SH 340 A – from the west entrance of the Colorado National Monument to Mesa Grand Drive is primarily to improve safety and maintain system quality. This corridor serves as a multi-modal local facility, acts as Main Street for the Redlands area. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). It crosses the community buffer zone between Fruita and Grand Junction. The corridor primarily serves local destinations. Based on historic and projected population and employment levels, passenger traffic volumes are expected to moderately increase. Freight volumes will not substantially increase as the area served by this corridor is primarily residential in nature. The residents along the corridor value transportation choices, safety, and system preservation. Users of this corridor want to preserve the character of the area while supporting the movement of commuters and to and from employment and commercial centers. The Redlands Transportation Plan (2002) provides direction for future improvements in the corridor

Goals / Objectives

- Increase travel reliability and improve safety and system quality
- Support commuter travel
- Expand transit usage, provide for bicycle/pedestrian travel
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage
- Development and/or redevelopment along this corridor shall accommodate transit

Strategies

- Consolidate and limit access and develop access management plans
- Provide and expand transit bus service
- Develop bicycle/pedestrian facilities
- Construct intersection improvements
- Development and/or redevelopment along this corridor shall accommodate transit

Corridor	340 A (3)	Primary Investment Category MOBILITY
Description	340 A - Mesa Grande Drive to Spruce St (Grand Junction)	
Beg MP	10.75	End MP 13.341

Vision Statement

The Vision for the 340 A - Mesa Grande Drive to Spruce St (Grand Junction) corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the sub-urban Grand Junction area. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities. The highway primarily provides local and regional access. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility and safety. The residential communities in the corridor depend on retail/commercial development for economic activity. Users of this corridor want to preserve the suburban character of the area while supporting the movement of commuters and commercial/residential access in and through the corridor.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Expand transit usage
- Provide for bicycle and pedestrian travel
- Reduce fatalities, injuries and property damage
- Development and/or redevelopment along this corridor shall accommodate transit

Strategies

- Improve geometrics
- Add/improve shoulders
- Reconstruct roadways
- Add/improve intersections
- Synchronize/interconnect traffic signals
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus
- Develop bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities

- Promote carpooling and vanpooling
- Improve street lighting (



2035 Regional Transportation Plan

January 2008

Corridor Visions

Corridor: US 50A (PGV7001)

Description: Grand Junction to Montrose-MP 38.50 to MP 92.8

2035 Corridor Vision

The Vision for the US 50 Grand Junction to Montrose corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The Montrose Regional, Delta Blake, and Delta Hawkins airports lie within this corridor. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase, in large part due to commuter and other energy industry traffic. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, recreation, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban, rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, hazardous materials and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

- Increase travel reliability and improve mobility
- Expand transit usage
- Reduce fatalities, injuries and property damage crash rate
- Support economic development while maintaining environmental responsibility
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Strategies

- Add/improve intersections
- Provide and expand transit bus and rail services
- Expand air service
- Provide inter-modal connections
- Improve hot spots
- Improve rail crossings
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add wildlife crossing structures and wildlife fencing

Corridor: US 50 B (PGV7002)

Description: Montrose to Sargents-MP 92.8 to MP 272.11

2035 Corridor Vision

The Vision for the US 50 Montrose to Sargents corridor is primarily to improve safety, maintain system quality as well as to increase mobility. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The Gunnison airport lies within this corridor. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, recreation, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban, rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, hazardous materials and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Segments of the US 50 corridor were identified as candidate projects in the 2003 Strategic Investment Program.

Primary Investment Category: SAFTEY

Priority: HIGH

Goals

- Reduce fatalities, injuries and property damage crash rate
- Increase travel reliability and improve mobility
- Expand transit usage
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands
- Support economic development while maintaining environmental responsibility

Strategies

- Improve hot spots
- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Expand air service
- Provide inter-modal connections
- Add passing lanes/turn lanes
- Add/improve shoulders
- Add Surface treatment/overlays
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add wildlife crossing structures and wildlife fencing

Corridor: SH 62 (PGV7003)

Description: Highway from Placerville to Ridgway -MP 0.0 to MP 23.4

2035 Corridor Vision

The Vision for the SH 62 corridor is primarily to improve mobility as well as to maintain system quality and to improve safety. This corridor is part of the San Juan Skyway Scenic and Historic Byway, which has also been designated an All-American Road and serves as a multi-modal local facility, provides commuter access, and makes connections between Montrose, Ridgway, and Telluride. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling).

The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, access to public lands, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the wildlife, environmental, economic and social needs of the surrounding area.

Primary Investment Category: MOBILITY

Priority: HIGH

Goals

- Support commuter travel
- Provide and expand transit usage
- Preserve and Enhance the existing transportation system
- Increase travel reliability and improve mobility through safety improvements
- Increase travel reliability and improve mobility
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Strategies

- Strategy Provide and expand transit service
- Promote carpooling and vanpooling
- Add passing lanes
- Add/improve shoulders
- Add center turning lanes, shoulders, and sidewalks through the Town of Ridgway
- Add Surface treatment/overlays
- Develop a Regional Transportation Authority for San Miguel, Ouray, and Montrose Counties.
- Bridge repairs and replacement
- Add general purpose lanes
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Corridor: SH 65 (PGV7004)

Description: Highway from SH 92 over the Grand Mesa to I-70 MP 0.00 to-MP 61.38

2035 Corridor Vision

The Vision for the SH 65 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This heavily used recreation corridor provides access and makes north-south connections within the Grand Mesa National Forest, Plateau Valley, and Surface Creek Valley. Future travel modes include passenger vehicle, bicycle, pedestrian and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor and also connects Interstate 70 through the Grand Mesa area to US 50 as well as destinations outside of the corridor. Colorado 65 has been designated as a National Scenic Byway. Based on historic and projected population and employment levels, both passenger and freight volumes are expected to increase significantly in large part due to commuter and other energy industry traffic.

The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, access to public lands, logging, recreational, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, agricultural, and recreational character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Support recreation travel
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Rehabilitate and repair deficient bridges

Strategies

- Provide inter-modal connections
- Bridge repairs/replacement
- Improve Geometrics
- Add guardrails
- Add/improve shoulders
- Add turn lanes
- Add pullouts for wildlife viewing and slow vehicles
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Add Surface treatment/overlays
- Construct, improve and maintain the system of local roads

Corridor: SH 90 A, SH 90 B (PGV7005)

Description: From State Line to Highway 141 by Naturita -MP 0.0 to MP 33.87

2035 Corridor Vision

The Vision for the SH. 90 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Major segment west of Naturita with small segment west of Montrose area. These two segments are separated by the Uncompahgre Plateau. The future goal is to connect these two segments to provide a contiguous highway. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor.

Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain constant while freight volume will increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, agriculture, and commercial activity for economic activity in the area. Significant growth in truck traffic is anticipated as a result of energy development on and near the corridor. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Provide improved freight linkages
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Reduce fatalities, injuries, and property damage crash rate

Strategies

- Geometric improvements
- Use improved striping paint / beads
- Add/improve shoulders
- Add surface treatment/overlays
- Add guard rails

Corridor: SH 92 A (PGV7006)

Description: Between Delta and Hotchkiss-MP 0.00 to MP 21.0

2035 Corridor Vision

The Vision for the SH 92 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Delta to Hotchkiss area. Future travel modes include passenger vehicle, truck freight, rail freight (coal) and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, safety, and system preservation. Significant growth in truck traffic is anticipated as a result of energy development on and near the corridor. They depend on tourism, access to public lands, agriculture, and natural resource recovery for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Increase travel reliability and improve mobility
- Support commuter travel
- Provide for safe movement of bicycles and pedestrians
- Preserve and enhance the existing transportation system
- Reduce fatalities, injuries and vehicle crash rate

Strategies

- Improve Geometrics
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Intersection improvements
- Provide bicycle/pedestrian facilities
- Improve visibility/sight lines
- Improve railroad crossing devices

Corridor: SH 92 B (PGV7007)

Description: Highway between Hotchkiss and Blue Mesa -MP 21.0 to MP73.29

2035 Corridor Vision

The Vision for the SH 92 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This Highway also serves as a scenic byway as designated by the State. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Hotchkiss to Blue Mesa area. Future travel modes include passenger vehicle, truck freight, aviation, and bicycle and pedestrian facilities. The Crawford Airport lies within this corridor. This airport should continue to be maintained in a safe and efficient condition that will maximize existing investment while also meeting current and future needs of the traveling public. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, safety, and system preservation. They depend on tourism, agriculture, access to public lands, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, recreation, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: LOW

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Support recreation travel and maintain the scenic and historic byway character
- Provide for safe movement of bicycles and pedestrians
- Ensure airport facilities are maintained in a safe operating condition and are adequate meet existing and projected demands

Strategies

- Improve Geometrics
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Intersection improvements
- Add Accel/decel lanes
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Corridor: SH 97 (PGV7008)

Description: Short Highway Connecting Naturita and Nucla-MP0.00 to MP 4.58

2035 Corridor Vision

The Vision for the SH 97 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the connecting highway between Naturita and Nucla area. Future travel modes include passenger vehicle, truck freight, aviation, and bicycle and pedestrian facilities. The Nucla Airport lies within this corridor. This airport should continue to be maintained in a safe and efficient condition that maximize existing investment while also meeting current and future needs of the traveling public. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices, safety, and system preservation. They depend on manufacturing, tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: LOW

Goals and Strategies

Goals

- Support commuter travel
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Strategies

- Use improved striping paint / beads
- Improve Geometrics
- Add passing lanes
- Add/improve shoulders
- Improve hot spots
- Study and change speed limits
- Add Accel/decel lanes
- Add turn lanes
- Add Surface treatment/overlays

Corridor: SH 114 (PGV7009)

Description: From Highway 50 south to Highway 285 -MP 0.00 to MP 61.69

2035 Corridor Vision

The Vision for the SH 114 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides commuter access, and makes north-south connections within the corridor from US 50 east of Gunnison south to US 285 area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor and provides a commercial truck route in addition to providing access for recreational activity in the Gunnison area.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, agriculture, access to public lands, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Support recreation travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Strategies

- Use improved striping paint / beads
- Improve Geometrics
- Add passing lanes
- Add/improve shoulders
- Improve hot spots
- Improve Rock fall mitigations
- Study and change speed limits
- Add Accel/decel lanes
- Add Surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Corridor: SH 133 (PGV7010)

Description: Highway between Hotchkiss and Carbondale-MP 0.00 to MP 68.82

2035 Corridor Vision

The Vision for the SH 133 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides commuter access to public lands, natural resource recovery, and makes east-west connections within the corridor from Hotchkiss to Carbondale area. This highway also serves as an important West Slope access to the I-70 corridor, heavily used by commuter traffic in all seasons. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The Paonia Airport lies within this corridor. This airport should continue to be maintained in a safe and efficient condition that maximizes existing investment while also meeting current and future needs of the traveling public. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Significant growth in truck and rail traffic is anticipated as a result of energy development on and near the corridor. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Support commuter travel
- Accommodate growth in freight transport
- Preserve the existing transportation system
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Promote carpooling and vanpooling
- Add auxiliary lanes – accel/decel, passing, turn
- Add/improve shoulders
- Intersection improvements
- Improve hot spots
- Improve rock fall mitigations
- Improve rail crossings
- Add Surface treatment/overlays
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Corridor: SH 135 (PGV7011)

Description: Highway between Gunnison and Crested Butte MP 0.00 to MP 27.48

2035 Corridor Vision

The Vision for the SH 135 corridor is primarily to maintain system quality as well as to increase mobility and to improve safety. This corridor serves as a multi-modal local facility, provides commuter and recreational access, and makes north-south connections within the Gunnison to Crested Butte area. This Highway also serves as access to the North Fork and the I-70 corridor in the summer. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SYSTEM QUALITY

Priority: HIGH

Goals

- Increase travel reliability and improve mobility
- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition including sweeping to improve bicycle safety
- Expand transit usage

Strategies

- Provide and expand transit service
- Expand air service
- Promote carpooling and vanpooling
- Use improved striping paint / beads
- Improve hot spots
- Study and change speed limits
- Add Surface treatment/overlays
- Develop separated trail system for bicycle/pedestrian
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Bridge repairs/replacement

Corridor: SH 141 (PGV7012)

Description: From Dove Creek north to US 50 thru Naturita to South Grand Junction-MP 0.00 To MP 153.99

2035 Corridor Vision

The Vision for the SH 141 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes north-south connections within the North south route West End of San Miguel and Montrose counties area. The segment of SH 141 northwest of the junction with SH 145 to the Montrose County border is part of the Unaweep and Tabeguache Scenic Byway. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, agriculture, access to public lands, natural resource recovery, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Support recreation travel (7)
- Accommodate growth in freight transport
- Preserve the existing transportation system
- Maintain statewide transportation connections
- Reduce fatalities, injuries, and property damage crash rate

Strategies

- Construct, improve and maintain the system of local roads
- Use improved striping paint / beads
- Add passing lanes
- Add/improve shoulders
- Improve hot spots
- Study and change speed limits
- Add Surface treatment/overlays
- Add guard rails

Corridor: SH 145 (PGV7013)

Description: US 160 to Jct. SH 141-MP 0.00 to MP 116.87

2035 Corridor Vision

The Vision for the SH 145 corridor is primarily to improve mobility as well as to increase safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, particularly within the Montrose, Ridgway and Telluride Corridor. Future travel modes include passenger vehicle, bus service, truck freight, aviation, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The Telluride Airport lies within this corridor. This airport should continue to be maintained in a safe and efficient condition that maximize existing investment while also meeting current and future needs of the traveling public. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: MOBILITY

Priority: HIGH

Goals

- Support commuter travel
- Expand transit usage
- Increase travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Strategies

- Provide and expand intercity bus services
- Add/improve shoulders
- Construct separated bike
- Add accel/decel lanes
- Improve geometrics
- Add turn lanes
- Add passing/climbing lanes
- Add Surface treatment/overlays
- Develop a Regional Transportation Authority for San Miguel, Ouray, and Montrose Counties
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Corridor: SH 149 (PGV7014)

Description: From US 160 north to US 50 west of Gunnison MP 0.00 to MP 117.52

2035 Corridor Vision

The Vision for the SH 149 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, and is the only connection to places outside the region, and makes north-south connections within the corridor from US 160 north to US 50 west of Gunnison area. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor and this is the sole access to and from Lake City. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, agriculture, public lands access, and natural resource recovery. It is anticipated that there will be an increase of truck traffic associated with mining operations and commercial activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Support recreation travel
- Preserve the existing transportation system
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Reduce fatalities, injuries and property damage crash rate
- Bridge repairs/replacement

Strategies

- Use improved striping paint / beads
- Improve Geometrics
- Add passing lanes
- Add/improve shoulders
- Improve Rock fall mitigations
- Bridge repairs and replacement
- Add Accel/decel and turn lanes
- Add Surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Add pullouts and rest areas to allow slow-moving vehicles to pull over

Corridor: SH 187 (PGV7015)

Description: Access from SH 133 to Paonia -MP 0.00 to MP 0.69

2035 Corridor Vision

The Vision for the SH 187 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections from SH 133 to the Town of Paonia. Future travel modes include passenger vehicle, bicycle and pedestrian facilities. The transportation system primarily serves the local area within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices, safety, and system preservation. They depend on tourism, mining, and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: LOW

Goals

- Provide for bicycle/pedestrian travel
- Provide information to traveling public
- Eliminate shoulder deficiencies
- Improve signing/striping
- Enhance the existing transportation system

Strategies

- Post informational signs
- Use improved striping paint / beads
- Add signage
- Stripe and sign designated bike lanes
- Improve Geometrics
- Add passing lanes
- Add/improve shoulders
- Add Surface treatment/overlays

Corridor: SH 347 (PGV7016)

Description: Access from US 50 to the Black Canyon -MP 0.00 to MP 4.99

2035 Corridor Vision

The Vision for the SH. 347 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Access from US 50 to the Black Canyon area. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value transportation choices, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: LOW

Goals

- Provide for bicycle/pedestrian travel
- Provide information to traveling public
- Eliminate shoulder deficiencies
- Improve signing/striping
- Preserve the existing transportation system

Strategies

- Post informational signs
- Use improved striping paint / beads
- Add signage
- Stripe and sign designated bike lanes
- Improve Geometrics
- Add passing lanes
- Add/improve shoulders
- Add Surface treatment/overlays

Corridor: SH 348 (PGV7017)

Description: Road from Olathe to Delta -MP 0.00 to MP 16.99

2035 Corridor Vision

The Vision for the SH 348 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Road from Olathe to Delta area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety and system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: LOW

Goals

- Support commuter travel
- Provide for bicycle/pedestrian travel
- Eliminate shoulder deficiencies
- Preserve and enhance the existing transportation system
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Use improved striping paint / beads
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Construct separated bike facilities
- Study and change speed limits
- Add surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Corridor: US 550 (PGV7018)

Description: From Durango to Montrose -MP 21.0 to MP 129.25

2035 Corridor Vision

The Vision for the US 550 corridor is primarily to improve mobility as well as to maintain system quality and to increase safety. This corridor serves is part of the San Juan Skyway Scenic and Historic Byway, which has also been designated an All-American Road and as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections within the Durango to Montrose area. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor, particularly the Montrose, Ridgway and Telluride corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, access to public lands, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the wildlife, environmental, economic and social needs of the surrounding area. Segments of US 550 were identified as candidate projects in the CDOT 2003 Strategic Investment Program. Important wildlife linkages exist for elk, deer, and mountain lion along the corridor from Montrose to Ridgway.

Primary Investment Category: MOBILITY

Priority: HIGH

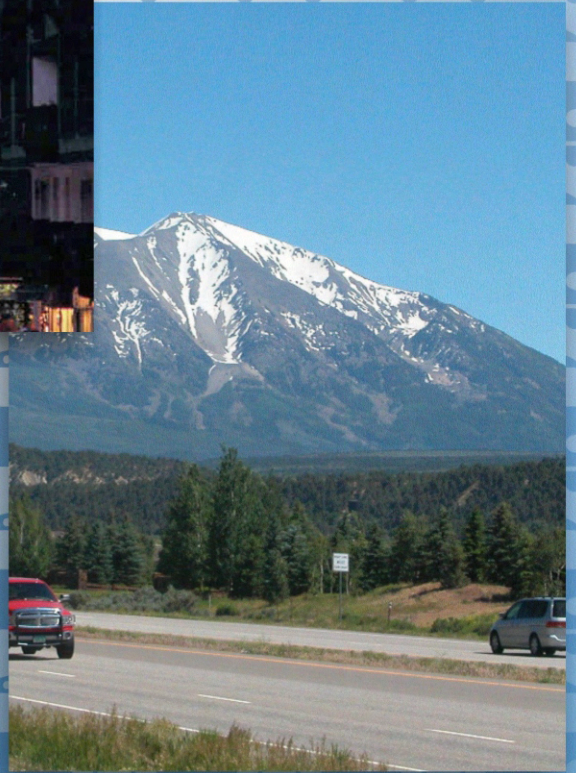
Goals

- Increase travel reliability and improve mobility through safety improvements
- Improve transit options
- Eliminate shoulder deficiencies
- Preserve and enhance the existing transportation system
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Strategies

- Provide and expand intercity bus
- Consolidate & limit access & develop access mgt plans
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Improve geometrics providing improved visibility between Ridgway and Ouray
- Add/improve shoulders
- Develop a Regional Transportation Authority for San Miguel, Ouray, and Montrose Counties
- Improve hot spots and rock fall mitigations
- Construct auxiliary lanes (passing, turn, accel/decel)
- Add Bus, vehicle pullouts rest areas with signage directing slow-moving vehicles to pull over especially on Red Mountain Pass
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Intermountain 2035 Regional Transportation Plan



CORRIDOR: I -70 / SH 6 West Mountain Corridor B

DESCRIPTION: Major East-West Route MP 116 to MP 190

2035 Corridor Vision

The Vision for the I-70 corridor between Glenwood Springs to the Summit County line is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multimodal interstate facility connecting to places outside the region and making east-west connections within the Colorado Rocky Mountains. In addition, it provides for hazardous materials transport and military defense for our country. The transportation system in the area serves towns, cities, and destinations within and beyond the corridor. The I-70 Mountain Corridor Programmatic Environmental Impact Study, currently underway, is evaluating alternatives for this corridor. Future travel modes may include passenger vehicle, bus service, an advanced guideway system, passenger rail, truck freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and environmental responsibility. The economy in the corridor depends highly on tourism and the economic benefits of the presence of many second homes. These two factors are directly related to the recreational opportunities provided by large amounts of public lands and bountiful natural environmental amenities. Users of this corridor want to preserve the mountain character of the area, while supporting the movement of tourists, commuters, and consumer goods in and through the corridor and recognizing the environmental, economic, and social needs of the surrounding area. This corridor is included in the 2003 Strategic Investment Plan, and should be included in future strategic programming efforts.

Segments of SH 6, from Dotsero to Dowd Junction to I-70 over Loveland Pass, are parallel facilities that support the vision of the I-70 corridor by providing for local access needs and east-west connection for communities along the corridor. I-70 F and I-70 G are the spur roads connecting SH 6 to I-70 at Eagle and Edwards. These spur roads also provide for local access needs as well as connection to the interstate system.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MOBILITY
Priority: HIGH

Goals (I-70):

- Reduce traffic congestion and improve traffic flow
- Coordinate transportation and land use decisions
- Recreation travel
- Expand transit usage
- Promote environmentally-responsible transportation improvements

Goals (SH 6):

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Expand transit usage
- Provide for bicycle/pedestrian travel
- Reduce fatalities, injuries, and property damage crash rate

Strategies (I-70):

- Add accel/decel lanes
- Add new interchanges/intersections
- Construct and maintain park-and-ride facilities
- Provide and expand air, transit, bus, and rail services
- Provide intermodal connections
- Add ramp metering
- Construct noise barriers
- Improve wildlife crossings
- Promote environmental responsibility
- Promote rail studies

Strategies (SH 6):

- Add turn lanes
- Consolidate and limit access
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Construct and maintain park-and-ride facilities
- Stripe and sign designated bike lanes; develop bicycle/pedestrian master plans
- Improve geometrics
- Bridge repairs/replacements
- Add bus pullouts
- Reconstruct roadways

CORRIDOR: I-70 West of Glenwood Springs

DESCRIPTION: I-70A: DeBeque to Glenwood Springs, MP 61 to MP 116

2035 Corridor Vision

The Vision for the I-70 corridor west of Glenwood Springs is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multimodal Interstate facility, connects to places outside the region, and makes east-west connections within the Colorado River Valley. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Future travel modes expected in the corridor include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. Based on historic and projected population and employment levels, both

passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connection to other areas, safety, system preservation, and regional commuter travel. In fact, this corridor, in conjunction with the SH 82 corridor, represents a significant regional commuter travel corridor between Garfield County and the Roaring Fork Valley. The corridor depends on tourism, agriculture, and commercial activity for economic activity in the area; fiber optic lines along I-70 and along the rail corridor also support economic viability. Users of this corridor want to preserve the rural and agricultural character of the area, while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor and recognizing the environmental, economic, and social needs of the surrounding area. This corridor should be included in future strategic programming efforts.

Sections of SH 6, from DeBeque to Parachute and from I-70 west of Rifle to Canyon Creek, are parallel facilities that provide for local access needs and east-west connections between communities along the corridor. I-70 E, the Silt Spur Road, also provides for local access needs as well as connection to the Interstate system. Since the 2030 plan the level of traffic has increased on this corridor due to natural resources extraction, which has caused increased congestion at interchanges and deterioration of the road surface. The following Goals, Objectives, and Strategies apply specifically to these facilities:

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MOBILITY

Priority: HIGH

I-70

- Reduce traffic congestion and improve traffic flow
- Coordinate transportation and land use decisions
- Expand transit usage
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

SH 6

- Reduce traffic congestion and improve traffic flow
- Support recreation travel
- Provide for bicycle/pedestrian travel
- Coordinate transportation and land use decisions
- Maintain or improve pavement to optimal condition

2035 Strategies

I-70

- Add or improve interchanges/intersections
- Reconstruct roadways
- Add surface treatment/overlays
- Construct intersection/interchange improvements

- Improve geometrics
- Construct and maintain park-and-ride facilities
- Provide and expand transit bus and advanced guideway systems
- Provide bicycle/pedestrian facilities
- Construct bicycle/pedestrian overpasses
- Construct separated bike facilities

SH 6

- Reconstruct roadways
- Bridge repairs/replacement
- Add surface treatment/overlays
- Add turn lanes
- Improve geometrics
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and advanced guideway systems
- Construct and maintain park-and-ride facilities
- Provide bicycle/pedestrian facilities
- Expand air service

CORRIDOR: I-70 / SH 6 West Mountain Corridor A

DESCRIPTION: Major East-West Route MP 190 to MP 216

2035 Corridor Vision

The Vision for the I-70 corridor between the Summit County line and the Eisenhower Tunnel is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multimodal Interstate facility connecting to places outside the region and making east-west connections within the Colorado Rocky Mountains. In addition, it provides for hazardous materials transport and military defense for our country. The transportation system in the area serves towns, cities, and destinations within and beyond the corridor. The I-70 Mountain Corridor Programmatic Environmental Impact Study, currently underway, is evaluating alternatives for this corridor. Future travel modes may include passenger vehicle, bus service, an advanced guideway system, passenger rail, truck freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and environmental responsibility. The economy in the corridor depends highly on tourism and the economic benefits of the presence of many second homes. These two factors are directly related to the recreational opportunities provided by large amounts of public lands and bountiful natural environmental amenities. Users of this corridor want to preserve the mountain character of the area, while supporting the movement of tourists, commuters, and consumer goods in and through the corridor and recognizing the environmental, economic, and social needs of the surrounding area. This corridor is included in the 2003 Strategic Investment Plan, and should be included in future strategic programming efforts.

One segment of SH 6, from Dillon to I-70 over Loveland Pass, is a parallel facility that supports the vision of the I-70 corridor by providing for local access needs and east-west connection for communities along the corridor.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MOBILITY
Priority: HIGH

I-70

- Reduce traffic congestion and improve traffic flow
- Coordinate transportation and land use decisions
- Support recreation travel
- Promote environmentally responsible transportation improvements
- Expand transit usage

SH 6 – Vail-Gypsum

- Reduce traffic congestion and improve traffic flow
- Provide and expand transit bus and advanced guideway systems
- Reduce fatalities, injuries, and property damage crash rate
- Maintain or improve pavement to optimal condition

SH 6 – Summit County

- Reduce traffic congestion and improve traffic flow
- Provide and expand transit bus and advanced guideway systems
- Add or improve interchanges/intersections
- Reduce fatalities, injuries, and property damage crash rate
- Maintain or improve pavement to optimal condition

2035 Strategies

I-70

- Provide and expand transit bus and advanced guideway systems
- Add general purpose lanes
- Add or improve interchanges/intersections
- Provide intermodal connections
- Construct, improve, and maintain the system of local roads
- Add ramp metering
- Improve permeability for wildlife with targeted mitigation measures
- Expand air service
- Add infiltration trench and basins
- Construct noise barriers

SH 6 - Eagle

- Reconstruct roadways
- Bridge repairs/replacements
- Add turn lanes
- Improve geometrics
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and advanced guideway systems
- Construct and maintain park-and-ride facilities
- Provide bicycle/pedestrian facilities
- Add general purpose lanes

SH 6 – Summit County

- Reconstruct roadways
- Bridge repairs/replacements
- Add turn lanes
- Improve geometrics
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and advanced guideway systems
- Construct and maintain park-and-ride facilities
- Provide bicycle/pedestrian facilities
- Add general purpose lanes
- Provide for Hazardous Materials transportation
- Add medians

CORRIDOR: SH 9 – Frisco to Breckenridge

DESCRIPTION: SH 9C between Frisco and Breckenridge MP 64 to MP 86

2035 Corridor Vision

The Vision for the SH 9 corridor south of Breckenridge is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multimodal local facility connecting to places outside the region and making north-south connections within the Upper Blue River Valley. The transportation system serves towns, cities, and destinations within the corridor as well as destinations outside the corridor. Future modes of travel include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value environmental responsibility in establishing transportation choices, connections to other areas, safety, and system preservation. Recreation and tourism are the primary economic drivers in the area. Preserving the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor is important to the users of the corridor, as is recognizing the environmental, economic, and social needs of the surrounding area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: HIGH

- Support commuter and recreation travel
- Expand transit usage
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

2035 Strategies

- Construct, improve, and maintain the system of local roads
- Improve visibility/sight lines
- Consolidate and limit access and develop access management
- Promote carpooling and vanpooling
- Add drainage improvements
- Improve geometrics
- Add shallow wetlands construction
- Add/improve shoulders
- Improve permeability for wildlife with targeted mitigation measures
- Construct and maintain park-and-ride facilities

CORRIDOR: SH 9 – Breckenridge to I-70 at Frisco

DESCRIPTION: SH 9C: Breckenridge to I-70 at Frisco MP 86 to MP 97

2035 Corridor Vision

The Vision for the SH 9 corridor from Breckenridge to Frisco is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multimodal local facility, connecting to places outside the region and making north-south connections within the Upper Blue River Valley. The SH 9 Frisco to Breckenridge Environmental Impact Study, currently underway, is evaluating alternatives for this corridor. Future travel modes include passenger vehicle, bus service, bicycle/pedestrian facilities, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, safety, and system preservation. Tourism, recreation, and commercial activities are the economic drivers in the area. Although there are areas of dense urban development along the corridor, users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor. At the same time, it is important that transportation improvements in the corridor recognize the environmental, economic, and social needs of the surrounding area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MOBILITY

Priority: HIGH

- Reduce traffic congestion and improve traffic flow
- Support commuter and recreation travel
- Coordinate transportation and land use decisions
- Expand transit usage
- Provide for bicycle/pedestrian travel

2035 Strategies

- Add general purpose lanes
- Add turn lanes
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and advanced guideway systems
- Add bus pullouts
- Promote carpooling and vanpooling
- Promote use and maintenance of variable message signs
- Improve ITS Incident response, Traveler Info, and Traffic Mgt
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR: SH 9

DESCRIPTION: SH 9 North of I-70 to Kremmling MP 101 to MP 139

2035 Corridor Vision

The Vision for the SH 9 corridor north of I-70 is primarily to improve safety while maintaining system quality and increasing mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Lower Blue River Valley, providing for commuter travel and public land access. Future travel modes include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, and Transportation Demand Management. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. A temporary increase in semi-trailer traffic is expected for the harvesting of timber. This corridor is included in the 2003 Strategic Investment Plan, and should be included in future strategic programming efforts. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Although there are high levels of development within Silverthorne, users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: HIGH

- Increase travel reliability and improve mobility
- Support recreation travel
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Expand transit usage

2035 Strategies

- Reconstruct roadways
- Add passing lanes
- Improve permeability for wildlife with targeted mitigation measures
- Add turn lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Market transit services and provide incentives
- Construct and maintain park-and-ride facilities
- Construct and maintain transit stations
- Promote carpooling and vanpooling

CORRIDOR: SH 13

DESCRIPTION: SH 13 – Rifle to Meeker MP 0 to MP 41

2035 Corridor Vision

The Vision for the SH 13 Rifle to Meeker corridor is to provide an intermodal transportation network that will enhance the safety aspects while simultaneously preserving the wildlife, view-scape, and outdoor recreational benefits of this critical north-south alternative link. Although the primary investment category is safety, this corridor serves an important mobility function. This corridor serves as a multimodal local facility, primarily serving areas outside the corridor, making north-south connections within the Government Creek Valley area. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Tourism, recreation, and commercial activities are important economic factors in this area; therefore, the communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. The compatibility of wildlife and vehicular traffic needs to be continually assessed in developing and evaluating transportation improvements.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: HIGH

- Reduce traffic congestion and improve traffic flow
- Expand transit usage
- Reduce fatalities, injuries, and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

2035 Strategies

- Reconstruct roadways
- Add turn lanes
- Add passing lanes
- Add roadway bypasses
- Add or improve interchanges/intersections
- Improve geometrics
- Add surface treatment/overlays
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Construct, improve, and maintain the system of local roads
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR: SH 24

DESCRIPTION: SH 24 – Dowd Junction to Leadville MP 143 to MP 177

2035 Corridor Vision

The Vision for the SH 24 corridor north of Leadville is primarily to improve safety, while maintaining system quality and increasing mobility. This corridor serves as a multimodal local facility, provides commuter access, and makes east-west connections within the Arkansas River and Eagle River valleys. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. In addition, there is the potential for future rail service on the Tennessee Pass line. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area. SH 24, in conjunction with SH 91, provide an alternate route for I-70.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: HIGH

- Support commuter and recreation travel
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Expand transit usage

2035 Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Improve permeability for wildlife with targeted mitigation measures
- Add accel/decel lanes
- Add turn lanes
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Add surface treatment/overlays
- Construct and maintain park-and-ride facilities
- Construct separated bike facilities

CORRIDOR: SH 24

DESCRIPTION: SH 24 – Leadville to Buena Vista MP 177 to MP 210

2035 Corridor Vision

The Vision for the SH 24 corridor south of Leadville is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes east-west connections within the Arkansas River Valley area. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, and aviation. In addition, there is the potential for future rail service via the Tennessee Pass line. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to experience only minimal increases. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation, and depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: HIGH

- Provide for tourist-friendly travel
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Support economic development and maintain environment

2035 Strategies

- Improve geometrics
- Add turn lanes
- Add accel/decel lanes
- Add/improve shoulders
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Add surface treatment/overlays
- Construct separated bike facilities
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR: SH 82

DESCRIPTION: SH 82 – Glenwood Springs to Aspen MP 0 to MP 40

2035 Corridor Vision

The Vision for the SH 82 corridor between Glenwood Springs and Aspen is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multimodal roadway on the National Highway System, providing commuter access, and making east-west connections within the Roaring Fork River Valley. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside the corridor. Future travel modes are envisioned to include passenger vehicle, bus service, a public bus rapid transit (BRT) system, truck freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management. BRT along the SH 82 corridor and I-70, and should be included in future strategic programming efforts. This corridor, in conjunction with the I-70 corridor west of Glenwood Springs, serves as a primary commuter corridor between Garfield County communities and the Roaring Fork Valley. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, high-tech activity, agriculture, commercial activity, aggregate mining, and the ski industry for economic activity in the area. While there are distinct areas of urban development, users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor.

The importance of open space, economic vitality, and cultural/environmental/recreational benefits is well recognized in this corridor.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MOBILITY

Priority: HIGH

- Support economic development and maintain environment
- Expand transit usage
- Preserve the existing transportation system
- Reduce traffic congestion and improve traffic flow
- Reduce fatalities, injuries, and property damage crash rate

2035 Strategies

- Add roadway bypasses
- Add or improve interchanges/intersections
- Construct intersection/interchange improvements
- Improve geometrics
- Add surface treatment/overlays
- Reconstruct roadways
- Construct and maintain park-and-ride facilities
- Construct separated bike facilities
- Provide bicycle/pedestrian facilities
- Improve permeability for wildlife with targeted mitigation measures

Key Data

- Region will double in population by 2035
- Job growth exceeds statewide average
- V/C > 0.85 along the corridor in 2005, and will exceed 0.85 by 2035
- Most of the corridor will experience both high volumes and high percentages of commercial trucks by 2035
- Significant increase in the need for high capacity transit system along this corridor by 2035

CORRIDOR: SH 82

DESCRIPTION: SH 82 – Aspen to SH 24 MP 40 to MP 85

2035 Corridor Vision

The Vision for the SH 82 corridor between Aspen and SH 24 is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes east-west connections within the Arkansas River and Roaring Fork River valleys. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle and

bicycle/pedestrian facilities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to remain generally constant. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists in and through the corridor. The importance of environmental, economic, and social needs of the surrounding area is well recognized.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: MEDIUM

- Increase travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote erosion control and stabilize slopes
- Promote environmentally responsible transportation improvements

2035 Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Improve visibility/sight lines
- Add guardrails
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Add surface treatment/overlays
- Reconstruct roadways
- Add rest areas
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR: SH 91

DESCRIPTION: SH 91 – Leadville to Copper Mountain MP 0 to MP 23

2035 Corridor Vision

The Vision for the SH 91 corridor is primarily to improve safety, with system quality maintenance and increased mobility. This corridor serves as a multimodal local facility, provides commuter access, and makes north-south connections within the Arkansas River Valley and Ten Mile Creek areas. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, trans-

portation choices, connections to other areas, and safety. They depend on tourism for economic activity; historically, mining was a primary economic generator in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY
Priority: MEDIUM

- Support commuter and recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies and maintain or improve pavement to optimal condition
- Support economic development and maintain environment
- Expand transit usage

2035 Strategies

- Improve geometrics
- Add passing lanes
- Add accel/decel lanes
- Add turn lanes
- Add/improve shoulders
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Add surface treatment/overlays
- Construct and maintain park-and-ride facilities
- Construct separated bike facilities

CORRIDOR: SH 131

***DESCRIPTION: SH 131A/B: I-70 at Wolcott to Steamboat Springs
MP 0 to MP 33***

2035 Corridor Vision

The Vision for the SH 131 corridor is primarily to improve safety, with maintaining system quality and increased mobility as secondary concerns. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Upper Colorado River Valley area. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, passenger rail, truck freight, and rail freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor. The environmental, economic, and social

needs of the surrounding area are well recognized.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: MEDIUM

- Support recreation travel
- Improve access to public lands
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

2035 Strategies

- Improve geometrics
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add guardrails
- Bridge repairs/replacement
- Add surface treatment/overlays
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Improve hot spots
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR: SH 133 – Hotchkiss to Carbondale

***DESCRIPTION: SH 133A: Hotchkiss to SH 82 at Carbondale
MP 0 to MP 69***

2035 Corridor Vision

The Vision for the SH 133 corridor is primarily to improve safety, while maintaining system quality and increasing mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Crystal River Valley. The corridor also serves as an important access to I-70 corridor for the West Slope communities. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, and Transportation Demand Management. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volumes will generally remain constant. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation, and depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters

in and through the corridor, recognizing the environmental, economic, and social needs of the area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: LOW

- Reduce traffic congestion and improve traffic flow
- Coordinate transportation and land use decisions
- Support commuter and recreation travel
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

2035 Strategies

- Improve geometrics
- Add turn lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Improve rock fall mitigation
- Consolidate and limit access and develop access management
- Provide and expand transit bus and advanced guideway systems
- Construct and maintain park-and-ride facilities
- Provide bicycle/pedestrian facilities
- Construct separated bike facilities

CORRIDOR: SH 139 – I-70 to Rangely

DESCRIPTION: SH 139A: I-70 to Rangely MP 0 to MP 72

2035 Corridor Vision

The Vision for the SH 139 corridor is primarily to improve safety with system quality and mobility improvements as secondary concerns. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Douglas Pass area. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, truck freight, and rail freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, natural resource extraction, and agriculture for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: SAFETY

Priority: LOW

- Support recreation travel
- Improve access to public lands
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

2035 Strategies

- Improve geometrics
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add guardrails
- Improve hot spots
- Add roadway pullouts for breakdowns, buses, and slow vehicles
- Add surface treatment/overlays
- Bridge repairs/replacement

CORRIDOR: SH 300 – SH 24 to End

DESCRIPTION: SH 300A: SH 24 at Malta to End MP 0 to MP 3.35

2035 Corridor Vision

The Vision for the SH 300 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multimodal local facility, provides local access to the National Fish Hatchery, and makes east-west connections within the Arkansas River Valley. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Future travel modes include passenger vehicle, truck freight, and bicycle/pedestrian facilities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to remain generally constant. The communities along the corridor value safety and system preservation, and they depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor. The environmental, economic, and social needs of the surrounding area are well recognized.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MAINTAINANCE

Priority: LOW

- Eliminate shoulder deficiencies
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support economic development and maintain environment

2035 Strategies

- Construct, improve, and maintain the system of local roads
- Improve geometrics
- Add/improve shoulders
- Add surface treatment/overlays
- Provide bicycle/pedestrian facilities
- Stripe and sign designated bike lanes
- Add drainage improvements
- Promote environmental responsibility
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR: SH 325 – SH 13 to CR 217

DESCRIPTION: SH 325A: SH 13 north of Rifle to End at County Road 217 MP 0 to MP 11

2035 Corridor Vision

The Vision for the SH 325 corridor is primarily to maintain system quality, with safety and mobility improvements as secondary concerns. This corridor serves as a multimodal local facility, provides local access, and makes north-south connections within the Rifle Gap area. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Future travel modes include passenger vehicle, truck freight, and bicycle/pedestrian facilities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to remain generally constant. The communities along the corridor value safety, system preservation, and connection to the Flattops Wilderness Area. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, and farm-to-market products in and through the corridor. The environmental, economic, and social needs of the surrounding area are well recognized.

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MAINTAINANCE

Priority: LOW

- Support recreation travel
- Improve access to public lands
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

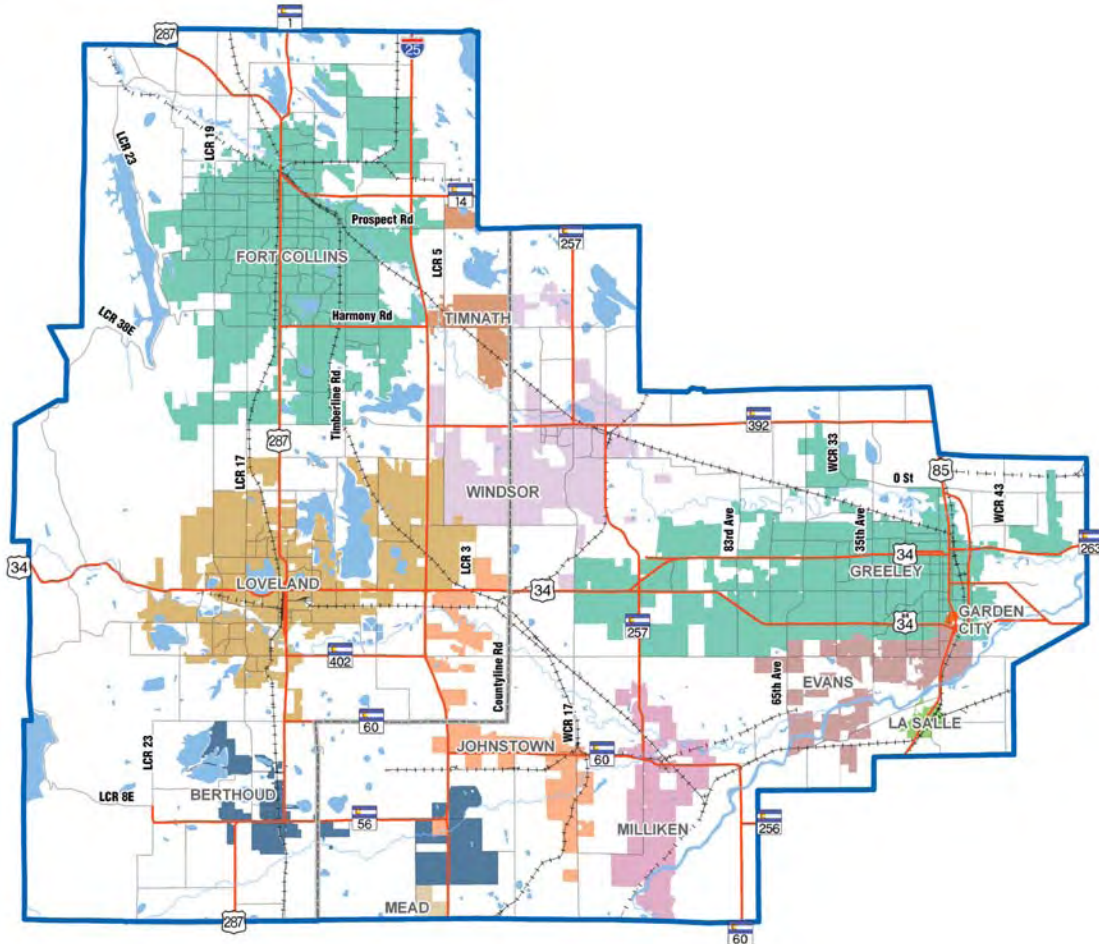
2035 Strategies

- Improve geometrics
- Add/improve shoulders
- Add guardrails
- Improve hot spots
- Add surface treatment/overlays
- Improve rock fall mitigation



The North Front Range 2035 Regional Transportation Plan

December 2007



Prepared by:
North Front Range Metropolitan Planning Organization

With Assistance From:
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Envisioning Transportation Solutions for
Colorado's North Front Range





Corridor Vision #1: US 287 Front Range Urban

US 287 from approximately WCR 38 (South MPO boundary) to LCR 56 on the North (North MPO boundary). This corridor includes the Burlington Northern Santa Fe Rail line, the Mason Corridor (Fort Collins), LCR 19 from US 34 on the south to US 287 on the north, and LCR 17 from SH 56 on the south to SH 14 on the north.

Primary Investment Need: Increase Mobility

Vision Statement

The vision for the US 287 Front Range Urban corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor provides north-south connections within the Fort Collins, Berthoud and Loveland areas and connections to the Denver metropolitan area and north to Laramie, Wyoming and I-80. US 287 is a National Highway System facility and acts as Main Street through both Fort Collins and Loveland. LCR 17 and LCR 19 are off-system facilities which provide connections through residential and commercial areas. Future travel modes in the corridor include passenger vehicle, bus service, passenger rail, truck freight, rail freight, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. Freight traffic is primarily limited to the US 287 facility and the BNSF railway line. The Burlington Northern Santa Fe (BNSF) railway line also has the future potential to serve as a multimodal transportation corridor, including transit/Bus Rapid Transit/passenger rail, bicycle and pedestrian travel. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and residential and retail access. They depend on commercial activity, residential development, Colorado State University, governmental agencies as well as manufacturing and high-tech industries for economic activity in the area. Users of this corridor want to retain the character of the area, including the dedicated open space between Fort Collins and Loveland, while supporting the movement of commuters and freight in and through the corridor and also recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

1. Increase travel reliability and improve traffic flow, with a focus on commuter travel.
2. Reduce dependency on single occupancy vehicles by enhancing transit, TDM, and bicycle/pedestrian options.



Strategies

1. Perform and implement studies such as US 287 Environmental Overview Study, corridor optimization, and access management plans.
2. Improve mobility by constructing intersection improvements, such as traffic signals, auxiliary lanes and medians.
3. Preserve right of way and construct additional general purpose lanes on US 287 or parallel facilities.
4. Improve and maintain the system of local roads connecting the three major roadways in the corridor.
5. Expand transit service, coverage and frequencies and provide improved transit amenities, including the development of the Mason Street corridor project. Transit development includes supporting connections to the private intercity and regional bus network from other modes.
6. Identify and preserve transportation corridors to improve the multi-modal interface for expanded and more frequent regional transit service; coordinate long-range transit/passenger rail opportunities with Denver RTD.
7. Promote ITS strategies, such as incident response, traveler information and variable message signs.
8. Implement appropriate TDM mechanisms.
9. Provide for bicycle and pedestrian travel through improvements, such as bicycle/pedestrian paths, crosswalk improvements, wider shoulders or designated bike lanes.
10. Increase safety by implementing improvements, such as grade separations and access management improvements.
11. Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint, sign replacements, improved landscaping, noise barriers and drainage improvements.

References

US 287 Environmental Overview Study
US 287 Environmental Assessment/FONSI
North I-25 Environmental Impact Statement
US 287 Access Control Plan
Mason Corridor Plan



US 287

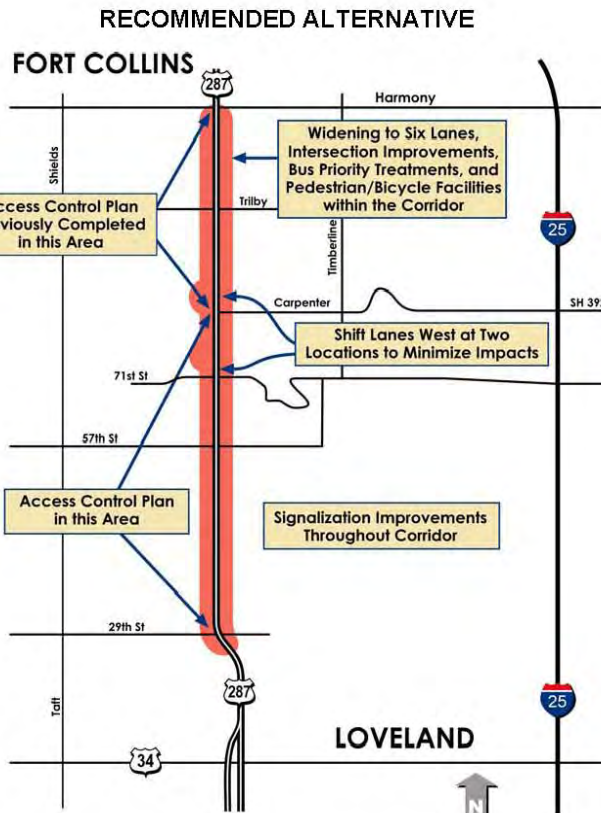
ENVIRONMENTAL OVERVIEW STUDY

EXECUTIVE SUMMARY

The Colorado Department of Transportation, Region 4 (CDOT), the Cities of Loveland and Fort Collins, Larimer County, and the North Front Range Metropolitan Planning Organization have recommended a transportation alternative that addresses safety, mobility, and the preservation of environmental and other community values. Defined as a "context sensitive solution," this alternative identifies a right-of-way width needed for future improvements along a 7.1 mile stretch of the US 287 corridor between 29th Street in Loveland and Harmony Road in Fort Collins. No funds are currently programmed for any of these improvements.

The recommended right-of-way along the US 287 corridor will ensure adequate area for the following future improvements (see map to right):

- Roadway widening to six lanes to accommodate future travel demand and congestion.
- Intersection improvements to accommodate peak-hour demand.
- Priority at intersections for bus transit.
- Safety improvements including auxiliary lanes and medians.
- Access Control south of Carpenter Road to 29th Street to define where and what type of future access changes or modifications can occur.





The North Front Range 2035 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



US 287

ENVIRONMENTAL OVERVIEW STUDY

Furthermore, a memorandum of understanding (MOU) between CDOT and local agencies adopting the EOS findings will provide the basis for approving development of locally funded transportation improvements along the corridor.



The North Front Range 2035 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



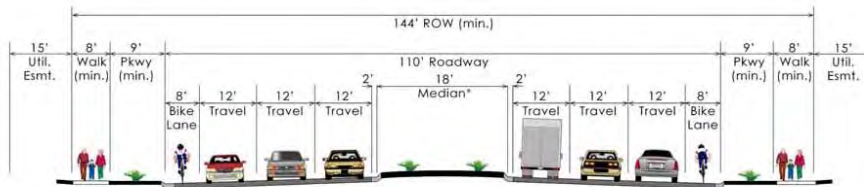
US 287

ENVIRONMENTAL OVERVIEW STUDY

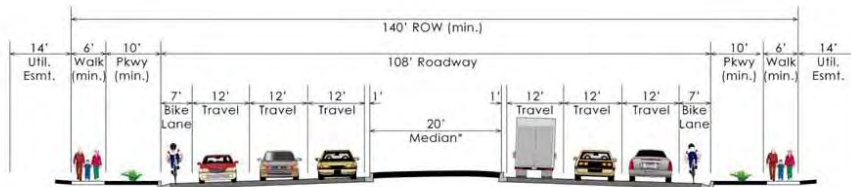
- Pedestrian and bicycle linkages.
- Traffic signal timing improvements to improve coordination between signals.

The recommended widening to six lanes will be centered on the existing four lane roadway, except in two locations where it will be shifted to the west: north of 71st Street to avoid impacting Resthaven Cemetery property, and an area north of Carpenter Road to reduce potential impacts to an existing residential development.

The future right-of-way will provide adequate roadway width throughout the corridor for needed travel lanes, shoulders, raised center median, and left and right-turn lanes at selected intersections. The right-of-way also will provide room for pedestrian and commuter and recreational bicycle linkages between Loveland and Fort Collins (see typical sections below).



US 287 Cross-Section North of 57th Street - 55 mph



US 287 Cross-Section South of 57th Street - 45 mph

Intersection improvements, such as turn lanes and median treatments, are recommended to improve traffic flow and safety. Signal timing improvements are proposed to improve interconnectivity traffic flow, connections to crossroads, and east-west travel. Bus signal priority





US 287

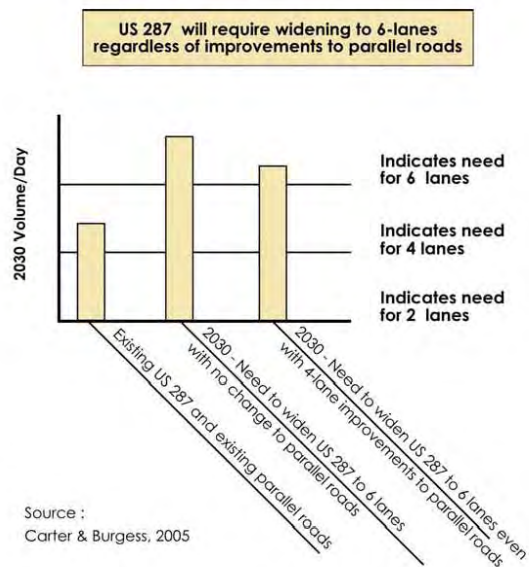
ENVIRONMENTAL OVERVIEW STUDY

can be developed at intersections as part of signal timing and turn-lane improvements. The widened roadway will have curb and gutter on both sides and will be designed for 55 miles per hour (mph) north of 57th Street and 45 mph south of 57th Street.

These future improvements will enable US 287 to accommodate forecast travel demand in the corridor through the year 2030. These improvements will also address the project's purpose and need and associated goals as defined from input gained during public and agency scoping, two public open houses in April and July 2005, and from meetings with local groups, organizations, and local agencies. The purpose and need and associated goals are presented in Sections 2.2 and 2.3.

Eight build alternatives and a no-action alternative were evaluated during the US 287 EOS study, leading to the identification of the recommended alternative. The recommended alternative for US 287 between Loveland and Fort Collins provides the following benefits:

- Accommodates modal alternatives (auto/truck, transit, pedestrian, and bicycle).
- Accommodates projected 2030 traffic volumes.
- Brings all improvements up to existing safety standards.
- Does not preclude improvements to other north-south parallel routes (see graphic at right which illustrates that even if 4 lane improvements to parallel roads are made, 6 lanes would be needed on US 287).
- Improves traffic flow by applying access control.
- Addresses local plans and identifies right-of-way footprints for all future development along the corridor for the next 20-plus years.





US 287

ENVIRONMENTAL OVERVIEW STUDY

The study considered environmental factors in the evaluation of the alternatives. Identification of effects to the environment during early planning will make sure they are considered during future roadway design and construction. Major environmental findings related to the recommended alternative include:

- Ten wetlands were identified along the study corridor that potentially could be considered under the jurisdiction of the Army Corps of Engineers (ACOE) and would require further delineation, impact analysis, coordination with the Corps of Engineers and possibly mitigation. Minor alignment adjustments, design modifications, construction permits, and or mitigation may be necessary when roadway improvements are proposed.
- The corridor is adjacent to one site on the State Register of Historic Properties, the Denies Barn, and two structures and one ditch that are potentially eligible for the National Register of Historic Sites. As future NEPA proceeds, properties along the corridor would need to be further evaluated for National Register status, concurrence from the State Historic Preservation Officer (SHPO) would be needed and impacts would need to be avoided if prudent and feasible.
- Widening would likely require right-of-way or easements from four publicly-owned properties: Long View Farm, Manor Ridge Open Space, Robert Benson Lake, and Redtail Grove Natural Area. Although none of these properties currently have public facilities, nor are they open to the public, the City of Fort Collins has plans to develop trails at the Redtail Grove Natural Area in the near future. Trails could also be developed in the future at Long View Farm by Larimer County. Early right-of-way/easement coordination with Larimer County and Fort Collins will be important to minimize impacts to future trails, as well as to assess potential Section 4(f) status and impacts at the time of NEPA processing. Design modifications may be appropriate to avoid or minimize impacts to these properties when roadway improvements are proposed.
- The land along Redtail Grove Natural Area, where Fossil Creek goes through, needs to be monitored for fossils during construction.
- No Threatened or Endangered Species would be negatively impacted by future widening.

Concurrent with the US 287 EOS study, an access control plan was prepared for the City of Loveland and Larimer County from 29th Street to Carpenter Road. (An access control plan already exists for US 287 in Fort Collins from Carpenter Road north to Harmony Road.) Formal approval of this access control plan combined with the access control plan along US 287 in Fort Collins would provide access management tools for the entire US 287 EOS study area.



Corridor Vision #2: SH 1

SH 1 from US 287 on the south to LCR 56 (MPO boundary) on the north.

Primary Investment Need: Improve Safety

Vision Statement

The vision for the SH 1 corridor is primarily to improve safety as well as increase mobility and maintain system quality. This corridor serves as a local facility, provides commuter access, and makes north-south connections within the Wellington/Fort Collins area. Future travel modes expected in this corridor include passenger vehicle, bus service, bicycle and pedestrian facilities. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase, while freight volume will likely remain relatively constant. The communities along the corridor value transportation choices, connections to other areas, and safety. The area served by this corridor is primarily residential, including large lot residential, with a significant number of people living in Wellington but working and shopping in Fort Collins. Users of this corridor want to preserve the rural-residential character of the area and support the movement of commuters along the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

1. Support commuter travel and mobility for residents by enhancing transit, TDM and bicycle/pedestrians options.
2. Provide for safe movement of all travel modes.

Strategies

1. Perform and implement studies that focus on improving safety, such as access management plans, speed studies and safety studies.
2. Implement appropriate TDM mechanisms.
3. Improve traffic flow and safety by constructing geometric and intersection improvements, such as auxiliary lanes.
4. Add/improve shoulders with consideration for bike lanes.
5. Initiate/expand transit service, coverage and frequencies and provide improved transit amenities.
6. Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping, sign replacements and drainage improvements.



Corridor Vision #3: I-25 Front Range

I-25 from WCR 38 (southern MPO boundary) to LCR 56 (northern MPO boundary), includes LCR 5 from US 34 to SH 14, LCR 3 from MPO southern boundary to Crossroads Blvd on the north, WCR 13 from south MPO boundary to SH 14 on the north, LCR 7/LCR 9e/Timberline Road from southern MPO boundary to Vine Drive following LCR 9e to Timberline (road is approximate).

Primary Investment Need: Increase Mobility

Vision Statement

The vision for the I-25 Front Range corridor is primarily to increase mobility as well as improve safety and maintain system quality. This multi-modal corridor includes I-25, an interstate facility on the National Trade Network which serves as the principal north-south facility through Colorado. The section of I-25 included in this corridor is one of CDOT's 7th Pot Strategic Corridors. The corridor also includes LCR 3, LCR 5, LCR 7, LCR 9e, WCR 13 and Timberline Road, all of which serve as off-system parallel arterials to I-25, providing for local access off I-25. A future transit connection to the Denver metropolitan area is also envisioned in this corridor. The corridor provides north-south connections throughout the North Front Range area (serving towns, cities and destinations within the corridor) as well as providing connections to the Denver metropolitan area and destinations outside of the state.

Future travel modes could include passenger vehicle, bus service, Bus Rapid Transit (BRT), truck freight, rail freight, bicycle and pedestrian facilities (off of mainline I-25), and aviation (Loveland/Fort Collins Airport). Transportation Demand Management (TDM) would likely be effective in this corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. Freight traffic in the corridor is primarily limited to the interstate facility. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and intermodal connections. They depend on manufacturing, high-tech industries, commercial activity, retail, and residential development for economic activity in the area. The Larimer County Events Complex and a Port of Entry are located within the corridor, contributing to the activity of the corridor. The area surrounding this corridor is transitioning from rural to suburban, and the corridor needs to support the movement of commuters, tourists, freight, farm-to-market products, and hazardous materials, and provide for long distance travel in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

1. Increase travel reliability and improve traffic flow in order to support commuter travel, accommodate growth in freight transport and maintaining statewide transportation connections.
2. Reduce dependency on single occupancy vehicles by enhancing transit, TDM, and bicycle/pedestrian options.
3. Provide information to the traveling public and promote education to improve safe driving behavior.
4. Increase air travel availability.



5. Deliver projects on time (7th Pot).

Strategies

1. Perform and implement studies (including the North I-25 Environmental Impact Statement) that focus on enhancing mobility, such as corridor optimization, access management plans and rail studies.
2. Promote ITS strategies, such as variable message signs, incident response, traveler information and traffic management.
3. Preserve right of way and construct additional lanes, or complete missing linkages, and improve and maintain the system of local roads connecting the north-south roadways in the corridor.
4. Improve mobility by constructing intersection and interchange improvements, such as traffic signals, auxiliary lanes, and medians.
5. Implement appropriate TDM mechanisms.
6. Provide for bicycle and pedestrian travel through improvements, such as bicycle/pedestrian paths, wider shoulders or designated bike lanes.
7. Expand transit service, coverage and frequencies and provide improved transit amenities and intermodal connections, including connections to private intercity and regional bus services.
8. Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint, sign replacements, improved landscaping, noise barriers and drainage improvements.

References

North I-25 Environmental Impact Statement



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Project Summary

The Colorado Department of Transportation in conjunction with Federal Highway Administration and the Federal Transit Administration is conducting the North I-25 Environmental Impact Statement. The purpose of the project is to meet long-term travel needs between the Denver metropolitan area and the rapidly growing population centers along the I-25 corridor north to the Fort Collins-Wellington area. The project purpose can be explained through five major need categories. These are described below.

Improve safety - Over the last decade, the number of crashes along I-25 has increased, and a number of locations on I-25 currently experience less than expected safety performance. There is a need to reduce crashes on the portions of I-25 that have a high potential for crash reduction.

Improve mobility and accessibility – 2030 projections in the study area show an increase of 84 percent in households and more than 56 percent in employment over the 2000 levels. This growth will result in increases in travel demand throughout the study area. There is a need for transportation improvements to address 2030 transportation demand that balances mobility and accessibility along the I-25 corridor.

Replace Aging and Obsolete Highway Infrastructure - A number of structures along I-25 are currently structurally deficient or are expected to be deficient by 2030. Segments of pavement on I-25 are reaching the end of the pavement's life expectancy, and surface conditions are deteriorating rapidly. There is a need to replace the aging infrastructure along I-25.

Provide for modal alternatives and interrelationships - Modal alternatives are very limited in northern Colorado and between northern Colorado and the Denver metropolitan area. There is a need to increase the number of transportation choices and avoid improvements which would preclude future transportation options.

Economic Growth Demands - There is a need to accommodate transportation demands generated by population and employment growth to maintain a viable economic setting in northern Colorado.

Improvement Packages

Two packages of transportation improvements and the No-Action alternative are being evaluated in the North I-25 Draft EIS. These packages were developed through an alternatives development and evaluation process that considered over 50 different highway, transit, and travel demand management measures to address the project's purpose and need. The two improvement packages and the No-Action alternative are described below.

No-Action Alternative

The No-Action Alternative is a conservative estimate of safety improvements and maintenance requirements that would be necessary if a build alternative is not constructed. It is presented for comparison with the build alternatives in accordance with NEPA requirements. Figure 2 illustrates the No-Action alternative.



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Figure 1. No-Action Alternative

- LEGEND**
- ★ Major Structure Rehab by 2030
 - Minor Structure Rehab by 2030
 - Replace / Rehab Pavement by 2030
 - Minor Safety Modifications by 2030
 - FasTracks Rail Line

DRAFT





Project Summary

Package A

Package A would add general purpose lanes to I-25, commuter rail along the west side of the study area and commuter bus along US 85 on the east side of the study area. Each of these elements is described briefly below and illustrated in Figure 2.

General-Purpose Lanes

Package A would add one additional general purpose lane from SH 14 to SH 66 for a six-lane cross section and from SH 52 to E-470 for an eight-lane cross section. North of SH 66 widening I-25 would include reconstructing the entire interstate cross section and rebuilding it to today's standards. This includes improving horizontal and vertical alignment, widening both the inside and outside shoulders and reconstructing aging interchanges and structures. South of SH 66, the interstate cross section has recently been rebuilt; the widening would generally occur within the median in those locations.

Commuter Rail

As part of Package A, commuter rail would be built from Downtown Fort Collins at Mason and Maple along the Burlington Northern Santa Fe right of way to FasTracks' Northwest Rail end-of-line at 1st Street and Terry in Longmont. In addition, a connecting line would be built extending north from the North Metro FasTracks end-of-line in Thornton, bending west into Longmont and joining with the main line at 23rd Street in Longmont.

The commuter rail service would run every 30 minutes during the AM and PM peak periods when demand is highest and every hour in the off peak periods. Service to Denver would travel through Longmont and along the North Metro rail line; a transfer would not be necessary. To reach Boulder, northern Colorado riders would transfer to the Northwest Rail line at the Sugar Mill station in Longmont.

Commuter Bus

Package A would also include a commuter bus service along US 85 connecting Greeley to Denver Union Station and Denver International Airport. This service would operate every 30 minutes in the AM and PM peak hours and every hour during the off peak periods.

Package B

Package B would add tolled express lanes and bus rapid transit to I-25. Each of these elements is described briefly below and illustrated in Figure 3.

Tolled Express Lanes

Package B would add one buffer-separated express lane in each direction along the entire corridor except between SH 60 and Harmony Road where two barrier-separated lanes would be added in each direction. The tolled express lanes would require a transponder for all vehicles. HOVs would travel for free while single-occupant vehicles would pay a toll that would vary by time of day. There would be no toll booths and no cash would be accepted. Congestion in tolled express lanes would be managed by pricing so that these lanes would be less congested than the general purpose lanes.

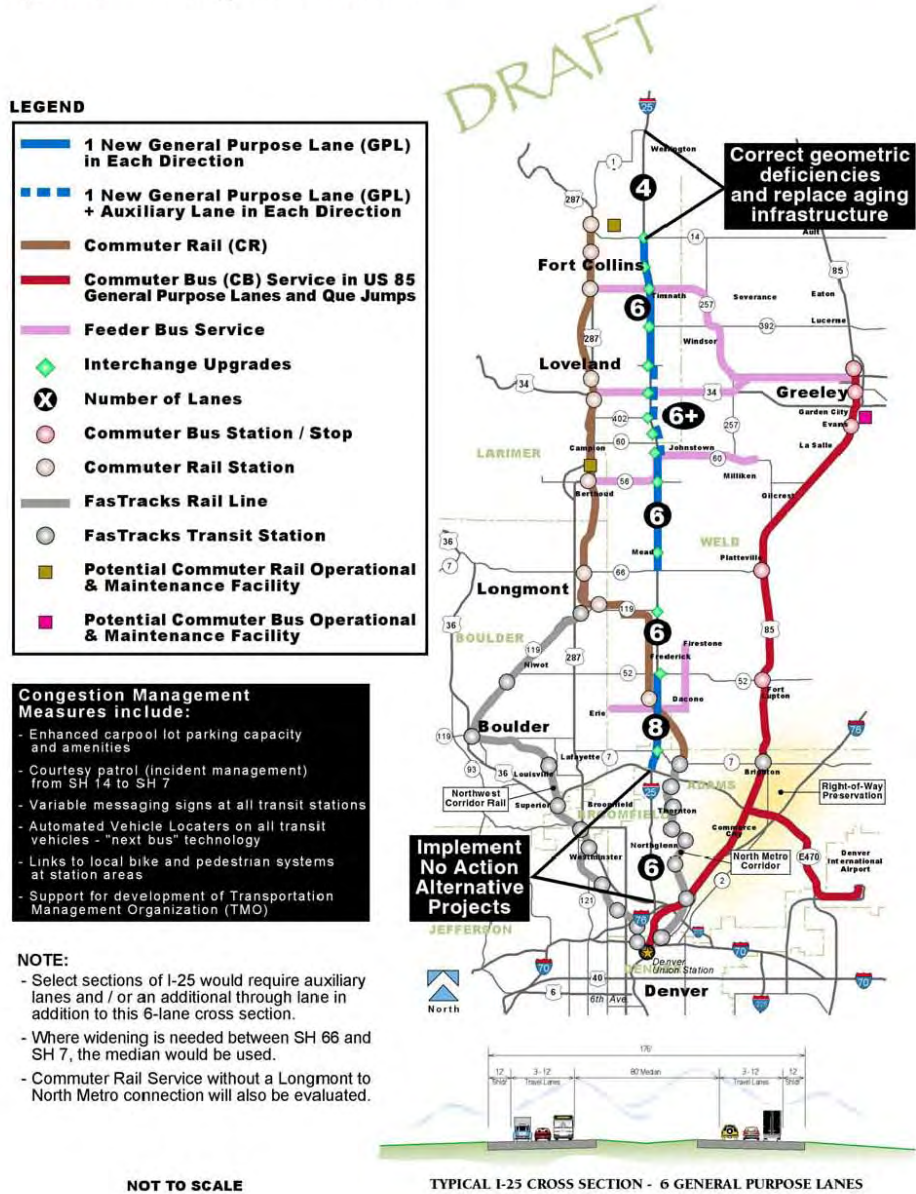


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Project Summary

Figure 2. Package A GP + CR + CB





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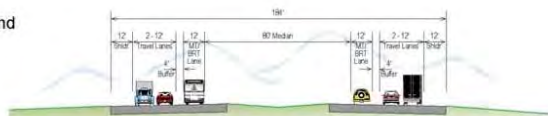
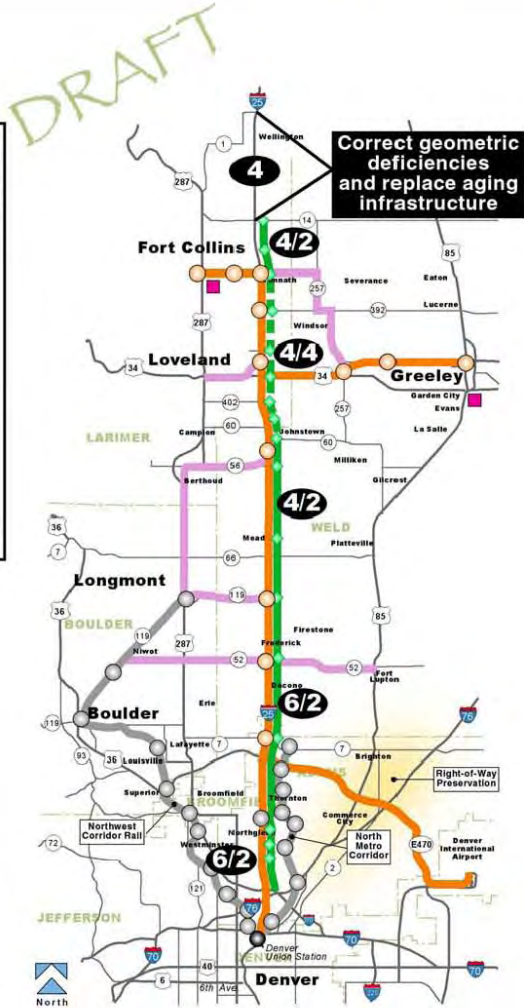
Figure 3. Package B

LEGEND

- 1 Buffer-Separated Tolled Express Lane (TEL) in Each Direction
- ▨ 2 Barrier-Separated Tolled Express Lanes (TEL) in Each Direction
- Bus Rapid Transit (BRT) Route (Uses TELs on I-25)
- Feeder Bus Service
- ◆ Interchange Upgrades
- X** Number of Lanes: General Purpose/Tolled Express Lanes
- Bus Rapid Transit Station
- FasTracks Rail Line
- FasTracks Transit Station
- Potential Commuter Bus Operational & Maintenance Facility

- Congestion Management Measures include:**
- Enhanced carpool lot parking capacity and amenities
 - Courtesy patrol (incident management) from SH 14 to SH 7
 - Variable messaging signs at all transit stations
 - Automated Vehicle Locators on all transit vehicles - "next bus" technology
 - Links to local bike and pedestrian systems at station areas
 - Support for development of Transportation Management Organization (TMO)

- NOTE:**
- A wider barrier and express lanes cross section is included between SH 60 and Harmony Road.
 - BRT stations located within an expanded median area.
 - Where widening is needed between SH 66 and SH 7, the median would be used.



NOT TO SCALE

TYPICAL I-25 CROSS SECTION - BUFFERED SEPARATED TOLLED EXPRESS LANES



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Bus Rapid Transit

Bus Rapid Transit services would operate from Fort Collins and Greeley to Denver Union Station, utilizing the express lanes along I-25. The service from Fort Collins would begin at South Transit Center, and operate along Harmony in mixed traffic until accessing I-25 at its interchange with Harmony Road. In addition, Bus Rapid Transit Service would operate from Fort Collins to Denver Union Station, using Harmony Road to access I-25. (Along Harmony Road, the bus would travel in shared general purpose lanes with mixed traffic.) During peak hours buses would depart every 20 minutes with two going to DUS and one going to DIA. During off-peak hours, buses would depart every thirty minutes: one to DUS and one to DIA.

Service from Greeley would begin at the 8th Street and 8th Avenue Transit Center in Downtown Greeley, and serve stops along US 34 in mixed traffic until turning north to serve the BRT station at Crossroads. The bus would operate in shared general purpose lanes along with mixed traffic along US 34. At Crossroads, it would access the I-25 Tolled Express lanes using a slip ramp, and serve the same stations along I-25 as the service from Fort Collins from Crossroads to Denver Union Station. During peak hours, buses would depart every twenty minutes from Greeley to DUS; during off-peak hours, buses would depart every thirty minutes. Stations along I-25 would be located in the median.

Draft EIS

The North I-25 Draft EIS is evaluating the benefits and impacts associated with the two build packages and comparing them to the No-Action alternative. All benefits and impacts will be reported in the Draft EIS. The Draft EIS is expected to be available for public review mid 2008. A Final EIS will be prepared after that which will identify a preferred alternative. The final federal agency decision will be documented in a Record of Decision.



Corridor Vision #4: SH 257

SH 257 from SH 60 on the south to SH 14 on the north, which includes offset in Windsor, and WCR 17 from southern MPO boundary to Crossroads Boulevard.

Primary Investment Need: Maintain System Quality

Vision Statement

The vision for the SH 257 corridor is primarily to maintain system quality as well as increase mobility and improve safety. This corridor consists of SH 257, on the State Highway system and WCR 17, an off-system facility. Together, these roadways comprise a corridor that provides commuter access and makes north-south connections within the Milliken, Windsor and western Greeley areas. Future travel modes to be planned for in the corridor include passenger vehicle, bus service, bicycles and truck freight; Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain relatively constant. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, and residential development for economic activity in the area. The area surrounding this corridor is transitioning from rural and agricultural to suburban, and the users of this corridor want to support the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

1. Preserve the existing transportation system.
2. Increase travel reliability with a focus on supporting commuter travel and increased freight transport.
3. Reduce dependency on single occupancy vehicles by initiating TDM usage.

Strategies

1. Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacement, improved striping paint and sign replacements.
2. Increase safety by implementing improvements, such as guardrails, railroad crossing devices, rumble strips and geometric modifications (i.e. flatten slopes and curves).
3. Improve mobility by constructing improvements, such as auxiliary lanes and wider shoulders and routing freight traffic out of downtown areas.
4. Preserve right of way for future widening.
5. Implement appropriate TDM mechanisms.
6. Promote ITS strategies, such as incident response, traveler information and variable message signs.
7. Perform and implement studies that focus on maintaining and enhancing the system quality such as corridor optimization plans or access control plans.



Corridor Vision #5: Two Rivers Parkway

Two Rivers Parkway from MPO boundaries on south and north – approximately WCR 27, includes 65th Ave in Greeley from 54th St to SH 392, and 35th Ave in Greeley from US 85 on the south to O Street to on the north.

Primary Investment Need: Increase Mobility

Vision Statement

The vision for the SH 60/Two Rivers Parkway corridor is primarily to increase mobility as well as improve safety and maintain system quality. This corridor includes 65th and 35th Avenues in Greeley, which are off-system arterial roadways. The corridor provides local and regional access and makes north-south connections within the Greeley, Evans, and Milliken areas. It serves as a feeder to US 85, SH 392 and SH14 with connections to the Denver metropolitan area. Future travel modes include passenger vehicle and truck freight; Transportation Demand Management (TDM), park-n-ride lots, and bicycling could be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain relatively constant. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on commercial activity and residential development for economic activity in the area. The area surrounding the Two Rivers Parkway corridor is transitioning from rural to suburban, and the users of this corridor want to support the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

1. Reduce traffic congestion and improve traffic flow to support commuter travel.
2. Reduce dependency on single occupancy vehicles by enhancing transit, TDM and bicycle/pedestrian options.

Strategies

1. Perform and implement studies that focus on enhancing mobility.
2. Preserve right of way and construct additional general purpose lanes and other connections that complete linkages.
3. Improve mobility by constructing improvements, such as auxiliary lanes and wider shoulders.
4. Expand transit service, coverage and frequencies, provide park-n-ride facilities, and provide improved transit amenities.
5. Implement appropriate TDM mechanisms.
6. Provide for bicycle and pedestrian travel through improvements, such as bicycle/pedestrian paths, wider shoulders or designated bike lanes.
7. Increase safety by implementing improvements, such as guardrails, railroad crossing devices, rumble strips and geometric modifications (i.e. flatten slopes and curves).



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8. Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and replacement signs.



Corridor Vision #6: US 85 Urban

US 85 from WCR 48 on the south to WCR 70 on the north, includes US 85 Business Route through Greeley, and the UPRR rail line.

Primary Investment Need: Increase Mobility

Vision Statement

The vision for the US 85 Urban corridor is primarily to increase mobility as well as maintain system quality and improve safety. The section of US 85 south of US 34 is on the National Highway System, while the section to the north of US 34, as well as the US 85 Business Route, are State Highway facilities. The corridor also includes the Union Pacific Rail Road freight rail line. The corridor provides north-south connections within the Greeley, Evans and LaSalle areas, with connections out of the region to the Denver metropolitan area and Wyoming. Future travel modes to be planned for in the corridor include passenger vehicle, bus service, truck freight, and rail freight. Transportation Demand Management (TDM) could be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. The section of this corridor in the NFR is predominately urban. The area depends on manufacturing, agriculture, commercial activity, and oil and gas for economic activity. The area surrounding this corridor is diverse and includes urban characteristics through the Greeley area, as well as rural and agricultural characteristics through other sections of the corridor. Users of the corridor want to support the movement of commuters, freight, farm-to-market products, and hazardous materials in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

1. Support commuter travel by expanding transit usage and initiating TDM.
2. Increase travel reliability with a focus on supporting commuter travel and increased freight transport.

Strategies

1. Perform and implement studies that focus on enhancing mobility, such as corridor optimization and access management plans.
2. Improve mobility by constructing intersection and interchange improvements, such as traffic signals, auxiliary lanes and roadway improvements, such as medians, wider shoulders and bus pullouts.
3. Expand transit service, coverage and frequencies and provide improved transit amenities, including small park-n-ride lots with passenger amenities for people who may use transit, carpools, or vanpools.
4. Implement appropriate TDM mechanisms.



5. Promote ITS strategies, such as incident response, traveler information and variable message signs.
6. Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements.
7. Increase safety by implementing improvements such railroad crossing devices, rumble strips, geometric modifications and bicycle/pedestrian overpasses.

References

US 85 Access Control Plan

North I-25 Environmental Impact Statement



Corridor Vision #7: SH 14 Urban

SH 14 from the eastern MPO boundary (approximately LCR 3) to College Avenue (US 287), Mulberry Street from Riverside Avenue to LCR 19 on the west, includes Poudre River Trail through Fort Collins.

Primary Investment Need: Increase Mobility

Vision Statement

The vision for the SH 14 Urban corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor serves as a National Highway System facility between US 287 and I-25. It is a primary connection between downtown Fort Collins and the I-25 corridor. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) will likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community in this corridor values high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. This community depends on manufacturing and commercial activity for economic activity in the area. Users of this corridor want to enhance the urban character of the area, support the movement of commuters, freight and hazardous materials in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

The Poudre River Trail within this corridor segment is a portion of the larger trail that connects Fort Collins, Windsor, and Greeley. The segment within Fort Collins serves both recreational and commuter purposes for both bicyclists and pedestrians. The trail offers alternative modes of transportation as well as being an amenity to the community.

Note: This corridor is currently used as a connection for freight and travelers from I-25 to I-80.

Goals/Objectives

1. Increase travel reliability and improve mobility.
2. Accommodate growth in freight transport.
3. Reduce dependency on single occupancy vehicles by expanding transit and initiating TDM.

Strategies

1. Perform and implement studies that focus on enhancing mobility, such as corridor optimization and access management plans.
2. Improve mobility by constructing improvements, such as traffic signals, intersection improvements, auxiliary lanes, medians, wider shoulders and bus pullouts.
3. Expand transit service, coverage and frequencies and provide improved transit amenities and pedestrian connections to businesses along the frontage roads.
4. Implement appropriate TDM mechanisms.



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5. Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements.
6. Increase safety by implementing improvements such as railroad crossing devices, rumble strips, geometric modifications and bicycle/pedestrian overpasses.
7. Preserve right of way and construct additional general purpose lanes on SH 14 or parallel facilities.

References

Interstate 25/State Highway 14 Interchange Area Study
North I-25 Environmental Impact Statement
US 287 and SH 14 Access Management Plans



Corridor Vision #8: Prospect Road

Prospect Road in Fort Collins from LCR 5 to US 287, includes Spring Creek Trail from the junction of the Poudre River to Horsetooth Reservoir.

Primary Investment Need: Increase Mobility

Vision Statement

The vision for the Prospect Road corridor is primarily to increase mobility as well as improve safety and maintain system quality. This corridor serves as a local off-system facility, makes east-west connections within the central Fort Collins area, and provides access to Colorado State University and I-25 with the new rest area located on the west side of I-25. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The community along this corridor values high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on high-tech industry, commercial activity, and Colorado State University for economic activity in the area. Users of this corridor want to preserve the urban character of the area and the wetlands along the section of the corridor between I-25 and the Poudre River, and support the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

1. Increase travel reliability and improve traffic flow.
2. Reduce dependency on single occupancy vehicles by enhancing transit, TDM, and bicycle/pedestrian options.

Strategies

1. Perform and implement studies that focus on enhancing mobility.
2. Improve mobility by constructing improvements, such as auxiliary lanes, intersection improvements, and wider shoulders.
3. Implement appropriate TDM mechanisms.
4. Expand transit service, coverage and frequencies and provide improved transit amenities.
5. Increase safety by implementing improvements such railroad crossing devices, rumble strips, guardrails and geometric modifications (i.e. flatten slopes and curves).
6. Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements.
7. Preserve right of way and construct additional general purpose lanes.



Corridor Vision #9: SH 392

SH 392 from US 85 to US 287, Harmony Road/WCR 74 from the eastern MPO boundary to LCR 17, and the Poudre River Trail through Windsor.

Primary Investment Need: Increase Mobility

Vision Statement

The Vision for the SH 392 corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor serves as a local facility, provides commuter access, and makes east-west connections within the south Fort Collins, Windsor, Lucerne and Severance areas. SH 392 serves as Main Street through Windsor. Future travel modes to be planned for in the corridor include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, high-tech industries, commercial activity, and agriculture for economic activity in the area. The area surrounding the western portion of the corridor is urban, while the areas surrounding the central and eastern portions of the corridor are transitioning from agricultural to suburban. Users of this corridor want to support the movement of commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental (including preservation and minimization/mitigation of impacts to protected public open lands/natural areas), economic and social needs of the surrounding area.

The Poudre River Trail within this corridor segment is a portion of the larger trail that connects Fort Collins, Windsor, and Greeley. The segment within Windsor serves both recreational and commuter purposes for both bicyclists and pedestrians. The trail offers alternative modes of transportation as well as being an amenity to the community.

Goals/Objectives

1. Reduce traffic congestion and improve traffic flow with a focus on commuter travel.
2. Reduce dependency on single occupancy vehicles by initiating transit services and TDM usage.
3. Preservation and minimization/mitigation of impacts to protected public open lands/natural areas

Strategies

1. Perform and implement studies that focus on enhancing mobility, such as State Highway 392 EOS, corridor optimization, and access management plans.
2. Improve mobility by constructing improvements, such as auxiliary lanes, intersection improvements, and wider shoulders.
3. Expand transit service, coverage and frequencies and provide improved transit amenities.



4. Implement appropriate TDM mechanisms.
5. Promote ITS strategies, such as incident response, traveler information and variable message signs.
6. Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements
7. Increase safety by implementing improvements such railroad crossing devices, rumble strips, guardrails and geometric modifications (i.e. flatten slopes and curves).
8. Preserve right of way and construct additional general purpose lanes on SH 392 or parallel facilities.

Reference:

SH 392 Environmental Assessment Overview Study
SH 392 Access Control Plan



Corridor Vision #10: US 34 Urban

US 34 from eastern MPO boundary across the region to western MPO boundary, includes US 34 Business Route from eastern MPO boundary to US 34 and WCR 43 to the Greeley-Weld Airport, O Street/Crossroads Blvd from US 85 to I-25, WCR54/SH 402 from US 85 to LCR 17, and the Big Thompson bike trail through Loveland.

Primary Investment Need: Increase Mobility

Vision Statement

The Vision for the US 34 Urban corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor includes US 34 (a National Highway System facility), the US 34 Business Route and SH 402, WCR 43 (local State Highway facilities), and the Crossroads/O Street and LCR 18/WCR 54 alignments (off-system arterials). Additionally, the corridor includes the Big Thompson bike trail through Loveland. Together, these facilities comprise a corridor that provides commuter access and makes east-west connections within the Loveland, Greeley, Evans, Johnstown and Windsor areas. Future travel modes to be planned for in the corridor could include passenger vehicle, bus service, bus rapid transit, truck freight, bicycle and pedestrian facilities, and aviation. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, high-tech industry, agriculture, commercial activity, and residential development for economic activity in the area. The Larimer County Events Complex and the University of Northern Colorado are situated along this corridor, contributing to the activity in the corridor. While the majority of the area surrounding the corridor is transitioning from agricultural to suburban, sections of the corridor through Loveland and Greeley are urbanized. Users of this corridor want to support the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

1. Increase travel reliability and improve traffic flow.
2. Reduce dependency on single occupancy vehicles by enhancing transit and TDM usage.
3. Accommodate growth in freight transport and support recreational travel.



Strategies

1. Perform and implement studies that focus on enhancing mobility.
2. Improve mobility by constructing improvements, such as auxiliary lanes, wider shoulders and new/improved intersections and interchanges.
3. Preserve right of way for future widening such for general purposes lanes and/or completing missing linkages.
4. Expand transit service, coverage and frequencies and provide improved transit amenities and pedestrian connections to transit services; and support modal connections between public and regional transit services and other modes.
5. Implement appropriate TDM mechanisms.
6. Promote ITS strategies, such as variable message signs, incident response, traveler information and traffic management.
7. Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements.
8. Increase safety by implementing improvements, such as guardrails, rumble strips, and geometric modifications (i.e. flatten slopes and curves).

References

US 34 Corridor Optimization Plan and Access Control Plan
US 34 Business Route Environmental Assessment
US 34 Environmental Assessment/FONSI
North I-25 Environmental Impact Statement



US 34 Corridor Optimization Plan

EXECUTIVE SUMMARY

Corridor Optimization is a relatively new procedure developed by the Colorado Department of Transportation (CDOT) to identify basic needs for selected highway corridors. The intent of the process is to conduct cursory-level analyses to determine the most effective means of serving future travel demands. The process was developed when the Major Investment Study process was eliminated as part of the Transportation Equity Act for the 21st Century (TEA-21). The procedure provides CDOT a method of evaluating corridors without the large financial commitment of a Major Investment Study to establish CDOT's vision of a corridor for purposes of planning.

The Corridor Optimization process was applied to a 25-mile segment of US 34 extending from I-25 east through the Town of Kersey. A separate and overlapping effort included the development of an Interim and Ultimate Access Control Plan (ACP) for the corridor which is also a significant step toward optimizing the operation of a or this particular corridor.

The development of the ACP began prior to that of the COP, but there was significant overlap in these efforts, which was beneficial to both plans. This close coordination allowed the results and findings of one effort to be considered in the development of the other. For details on the ACP, one should refer to the separate report documenting that specific process dated April 2003.

The development of the US 34 COP was a collaborative effort involving all of the local jurisdictions along or near the 25-mile segment of the highway. These included the City of Loveland, The Town of Johnstown, The Town of Windsor, Larimer County, the Town of Milliken, the City of Greeley, the City of Evans, the Town of Kersey, and Weld County.

The primary steps taken in conducting the US 34 COP were as follows:

- ◆ Identify the future transportation problem/issues along US34,
- ◆ Develop improvement alternatives and measures to address the problems/issues,
- ◆ Evaluate the effectiveness of each alternative relative to its cost and select preferred improvements and measure for inclusion in the COP, and
- ◆ Assemble the COP and develop a business plan.

The following Vision Statement was adopted to guide this effort:

Highway US 34 is the major east-west transportation facility within Northern Colorado. The corridor serves as an expressway connection between Kersey, I-25, Greeley, and Loveland as well as other adjacent communities. Much of the highway has been designed for high-speed traffic. However, historic and on-going growth within the region will continue to place increasing travel demand along the corridor. The Corridor Optimization Plan is a new effort to maintain proper planning to ensure that US 34 continues to function as a high-level expressway to maintain existing and future east-west mobility within the region.



US 34 Corridor Optimization Plan

Several aspects of this planning should be explored including interchange locations, capacity improvements, alternative modes of transportation, travel demand management measures, appropriate Intelligent Transportation Systems (ITS) techniques, parallel facilities (arterial roads and service roads) and adjacent land uses. The US 34 Access Control Plan will be considered in this planning effort and incorporated into the final optimization plan. The Corridor Optimization planning will also identify the associated right-of-way needs for US 34. Each aspect has a potential role to ensure that the US 34 corridor continues to provide a high level of mobility while recognizing the environmental and social needs of the surrounding area.

Extensive analysis was conducted on the US 34 corridor. Between I-25 and US 85, traffic volumes along US 34 currently range from 21,000 vehicles per day (vpd) to 35,000 vpd. Year 2025 traffic projections indicate that these volumes would approximately double; more than 80,000 vpd are projected just east of I-25. The 20-year traffic forecasts will exceed the highway's capacity between I-25 and US 85 but not east of US 85. As such, there is no need to optimize the segment east of the US 85 interchange. Much of the traffic making use of US 34 will be commuter traffic between Greeley and Loveland as well as Greeley and Fort Collins. Within Greeley, the predominant highway user will be comprised of trips internal to the Greeley/Evans area.

An inventory of the existing transportation services and facilities shows the following:

- ◆ Local transit service within the Greeley/Evans area,
- ◆ Parallel roads to US 34 that could potentially be major arterial facilities in the future,
- ◆ A significant width of right-of-way (ROW) along most of the US 34 corridor.

A total of 17 alternatives were considered including:

- ◆ Widening US 34 to six lanes from I-25 to US 85,
- ◆ Widening US 34 to six lanes from I-25 to Business 34 (west end near SH 257),
- ◆ Establishing Crossroads Boulevard/"O" Street Connection as a major parallel facility (north of US 34),
- ◆ Establishing LCR 18/WCR 54 as a major parallel facility (south of US 34),
- ◆ Building parallel Collector/Service Roads,
- ◆ Building north-South connection via Two Rivers Parkway/Harmony Road,
- ◆ Building HOV Lanes
- ◆ Building north-South connection via WCR 13,
- ◆ Implementing advanced Signal Timing System for US 34,
- ◆ Constructing Interchanges at major cross-streets,
- ◆ Incorporating a bicycle facility along US 34,
- ◆ Providing Inter-City bus service between Greeley and Loveland as well as between Greeley and Fort Collins,
- ◆ Implementing employer Travel Demand Management measures,
- ◆ Providing Intra-Regional rail service along US 34,



US 34 Corridor Optimization Plan

- ◆ Expanding the Van Pool Program,
- ◆ Expanding Greeley's public bus system,
- ◆ Reducing land use densities for adjacent development.

Each of these alternatives were evaluated relative to their effectiveness in either reducing traffic demand along US 34 or increasing the highway's capacity. Further, the effectiveness was compared against the estimated cost to ascertain the relative value of each alternative. The results of the analysis provided the major elements of the US 34 Corridor Optimization Plan. These are shown in Figure ES-1.

The US 34 COP also recognizes other measures that should will have a positive impact on US 34 travel and are supported by this plan. They include the following:

- ◆ Inter-City Transit Service
- ◆ Local Transit Service
- ◆ Employer Travel Demand Management
- ◆ Van pool services
- ◆ Land Use Decisions; reduced densities along US 34.

The implementation of the US 34 COP will require action from all involved jurisdictions. CDOT will not be able to implement all of the plan's elements since many are "off system." A business plan was developed to identify the appropriate lead agencies for each of the major components, their estimated costs, and potential funding sources.

The ultimate cross-section identified for US 34 includes six through lanes, a median wide enough to accommodate dual left turn lanes at intersections, auxiliary right-turn acceleration/deceleration lanes, and shoulders. A 185-foot ROW envelope should be preserved along the US 34 to accommodate these elements.

Preliminary environmental research was conducted. The following highlights resulted from this effort:

- ◆ Threatened and Endangered species may existing along some of the corridors considered for improvements.
- ◆ Surface waters systems (Big Thompson River and the Cache La Poudre River) must be considered; avoidance and mitigation measures will need to be explored.
- ◆ Oil and gas tanks/pumping stations will need to be investigated as to possible spills.
- ◆ Environmental Justice issues may be a concern in certain areas.
- ◆ Noise investigations may be necessary where there are improvements.
- ◆ Appropriate Storm Water Improvements are necessary.
- ◆ Historical buildings and irrigation canals need to be avoided.



1.0 PURPOSE AND NEED

1.1 INTRODUCTION AND DESCRIPTION OF PROPOSED ACTION

The Federal Highway Administration (FHWA), in conjunction with the Colorado Department of Transportation (CDOT), initiated an Environmental Assessment (EA) for transportation improvements to United States (US) Business 34 between 71st Avenue and State Highway (SH) 257 in the City of Greeley, Colorado. The project boundaries (see Figure 1.1) are located entirely in Weld County.

In accordance with the National Environmental Policy Act of 1969 (NEPA), actions proposed by federal agencies or that receive federal funding must consider environmental and socioeconomic impacts. This EA evaluates the impacts of the proposed action(s) and documents avoidance, minimization, and mitigation measures.

US Business 34 is an east/west highway that begins on the eastern edge of Greeley, Colorado and ends just west of SH 257. The project area begins at 71st Avenue and ends at SH 257. This segment of the highway is approximately 4.2 miles in length and consists of a two-lane undivided highway with no turn lanes and minimal shoulder width. Major north/south streets along the highway are 71st Avenue, 83rd Avenue, and 95th Avenue. The posted speed limit is 55 miles per hour (mph) with a design speed of 60 mph. The CDOT right-of-way in this corridor is approximately 103 feet.

CDOT proposes to reconstruct US Business 34 between 71st Avenue and SH 257 as a four-lane highway. The four-lane improvements include a 16-foot median, 10-foot shoulders, and signals at 83rd Avenue and 95th Avenue. The design speed will be between 50 and 60 mph. The new right-of-way width will be 180 feet.

1.2 PURPOSE AND NEED FOR THE ACTION

The purpose of this project is to ensure that future travel demand projections on US Business 34 can be accommodated and improve mobility, safety, and access. CDOT aims to proactively build for future travel demands on this highway before mobility declines significantly.

The need to improve the roadway to meet future travel demand projections is illustrated by the following:

- Traffic increases on US Business 34 are projected by the North Front Range 2030 Regional Transportation Plan to occur at an estimated 2.4 percent annually or 60 percent in 25 years (NFRTP 2004).
- Greeley's population has been projected to grow 105 percent between 1998 and 2020 (City of Greeley 2002).
- Traffic projections by the North Front Range 2030 Regional Transportation Plan indicate the Level of Service (LOS) will degrade on US Business 34 from a current B and deteriorate to F without needed improvements.
- The project will provide traffic continuity by upgrading this two-lane highway segment to four-lanes and connecting with the existing four-lane highway on the eastern and western boundaries of the project.



Purpose and Need

US Highway 34 Business Route
Environmental Assessment

1.3 TRAVEL DEMAND

Travel demand is calculated by identifying trip generation (sources of trips such as commute to work, shopping, home), distribution (where trips go), mode choice (automobile, bus, etc.), and traffic assignment (this information is used to generate trips on various highway networks). For this project, travel demand was forecast for the year 2030.

Level of Service

LOS is a qualitative measure describing the operational characteristics of a traffic stream, ranked from A (best) to F (worst). LOS is described in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Highway LOS ratings are as follows:

- LOS A – Free flow operations
- LOS B – Reasonably free-flow operations
- LOS C – Noticeable traffic
- LOS D – Declining speeds and congestion beginning to form
- LOS E – Maximum service flow (full capacity)
- LOS F – Heavy congestion, significant delays, stop-and-go traffic

The factors used to determine LOS differ depending on the type of highway and intersection. For instance, an intersection LOS is based on vehicle seconds of delay, whereas highway LOS is generally based on a volume-over-capacity ratio. For two-lane highways, the percent of no-passing zones is also considered.

Average Daily Traffic

Current average daily traffic (ADT) volumes for this segment of US Business 34 were based on traffic counts taken in June 2004 and are shown in Table 1.1. The highway is currently designed to handle a total of 27,936 passenger cars per day for both east and west bound traffic. Traffic projections for 2030 identify ADT volumes that show significant increases over current volumes. The 2030 projections were determined based on the 2004 existing traffic data, The North Front Range 2030 Regional Transportation Plan, and Greeley Comprehensive Transportation Plan 2020. Projected 2030 ADT volumes are shown in Table 1.1.

Table 1.1
Existing 2004 and Projected 2030 ADT Volumes

Location	2004 ADT Volumes- East Bound	2030 ADT Projection- East Bound	2004 ADT Volumes- West Bound	2030 ADT Projection- West Bound
Between Promontory Circle and Promontory Parkway	6,450	18,810	8,380	24,620
Between Promontory Parkway and 95 th Avenue	6,670	19,750	8,610	25,280
Between 95 th Avenue and 83 rd Avenue	6,630	19,400	8,650	25,200
Between 83 rd Avenue and 77 th Avenue	6,020	17,700	8,640	25,640
Between 77 th Avenue and 71 st Avenue	5,960	17,830	8,860	26,020



US Highway 34 Business Route
Environmental Assessment

Purpose and Need

Currently, this segment of US Business 34 operates at a LOS of A or B. However, without this capacity upgrade, by 2030 the LOS deteriorates to F. These increases in 2030 traffic are the result of a number of factors including local and regional population growth, residential and commercial development along the corridor, and local travel demands along this highway. In addition to these population and development factors, traffic forecasts for US Business 34 include North Front Range Transportation (NFRT) and Air Quality Planning Council (AQPC), and City of Greeley planning assumptions.

1.3.1 Accident History

A total of 34 accidents were documented by CDOT from 1997 to 2000 within the project area. These accidents resulted in 22 injuries; with no fatalities resulting from the injuries. The majority of the accidents (21) occurred during daylight hours.



Corridor Vision #11: SH 60 / SH 56

SH 60 from Two Rivers Parkway to LCR 17 and SH 56 from WCR 17 to US 287.

Primary Investment Need: Increase Mobility

Vision Statement

The Vision for the SH 60/SH 56 corridor is primarily to increase mobility as well as maintain system quality and improve safety. This corridor includes SH 60 and SH 56, which are local facilities on the State Highway system. These facilities comprise a corridor that provides local area-wide access to higher classified facilities and makes east-west connections within the Johnstown, Milliken, Campion, and Berthoud areas. Future travel modes to be planned for in the corridor include passenger vehicle, bus service, and truck freight. Transportation Demand Management (TDM) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on commercial activity and residential development for economic activity in the area. The area surrounding this corridor is transitioning from agricultural to suburban, and users of this corridor want to support the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

1. Increase travel reliability and improve mobility, particularly for commuter travel.
2. Initiate TDM usage to reduce dependency on single occupancy vehicles.

Strategies

1. Improve mobility by constructing improvements, such as auxiliary lanes and wider shoulders.
2. Implement appropriate TDM mechanisms.
3. Promote ITS strategies, such as incident response, traveler information and variable message signs.
4. Maintain and improve the existing infrastructure through enhancements, such as surface treatment, bridge repairs or replacements, improved striping paint and sign replacements.
5. Increase safety by implementing improvements, such as guardrails, railroad crossing devices, rumble strips and geometric modifications (i.e. flatten slopes and curves).
6. Implement studies such as the SH 60 Environmental Overview Study

References

SH 56 Access Control Plan, starting summer 2007
SH 60 Access Control Plan



Corridor Vision #12: Rural River Trail Corridors

Various river trail corridors that include Big Thompson, Little Thompson, Cache la Poudre, and South Platte. This corridor includes the portions of the river trails, either existing or planned, that are outside of a municipal boundary.

Primary Investment Need: Increase Mobility

Vision Statement

The Vision for the Rural River Trails corridor is primarily to increase mobility as well as improve safety and maintain system quality. This corridor provides bicycle and pedestrian access in the rural areas of the region and primarily serves recreational travel. Future travel modes include bicycle and pedestrian facilities. Based on historic and anticipated demand, bicycle and pedestrian traffic volumes are expected to increase. The communities and County in this corridor value transportation choices and safety. Users of this corridor want to preserve the character of the area, support the movement of commuters and recreational travel in and through the corridor, and maintain regional connections of the trail system while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

1. Increase travel reliability for commuter and recreational bicycle and pedestrian travel.
2. Initiate and/or increase TDM usage.

Strategies

1. Provide bicycle/pedestrian facilities and connections with other regional trails.
2. Implement appropriate TDM mechanisms to provide alternatives to single occupancy vehicles.
3. Coordinate with existing plans and studies.

References

Front Range Trail Study



2035 Regional Transportation Plan

January 2008

CORRIDOR: SH 13 (PNW7002)

DESCRIPTION: Rifle North to Wyoming Border

2035 Corridor Vision

The Vision for the State Highway 13 corridor is primarily to improve safety and to maintain system quality. This corridor serves as an inter/intra-regional facility that provides local access as well as a north-south connection linking the communities from Rifle north to the Wyoming border area. Energy extraction including coal, oil, oil shale, and natural gas will continue to result in an increase in heavy vehicles that serve the industry. Future travel modes include passenger vehicle, transit, truck freight and aviation (Meeker Airport). Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety, systems preservation and connections to other areas. They depend on tourism and agriculture/ranching for their economic livelihood. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, recreational usage, commuters, freight, energy extraction, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. The Transportation Commission ranked this corridor for consideration as an NHS facility due to its function as a major north/south connector in northwestern Colorado.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Reduce fatalities, injuries and property damage crash rate
- Support recreation travel
- Preserve and enhance the existing transportation system
- Accommodate growth in freight transport
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

Strategies

- Construct, improve and maintain the system of local roads
- Improve geometrics
- Add auxiliary lanes (passing, turn, accel/decel)
- Add/improve shoulders
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Improve permeability for wildlife with targeted mitigation measures

CORRIDOR U.S. 40 East (PNW7005)

DESCRIPTION: West of Craig East to Empire/I-70

2035 Corridor Vision

The Vision for the U.S. 40 corridor (Segment 2) is primarily to maintain system quality, improve safety and increase mobility. This corridor serves as a multi-modal National Highway System facility that connects to places outside the region as well as linking communities, recreation sites and agricultural operations within the Corridor. Traffic congestion is a problem for this corridor, particularly in the local communities, including Craig to Steamboat Springs, and Winter Park to Granby. Energy extraction including coal, oil, oil shale, and natural gas will continue to result in an increase in heavy vehicles that serve the industry. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, and rail freight, aviation (Granby, Kremmling, Steamboat, Hayden and Craig Airports) and bicycle and pedestrian facilities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value system preservation, improved safety, and high levels of mobility, transportation choices, and connections to other areas. They depend on tourism, construction, recreational usage, agriculture/ranching, energy extraction and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural, mountain, and agricultural/ranching character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SYSTEM QUALITY

Priority: HIGH

Goals

- Preserve and enhance the existing transportation system
- Reduce traffic congestion, improve traffic flow, and provide for safe movement of bicycles/pedestrians
- Reduce fatalities, injuries and property damage crash rate
- Expand transit usage
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demand Strategies

Strategies

- Consolidate and limit access and develop access management plans; improve permeability for wildlife with targeted mitigation measures
- Provide and expand transit bus and rail services
- Construct and maintain Park and Ride facilities
- Promote car pooling and van pooling
- Construct Intersection/Interchange improvements
- Add auxiliary lanes (passing, turn, accel/decel)
- Add/improve shoulders
- Add Guardrails
- Improve railroad crossing devices
- Meet facility objectives for the airports as identified in the Colorado Airport System Plan

CORRIDOR U.S. 40 West (PNW7006)

DESCRIPTION: Utah Border to West of Craig

2035 Corridor Vision

The Vision for the U.S. 40 corridor (Segment 1) is primarily to maintain system quality, improve safety and increase mobility. Overall this corridor serves as a multi-modal National Highway System facility that provides inter/intra regional connections to both places within and outside the region. However, Segment 1 is predominately passenger and truck traffic that is inter-regional/state rather than intra-regional, reflecting destinations outside the corridor. It is anticipated that energy extraction including coal, oil shale, and natural gas will result in an increase of heavy vehicles that serve the industry. Future travel modes include passenger vehicle, expanded transit options, and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are not expected to increase significantly; however, heavy trucks related to energy extraction are expected to increase as resource development occurs. Users of the corridor value system preservation, safety, connections to other areas, and high levels of mobility.

Primary Investment Category: SYSTEM QUALITY

Priority: HIGH

Goals

- Preserve existing transportation system
- Maintain statewide transportation connections
- Improve travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Expand transit usage

Strategies

- Add surface treatment overlays Add turn lanes
- Add auxiliary lanes (passing and accel/decel lanes)
- Improve permeability for wildlife with targeted mitigation measures
- Provide and expand transit bus and rail services

CORRIDOR SH 64 (PNW7007)

DESCRIPTION: Dinosaur to Meeker

2035 Corridor Vision

The Vision for the State Highway 64 corridor is primarily to maintain system quality and improve safety. This corridor serves as an intra-regional facility that provides local access as well as connecting the communities of Dinosaur, Rangely and Meeker. Energy extraction including coal, oil, oil shale, and natural gas will continue to result in an increase in heavy vehicles that serve the industry. This also will impact county roads not built for heavy truck traffic. Future travel modes include passenger vehicle, aviation (Rangely Airport) and truck freight. Based on historic and projected population and employment levels, passenger traffic and truck traffic volumes are expected to increase. The communities along the corridor value systems preservation, safety, and connections to other areas. They depend on tourism and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, energy extraction, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SYSTEM QUALITY

Priority: HIGH

Goals

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing system
- Rehabilitate/replace deficient bridges
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

Strategies

- Improve geometrics
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays
- Bridge repairs/replacement
- Add accel/decel lanes
- Add turn lanes
- Construct, improve, and maintain the system of local roads
- Coordinate transportation and land use decisions
- Meet facility objectives for the airport as defined in the Colorado Airport Systems Plan

CORRIDOR SH 139 (PNW7012)

DESCRIPTION: Loma North to Rangely

2035 Corridor Vision

The Vision for the State Highway 139 corridor is primarily to improve safety. This corridor serves as an inter/intra-regional facility that connects to places both within and outside the region, including a direct connection to I-70. Energy extraction including coal, oil, oil shale, and natural gas will continue to result in an increase in heavy vehicles that serve the industry. Future travel modes include passenger vehicle and truck freight. Based on historic and projected population and employment levels, passenger traffic volumes are expected to only marginally increase while freight volumes will increase substantially. The communities along the corridor value system preservation, safety, and connections to other areas. They depend on tourism recreation and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, access to recreation sites, the movement of freight, and energy extraction, in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Support recreation travel
- Accommodate growth in freight transport
- Preserve and enhance the existing transportation system, and coordinate transportation and land use decisions
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve geometrics
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays
- Add accel/decel lanes
- Add passing lanes
- Add turn lanes
- Meet facility objectives for the airport as defined in the Colorado Airport Systems Plan

CORRIDOR: SH 9 (PNW7001)

DESCRIPTION: I-70 North to Kremmling

2035 Corridor Vision

The Vision for the State Highway 9 corridor is primarily to improve safety, maintain system quality and to increase mobility. This corridor serves as an inter/intra-regional facility and is becoming a commuter corridor to bedroom communities that connects to places outside the region as well as communities within the Blue River Valley, and to Summit and Grand Counties. Safety is a substantial concern for this corridor. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. Based on historic and projected population and employment levels, passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety, systems preservation, transportation choices, and connections to other areas. They depend on tourism and commercial activity to support the local economy. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Reduce fatalities, injuries and property damage crash rate
- Reduce traffic congestion and improve traffic flow
- Support commuter and recreation travel
- Accommodate growth in freight transport
- Expand transit usage

Strategies

- Provide and expand transit bus service
- Provide bicycle/pedestrian facilities
- Provide inter-modal connections
- Construct Intersection/Interchange improvements
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add guardrails
- Add surface treatment/overlays
- Promote car pooling and van pooling

CORRIDOR: SH 14 (PNW7003)

DESCRIPTION: US 40 to County Line

2035 Corridor Vision

The Vision for the State Highway 14 corridor is primarily to improve safety and maintain system quality. This corridor serves as an inter/intra-regional facility that provides local, recreational and tourist access to and within North Park. Future travel modes include passenger vehicles and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase marginally. Currently, however, this corridor is being used by heavy trucks to transport dead trees killed by the recent beetle infestation in addition to heavy summer tourism traffic. The communities along the corridor value high levels of safety, and system preservation. They depend on tourism, agriculture and ranching as the basis for their local economy. Users of this corridor want to preserve the rural, mountain, and agricultural/ranching character of the region while supporting the movement of tourists, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Reduce fatalities, injuries and property damage crash rate
- Support recreation travel
- Eliminate shoulder deficiencies
- Preserve and enhance the existing transportation system
- Expand transit usage

Strategies

- Improve geometrics
- Construct intersection/interchange improvements
- Add/improve shoulders
- Add guardrails
- Add surface treatment/overlays
- Provide and expand transit bus service
- Promote car pooling and van pooling

CORRIDOR: U.S. 34 (PNW7004)

DESCRIPTION: North of Granby to Estes Park

2035 Corridor Vision

The Vision for the U.S. 34 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor while a component of the National Highway System also provides local and intra-regional access as well as a direct connection to Rocky Mountain National Park. Currently the corridor is being used by heavy trucks for transporting trees killed by the recent beetle infestation in addition to heavy summer tourism traffic. Future travel modes include passenger vehicle and bus service. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will marginally grow. The communities along the corridor value system quality, improving safety, and transportation choices. They primarily depend on tourism for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

- Support recreation and commuter travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve and enhance the existing transportation system
- Expand transit usage

Strategies

- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Provide inter-modal facilities
- Add turn lanes
- Add shoulders (within RMNP)
- Promote environmental responsibility

CORRIDOR SH 125 (PNW7008)

DESCRIPTION: North of Granby to the Wyoming Border

2035 Corridor Vision

The Vision for the State Highway 125 corridor is primarily to improve safety and maintain system quality. This corridor serves as an inter/intra-regional facility that provides local access, and makes north-south connections within the north of Granby to Wyoming line area. Future travel modes include passenger vehicle, truck freight and aviation (Walden Airport). Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase only marginally. Currently, however, the corridor is being used by heavy trucks for transporting trees killed by the recent beetle infestation. The communities along the corridor value improved safety, systems preservation and connections to other areas. They depend on tourism and agriculture/ranching for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and farm to market products within and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Provide for tourist friendly travel
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

Strategies

- Improve geometrics
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays
- Bridge repairs/replacement.
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

CORRIDOR SH 127 (PNW7009)

DESCRIPTION: Northeast of Walden to the Wyoming Border

2035 Corridor Vision

The Vision for the State Highway 127 corridor is primarily to improve safety and to maintain system quality. This corridor serves as an intra regional facility that provides local access. Future travel modes include passenger vehicle and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to marginally increase. The communities along the corridor value safety and system preservation. They depend on tourism and agriculture/ranching for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Reduce fatalities, injuries and property damage crash rate
- Support recreation travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Strategies

- Improve geometrics
- Add/improve shoulders
- Improve hot spots

CORRIDOR SH 131 (PNW7010)

DESCRIPTION: Wolcott North to Steamboat Springs/U.S. 40

2035 Corridor Vision

The Vision for the State Highway 131 corridor is primarily to improve safety and maintain system quality as well as to increase mobility. This corridor serves as a local commuter corridor and as an inter/intra-regional facility that connects to places outside the region including an alternative north-south route from I-70 to the recreational facilities within the Steamboat Springs area. Year round commuter traffic between Steamboat Springs, Stagecoach, Oak Creek, and Yampa has increased, producing congestion at peak times. Future travel modes include passenger vehicle, truck freight, passenger rail and expanded transit usage. Based on historic and projected population and employment levels, passenger traffic and freight volumes are expected to increase as residential sites and recreational facilities are developed or expanded. The communities along the corridor value improved safety, system preservation, high levels of mobility and connections to other areas. They depend on tourism and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Support commuter and recreation travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Expand transit usage

Strategies

- Improve geometrics
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays
- Bridge repairs/replacement
- Provide and expand transit bus service
- Promote car pooling and van pooling
- Improve permeability for wildlife with targeted mitigation measures
- Promote passenger rail

CORRIDOR SH 134 (PNW7011)

DESCRIPTION: Gore Pass, US 40 to SH 131

2035 Corridor Vision

The Vision for the State Highway 134 corridor is primarily to maintain system quality and improve safety. This corridor primarily serves as a connecting facility linking SH 131 with US 40 as well as providing access to public lands. Future travel modes include passenger and recreational vehicles. Based on historic and projected population and employment levels, passenger and freight traffic volumes are expected to marginally increase. The communities within the TPR value systems preservation, safety and connections to other areas. They depend on tourism and recreational usage for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and access to recreation areas while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Improve access to public lands

Strategies

- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays

CORRIDOR SH 317 (PNW7013)

DESCRIPTION: Hamilton to Pagoda

2035 Corridor Vision

The Vision for the State Highway 317 corridor is primarily to maintain system quality and to improve safety. This corridor serves as a local facility providing local access to recreational sites and public lands. Future travel modes include passenger and recreational vehicles. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to only minimally increase. Residents of the TPR value system preservation and safety. They depend on tourism, agriculture and recreational usage for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and recreational users in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

- Support recreation travel
- Provide for tourist-friendly travel
- Preserve and enhance the existing transportation system
- Improve access to public lands

Strategies

- Improve geometrics
- Improve hot spots
- Add surface treatment/overlays
- Bridge repairs/replacement
- Add/improve shoulders

CORRIDOR SH 318 (PNW7014)

DESCRIPTION: Utah Border to the Junction with U.S. 40

2035 Corridor Vision

The Vision for the State Highway 318 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes east-west connections within the northwest portion of the TPR area. Future travel modes include passenger vehicle. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. Residents of the TPR value system preservation and safety. They depend on tourism and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourist's freight and recreational users within and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

- Preserve and enhance the existing transportation system
- Improve access to public lands
- Support recreational travel

Strategies

- Improve geometrics
- Improve hot spots
- Add surface treatment/overlays
- Add/improve shoulders

CORRIDOR SH 394 (PNW7015)

DESCRIPTION: Craig to CR 30

2035 Corridor Vision

The Vision for the State Highway 394 corridor is primarily to maintain system quality and to improve safety. This corridor serves as a local facility providing local access. Future travel modes include passenger vehicle and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety and system preservation. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and recreational users while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

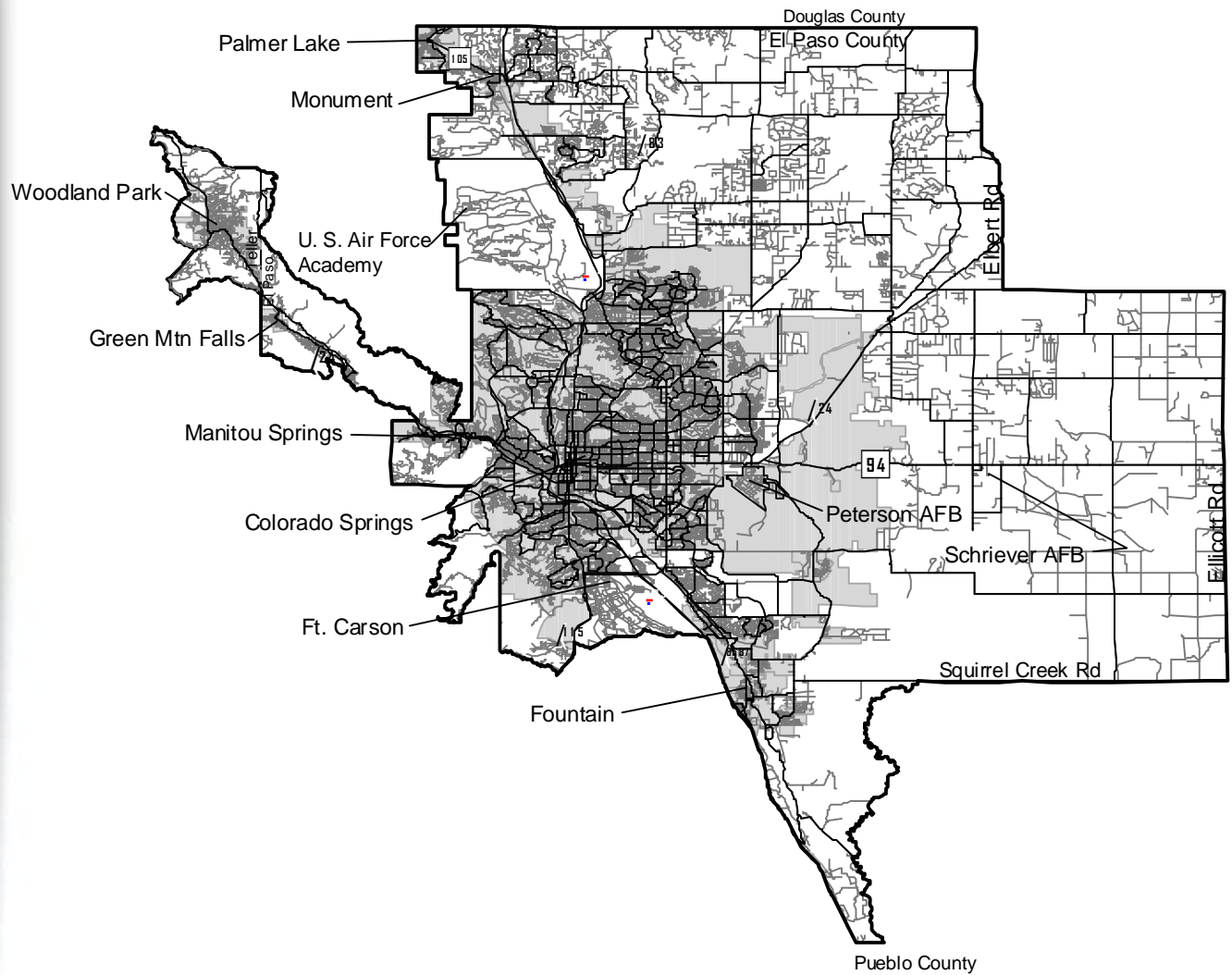
- Support recreation travel
- Preserve and enhance the existing transportation system
- Improve access to public lands

Strategies

- Improve geometrics
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays)

PPACG STATE HIGHWAY CORRIDOR VISIONS

PPACG Transportation Planning Area (MPO) Boundary



Corridor: SH 16

Primary Investment Category:

Mobility

Beginning Milepost: 0

Ending Milepost: 4

Description: SH 16 – I-25 to Powers
(includes Mesa Ridge Pkwy)

Interim Powers Blvd

Connection

Vision Statement

The Vision for the SH 16 - I25 to Powers (includes Mesa Ridge) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal regional facility, provides commuter access, and makes east-west connections within the Fountain Valley area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility and safety. They depend on commercial activity and Military for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Increase travel reliability and improve mobility for all modes
- Support commuter travel by

reducing traffic congestion and improve traffic flow

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Accommodate growth in freight transport and improved freight linkages to support economic development while maintaining environmental responsibility

Strategies

- Add general purpose lanes
- Construct, improve and maintain the system of local roads
- Improve ITS Incident response, Traveler Information and Traffic Management
- Consolidate and limit access, develop and implement access management plans and improve geometrics
- Construct / reconstruct intersection/interchange improvements
- Reconstruct roadway and add surface treatment/overlays
- Bridge repairs/replacement
- Promote environmental responsibility

Corridor: US 24 (i)

Primary Investment Category:

Mobility

Beginning Milepost: 278

Ending Milepost: 304

Description: US 24 – Divide to I-25

Vision Statement

The Vision for the US 24 - Divide to I-25 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the western El Paso and Teller Counties area. Future travel modes include passenger vehicle, commuter transit service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban and mountain character of the area while supporting the movement of tourists and commuters in and through the corridor while recognizing the unique environmental, economic and social needs of the surrounding area as well as its special historic character.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter and recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Provide for safe and convenient movement of bicyclists and pedestrians
- Increase capacity

Strategies

- Add roadway bypasses and general purpose lanes
- Consolidate and limit access and develop access management plans
- Provide bicycle/pedestrian facilities
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Improve geometrics and intersection/interchange improvements
- Improve rock fall mitigations
- Construct separated bicycle and pedestrian facilities
- Add surface treatment/overlays
- Promote environmental responsibility
- Add commuter transit service

Corridor: US 24 (ii)
Primary Investment Category:
Mobility
Beginning Milepost: 304
Ending Milepost: 311

Description: US 24 – I-25 to Powers

Vision Statement

The Vision for the US 24 - I25 to Powers corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal National Highway System facility, provides local access, and makes east-west connections within the Central Colorado Springs area. Future travel modes include passenger vehicle, transit service, fixed guideway/bus rapid transit and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The community along the corridor value system preservation. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Provide for safe and convenient movement of bicycles and pedestrians
- Preserve the existing

- transportation system
- Enhance the viability of downtown Colorado Springs

Strategies

- Promote carpooling and vanpooling
- Synchronize/interconnect traffic signals
- Construct Intersection/Interchange improvements
- Add lights for crosswalks and highways
- Add Surface treatment/overlays
- Consolidate and limit access
- Develop fixed guideway/bus rapid transit
- Provide access to airport

Corridor: US 24 (iii)
Primary Investment Category:
 Mobility
Beginning Milepost: 311
Ending Milepost: 330

Description: US 24 – Powers Blvd to Peyton Hwy.

Vision Statement

The Vision for the US 24 - Powers Blvd to Peyton Hwy corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the Eastern El Paso County area. Future travel modes include passenger vehicle, transit service, bicycles and pedestrian facilities, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, connections to other areas, and safety. Users of this corridor want to preserve the developing urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Increase travel reliability and improve mobility for all modes of travel
- Support commuter travel

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Strategies

- Add general purpose lanes
- Consolidate and limit access, continue to develop and implement access management plans
- Improve geometrics
- Construct intersection/interchange improvements
- Add turn lanes
- Add/improve shoulders
- Construct separated bicycling and pedestrian facilities
- Bridge repairs/replacement
- Reconstruct roadways
- Consolidate and limit access

Corridor: US 24 (iiii)

Primary Investment Category:

System Quality

Beginning Milepost: 0

Ending Milepost: 4

Description: US 24 – Business

Vision Statement

The Vision for the US 24 - Business corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Manitou Springs area. Future travel modes include passenger vehicle, transit service, fixed guideway/streetcar extension and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety and system preservation. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Provide for tourist-friendly travel, including transit
- Provide for safe and convenient movement of bicycles and pedestrians
- Preserve the existing transportation system

- Promote transportation improvements that are environmentally responsible

Strategies

- Post informational signs
- Provide bicycle and pedestrian facilities
- Promote carpooling and vanpooling
- Construct Intersection/Interchange improvements
- Add lights (lighting) for crosswalks and highways
- Construct separated bicycling and pedestrian facilities
- Improve landscaping
- Add drainage improvements
- Surface treatment and overlays
- Extend streetcar service

Corridor: I-25 (i)

Primary Investment Category:

Mobility

Beginning Milepost: 108

Ending Milepost: 123

Description: I-25 – Purcell to South Powers

Vision Statement

The Vision for the I-25 - Purcell to South Powers corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes north-south connections within the southern El Paso County area. Future travel modes include passenger vehicle, intercity passenger rail, truck freight, rail freight, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Increase travel reliability and improve mobility
- Support commuter travel

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Strategies

- Promote carpooling and vanpooling
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Improve accel/decel lanes
- Add surface treatment/overlays
- Add passenger rail service

Corridor: I-25 (ii)

Primary Investment Category:

Mobility

Beginning Milepost: 123

Ending Milepost: 163

Description: I-25 – South Powers to Douglas County Line

Vision Statement

The Vision for the I-25 - South Powers to Douglas County Line corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes north-south connections within the Colorado Springs and El Paso County area. Future travel modes include passenger vehicle, commuter transit service, intercity passenger rail, streetcar service, truck freight, rail freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling/vanpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility and connections to other areas. They depend on tourism, high-tech, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social

needs of the surrounding area.

Goals/Objectives

- Increase travel reliability and improve mobility
- Expand transit usage
- Increase Transportation Demand Management (carpool, vanpool, telecommute)
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Strategies

- Add general purpose lanes and peak hour HOV (high occupancy vehicle) lanes
- Provide and expand transit commuter bus, street car service, and freight and intercity passenger rail services
- Provide inter-modal connections
- Promote carpooling and vanpooling
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Improve geometrics
- Construct intersection/interchange improvements, including interchange replacements at Cimarron and Fillmore
- Bridge repairs/replacement
- Reconstruct roadways
- Promote environmental responsibility

Corridor: SH 67

Primary Investment Category:

System Quality

Beginning Milepost: 77

Ending Milepost: 100

Description: SH 67 – Woodland Park north

Vision Statement

The Vision for the SH 67 - Woodland Park north corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Woodland Park north area. Future travel modes include passenger vehicle and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Provide for tourist-friendly travel
- Improve access to public lands
- Provide for safe and convenient movement of bicycles and pedestrians
- Preserve the existing transportation system
- Promote transportation

improvements that are environmentally responsible

Strategies

- Provide bicycle and pedestrian facilities
- Improve geometrics
- Add surface treatment/overlays

Corridor: SH 83 (ii)
Primary Investment Category:
Mobility
Beginning Milepost: 21
Ending Milepost: 51

Description: SH 83 – Powers Blvd. to SH 86 (Douglas County)

Vision Statement

The Vision for the SH 83 - Powers Blvd. to SH 86 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal regional facility, connects to places outside the region, and makes north-south connections within the Northeast El Paso County area. Future travel modes include passenger vehicles, bicycles, and pedestrians where developed. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will increase. The communities along the corridor value high levels of mobility, connections to other areas, and safety. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Increase travel reliability and improve mobility for all modes
- Support commuter travel
- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing

transportation system

- Develop as a scenic corridor and preserve rural character

Strategies

- Construct, improve and maintain the system of local roads
- Consolidate and limit access, develop and implement access management plans
- Add traffic signals
- Improve geometrics
- Construct intersection/interchange improvements
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays
- Add general purpose lanes

Corridor: Powers (i)
Primary Investment Category:
 Mobility
Beginning Milepost:
Ending Milepost:

Description: Powers – I-25 (exit 123) to Mesa Ridge Pkwy (future SH 83)

Vision Statement

The Vision for the Powers - I-25 (exit 123) to Mesa Ridge Pkwy (future SH 83) corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal regional facility, provides commuter access, and makes north-south connections within the South El Paso County area. Future travel modes include passenger vehicle, transit service, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Increase travel reliability and improve mobility for all modes
- Support commuter travel

- Accommodate growth in freight transport
- Provide improved freight linkages
- Support economic development while maintaining environmental responsibility

Strategies

- Add general purpose lanes
- Add roadway bypasses
- Add new Interchanges/Intersections
- Construct, improve and maintain the system of local roads
- Consolidate and limit access, develop and implement access management plans
- Reconstruct roadways
- Study corridors
- Promote environmental responsibility

Corridor: Powers - Mesa Ridge Pkwy to I-25 (Northgate) (SH 21)

Primary Investment Category:
Mobility

Beginning Milepost:

Ending Milepost:

Description: Powers – Mesa Ridge Pkwy to I-25 (Northgate) (SH 21)

Vision Statement

The Vision for the Powers - Mesa Ridge Pkwy to I-25 (Northgate) (future SH 83) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, and makes north-south connections within the Colorado Springs area. Future travel modes include passenger vehicle, transit service, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. This corridor is anticipated to be a primary focus of higher density land uses in the region. The communities along the corridor value high levels of mobility and safety. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Reduce traffic congestion and improve traffic flow

- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Support economic development while maintaining environmental responsibility
- Provide access to airport

Strategies

- Complete general purpose lanes
- Add new interchanges/intersections
- Construct, improve and maintain the system of local roads
- Provide and expand transit bus and rail services
- Construct and maintain Park'n Ride facilities
- Provide inter-modal connections
- Synchronize/interconnect traffic signals
- Consolidate and limit access and develop access management plans
- Add surface treatment/overlays

Corridor: US 85

Primary Investment Category: Safety

Beginning Milepost:

Ending Milepost:

Description: US 85 – I-25 (Fountain) to I-25 (Nevada Ave)

Vision Statement

The Vision for the US 85 - I-25 (Fountain) to I-25 (Nevada Ave) corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, acts as Main Street, and makes north-south connections within the Fountain Valley area. Future travel modes include passenger vehicle, transit service, truck freight, rail freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling/vanpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value high levels of mobility and safety. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area including the particular access, safety and other impacts associated with the close proximity of major rail lines to this corridor.

Goals/Objectives

- Increase travel reliability and

improve mobility for all modes

- Reduce fatalities, injuries and property damage crash rate
- Provide for safe and convenient movement of bicycles and pedestrians
- Preserve the existing transportation system
- Coordinate transportation and land use decisions

Strategies

- Add general purpose lanes
- Construct, improve and maintain the system of local roads
- Improve geometrics
- Construct intersection/interchange improvements
- Improve railroad crossing devices
- Add accel/decel lanes
- Add turn lanes
- Add surface treatment/overlays
- Reconstruct roadways
- Consolidate and limit access
- Add bicycle and pedestrian facilities

Corridor: SH 94
Primary Investment Category: Safety
Beginning Milepost: 0
Ending Milepost: 17

Description: SH 94 – US 24 east

Vision Statement

The Vision for the SH 94 - US 24 east corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal regional facility, provides commuter access, and makes east-west connections within the Eastern El Paso County area. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, safety, and system preservation. They depend on the Military for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Serve as primary access to Schriever AFB

- Connect to east/west mobility corridor
- Support safe and convenient bicycle and pedestrian travel
- Coordinate land use decisions with transportation objectives and funding

Strategies

- Improve geometrics
- Construct intersection/interchange improvements
- Add passing lanes
- Add/improve shoulders
- Maintain access management
- Add surface treatment/overlays
- Add shoulders
- Expand ITS
- Add transit service
- Add bicycle and pedestrian facilities

Corridor: SH 105 (ii)
Primary Investment Category: Safety
Beginning Milepost: 6
Ending Milepost: 9

Description: SH 105 – I-25 to Palmer Lake

Vision Statement

The Vision for the SH 105 - I-25 to Palmer Lake corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Monument/Palmer Lake area. Future travel modes include passenger vehicle, intercity passenger rail, and bicycling and pedestrians. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Support commuter travel
- Provide for bicycle and pedestrian travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

- Promote transportation improvements that are environmentally responsible
- Address environmental values
-

Strategies

- Construct, improve and maintain the system of local roads
- Improve geometrics
- Add/improve shoulders
- Improve railroad crossing devices
- Add surface treatment/overlays
- Consolidate and limit access
- Add passenger rail
- Add bicycling and pedestrian facilities

Corridor: SH 115 (i)

Primary Investment Category:

Mobility

Beginning Milepost: 14

Ending Milepost: 40

Description: SH 115 – US 50 to Fort Carson South Gate

Vision Statement

The Vision for the SH 115 - US 50 to Fort Carson South Gate corridor is primarily to increase mobility and to improve safety while maintaining system quality. This corridor serves as a multi-modal regional facility that serves as the primary connection between Fremont County and the El Paso County metropolitan area and is an important scenic and tourist corridor. Future travel modes include passenger vehicle and bicycle. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume may increase particularly with respect to hauling aggregate. The communities along the corridor value high levels of mobility, connections to other areas, and safety. They depend on the Military for economic activity in the area. Users of this corridor want to preserve the unique scenic, environmental and rural character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Increase travel reliability and improve mobility for all modes
- Support commuter travel

especially to Ft. Carson

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Promote transportation improvements that are environmentally responsible

Strategies

- Improve geometrics
- Construct intersection/interchange improvements
- Add passing lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement
- Promote environmental responsibility
- Add bicycle facilities

Corridor: SH 115 (ii)
Primary Investment Category: Safety
Beginning Milepost: 40
Ending Milepost: 46

Description: SH 115 – Fort Carson South Gate to Lake Ave (US 85)

Vision Statement

The Vision for the SH 115 - Fort Carson South Gate to Lake Ave (US 85) corridor is primarily to improve safety as well as to increase mobility and to maintain system quality. This corridor serves as a multi-modal local facility, acts as Main Street, and makes north-south connections within the southwest Colorado Springs area. Future travel modes include passenger vehicle, transit service, fixed guideway/bus rapid transit and bicycle, and pedestrian. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value high levels of mobility and safety. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

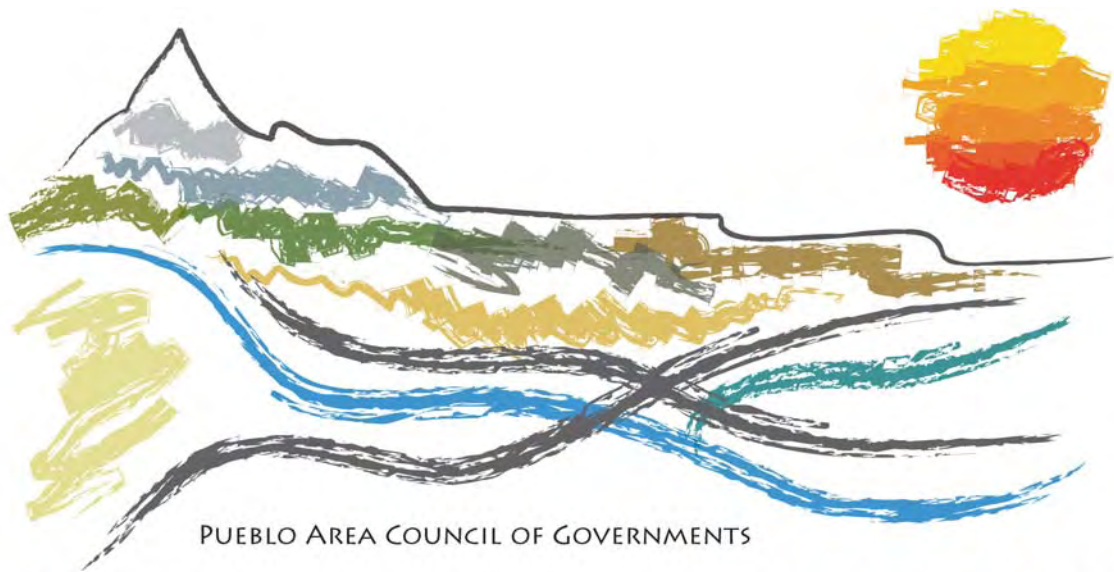
- Reduce traffic congestion and improve traffic flow especially to Ft. Carson
- Support the function of Fort Carson and the development and use of Cheyenne Mountain State

Park

- Reduce fatalities, injuries and property damage crash rate
- Provide for safe and convenient movement of bicycles and pedestrians
- Preserve the existing transportation system

Strategies

- Provide and expand transit bus and rail services including fixed guideway/bus rapid transit
- Provide bicycle and pedestrian facilities
- Improve geometrics
- Construct intersection/interchange improvements
- Consolidate and limit access and develop access management plans
- Add surface treatment/overlays
- Add Interchange ramps



2035 LONG RANGE TRANSPORTATION PLAN

Appendix - Ch 7: Corridor Visions Details and Context

December 2007

7.2.2 I-25 - New Mexico State Line to Stem Beach

Planning Region 4 - Pueblo Area State Highway I-25
Beginning Mile Post 0 (starting in Pueblo County at Mile Post 69)
Ending Mile Post 91

Rural Freeway Corridor serving principally interstate and inter-regional transportation.

MOBILITY.

7.2.2.1 Vision Statement:

The Vision for the I-25 - New Mexico State Line to Stem Beach corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes north-south connections within the South Central Pueblo County area. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, connections to other areas, and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

7.2.2.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Promote transportation improvements that are environmentally responsible
- Coordinate transportation and land use decisions



7.2.2.3 Strategies:

- Add new Interchanges/Intersections
- Provide and expand transit bus and rail services
- Construct and maintain Park'n Ride facilities
- Promote carpooling and vanpooling
- Promote use and maintenance of variable message signs
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Consolidate and limit access and develop access management plans
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Promote rail studies

7.2.3 I-25 - Stem Beach to Purcell Blvd (Exit 108)

Planning Region 4 - Pueblo Area State Highway I-25
Beginning Mile Post 91 Ending Mile Post 108

Urban Freeway through Pueblo including downtown business district, shopping centers, parks, and civic attractions.

MOBILITY (should be considered for future Strategic Corridors projects)

7.2.3.1 Vision Statement:

The Vision for the I-25 - Stem Beach to Purcell Blvd (Exit 108) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal Interstate facility, provides local access, and makes north-south connections within the Pueblo Urbanized Area including CBD and major commercial area. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on manufacturing and commercial enterprises for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Any need to reference the EIS and schedule?

7.2.3.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Reduce fatalities, injuries and property damage crash rate
- Promote transportation improvements that are environmentally responsible
- Coordinate transportation and land use decisions



7.2.3.3 Strategies:

- Add general purpose lanes
- Add High Occupancy Vehicle and toll lanes
- Provide and expand transit bus and rail services
- Improve Geometrics
- Construct Intersection/Interchange improvements
- Bridge repairs/replacement
- Reconstruct roadways
- Promote rail studies
- Promote environmental responsibility
- Control advertising

7.2.4 I-25 - Purcell to Future South Powers Blvd (Exit 123)

Planning Region 4 - Pueblo Area State Highway I-25.
Beginning at Mile Post 108 (Pueblo County Line at Mile Post 116)
Ending at Mile Post 123

Rural freeway connecting Pueblo urban area to Colorado Springs urban area.

MOBILITY

7.2.4.1 Vision Statement:

The Vision for the I-25 - Purcell to Future S Powers Blvd (Exit 123) corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal Interstate facility, connects to places outside the region, and makes north-south connections within North Pueblo County between the Pueblo and Colorado Springs areas. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Update to include possibilities presented by the Pueblo Springs Ranch project.

7.2.4.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate



- Preserve the existing transportation system
- Rehabilitate/replace deficient bridges

7.2.4.3 Strategies:

- Add roadway bypasses
- Provide and expand transit bus and rail services
- Promote carpooling and vanpooling
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Replace old signs
- Construct Intersection/Interchange improvements
- Promote rail studies
- Develop data collection
- Promote environmental responsibility
- Control advertising

7.2.5 State Highway 10 - I-25 to US 50

Planning Region 4 - Pueblo Area State Highway SH 10
Beginning Mile Post 0 (in Pueblo County from Mile Post 28 to 43)
Ending Mile Post 73

Rural highway cuts across southeastern Pueblo County connecting La Junta and Walsenburg.

SYSTEM QUALITY

7.2.5.1 Vision Statement:

The Vision for the SH 010 - I-25 to US 50 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes east-west connections within the Rural SE Pueblo County area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area

7.2.5.2 Goals / Objectives:

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

7.2.5.3 Strategies:

- Consolidate and limit access and develop access management plans



- Use improved striping paint / beads
- Replace old signs
- Add/improve shoulders
- Add turn lanes
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Preserve Rights of Way
- Control advertising

7.2.6 State Highway 47 - I-25 to US 50B

Planning Region 4 - Pueblo Area State Highway SH 47
Beginning Mile Post 0 Ending Mile Post 5

Urban Expressway providing a continuous route for east and westbound traffic on US 50 and some local access.

MOBILITY (should be considered for future Strategic Corridors Projects).

7.2.6.1 Vision Statement:

The Vision for the SH 047 - I-25 to US 50B corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, and makes east-west connections within the North Central and NE Pueblo Urbanized Area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on manufacturing, commercial activity, and Colorado State University-Pueblo for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Mention of Wm. White Blvd. and potential for increased traffic.

7.2.6.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Promote transportation improvements that are environmentally responsible



- Coordinate transportation and land use decisions

7.2.6.3 Strategies:

- Add general purpose lanes
- Provide and expand transit bus and rail services
- Expand air service
- Synchronize/interconnect traffic signals
- Construct Intersection/Interchange improvements
- Consolidate and limit access and develop access management plans
- Add Interchange reconstructions
- Develop airport master plans
- Preserve Rights of Way
- Control advertising

7.2.7 State Highway 45 - Pueblo Boulevard - I-25 to US 50

Planning Region 4 - Pueblo Area State Highway SH 45
Beginning Mile Post 0 Ending Mile Post 20

Expressway and major arterial loop connecting US 50 to I-25 on west side of Pueblo. Residential, Retail, and Commercial development. Future connection North of US 50 connecting back to I-25 at Purcell Blvd (Exit 108).

MOBILITY

7.2.7.1 Vision Statement:

The Vision for the SH 045 - Pueblo Boulevard - I-25 to US 50 to I-25 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Western Pueblo Urbanized Area. Future travel modes include passenger vehicle, bus service, truck freight, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, connections to other areas, and safety. They depend on manufacturing and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Improvements to 24th St. intersection. Joe Martinez & implications for traffic volumes?

7.2.7.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Improve access to public lands
- Provide improved freight linkages



- Reduce fatalities, injuries and property damage crash rate
- Promote transportation improvements that are environmentally responsible

7.2.7.3 Strategies:

- Extend corridor to I-25 to relieve I-25 & Hwy 50 West
- Add general purpose lanes
- Add new Interchanges/Intersections
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Synchronize/interconnect traffic signals
- Add Traffic signals
- Construct Intersection/Interchange improvements
- Add Acceleration /Deceleration lanes
- Add Interchange reconstructions
- Preserve Rights of Way

7.2.8 US 50A - Canon City to McCulloch Blvd West

Planning Region 4 - Pueblo Area State Highway US 50A
Beginning Mile Post 280 Ending Mile Post 305

Rural expressway connecting employment centers in Canon City and Florence to Pueblo Urban Area and serving east-west interregional travel.

MOBILITY

7.2.8.1 Vision Statement:

The Vision for the US 050A - Canon City to McCulloch Blvd West corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, provides commuter access, and makes east-west connections within the Pueblo to Canon City area. Future travel modes include passenger vehicle, bus service, rail freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase and Freight should increase to support the growing population along the US Hwy 50 Corridor west of Pueblo. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on tourism, agriculture, commercial activity, and employment at public prisons for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, commuters, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

7.2.8.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Support commuter travel
- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate



- Preserve the existing transportation system

7.2.8.3 Strategies:

- Add new Interchanges/Intersections
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Construct and maintain Park'n Ride facilities
- Promote carpooling and vanpooling
- Construct Intersection/Interchange improvements
- Add lights for crosswalks and highways
- Consolidate and limit access and develop access management plans
- Add Acceleration /Deceleration lanes
- Add Surface treatment/overlays

7.2.9 US 50A - McCulloch Blvd West to I-25

Planning Region 4 - Pueblo Area State Highway US 50A
Beginning Mile Post 305 Ending Mile Post 315

Urban Expressway with substantial retail and commercial development at intersections and interchanges.

MOBILITY, SAFETY (this corridor should be considered for future Strategic Corridors Projects)

7.2.9.1 Vision Statement:

The Vision for the US 050A - McCulloch Blvd West to I-25 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, provides commuter access, and makes east-west connections within the Pueblo West to Pueblo Urbanized Area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on manufacturing and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

7.2.9.2 Goals / Objectives:

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Promote transportation improvements that are

environmentally responsible

7.2.9.3 Strategies:

- Add general purpose lanes
- Add roadway bypasses
- Add new Interchanges/Intersections
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Add Acceleration /Deceleration lanes
- Add Surface treatment/overlays

7.2.10 US 50B - I-25 to Kansas State Line

Planning Region 4 - Pueblo Area State Highway US 50B
Beginning Mile Post 315 (Pueblo County Line at Mile Post 349)
Ending at Mile Post 468

Urban Expressway with substantial adjacent retail, commercial, industrial, and residential development transitioning to rural highway serving adjacent low density residential and agriculture areas.

MOBILITY in Pueblo Urban area and **SAFETY** in rural areas.

7.2.10.1 Vision Statement:

The Vision for the US 050B - I-25 to Kansas State Line corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the SE Colorado area. Future travel modes include passenger vehicle, bus service, truck freight, rail freight, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban and rural character of the area while supporting the movement of commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

7.2.10.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies



- Preserve the existing transportation system

7.2.10.3 Strategies:

- Construct this corridor to 4 lanes through Colorado
- Add new Interchanges/Intersections
- Add Traffic signals
- Improve Geometrics
- Construct Intersection/Interchange improvements
- Add passing lanes
- Add turn lanes
- Add Medians
- Add/improve shoulders
- Improve railroad crossing devices
- Add Surface treatment/overlays

7.2.11 US 50C - Santa Fe Ave to US 50B

Planning Region 4 - Pueblo Area State Highway US 50C
Beginning at 4th and Santa Fe and Ending at Mile Post 332

Urban-Suburban Arterial serving moderate commercial and retail, transitioning to rural highway serving adjacent low density residential and agriculture areas

MOBILITY.

7.2.11.1 Vision Statement:

The Vision for the US 050C - I-25 (Ilex) to US 50B corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, and makes east-west connections within the St. Charles Mesa, Blende, Avondale, Vineland area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on manufacturing, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban and rural character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

7.2.11.2 Goals / Objectives:

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Increase bus ridership
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition



7.2.11.3 Strategies:

- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities
- Synchronize/interconnect traffic signals
- Construct Intersection/Interchange improvements
- Consolidate and limit access and develop access management plans
- Add Surface treatment/overlays
- Add drainage improvements

7.2.12 State Highway 78 - State Highway 165 to Beulah

Planning Region 4 - Pueblo Area State Highway SH 78
Beginning Mile Post 0 Ending Mile Post 12

Unpaved mountain pass through undeveloped portions of the San Isabel National Forest.

SAFETY.

7.2.12.1 Vision Statement:

The Vision for the SH 078 - SH 165 to Beulah corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Southwestern Pueblo County area. Future travel modes include passenger vehicle and bicycle and pedestrian facilities. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

7.2.12.2 Goals / Objectives:

- Support recreation travel
- Improve access to public lands
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

7.2.12.3 Strategies:

- Add general purpose



- Improve Geometrics
- Improve visibility/sight lines
- Flatten slopes
- Flatten curves
- Add/improve shoulders
- Add Guardrails
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Reconstruct roadways

7.2.13 State Highway 78 - Beulah (incl Spur) to State Highway 45

Planning Region 4 - Pueblo Area State Highway SH 78
Beginning Mile Post 12 Ending Mile Post 34

Rural highway serving adjacent low density residential, transitioning to urban arterial with adjacent moderate density residential, suburban commercial, and retail land uses.

SYSTEM QUALITY with **MOBILITY** improvements in Pueblo Urban Area.

7.2.13.1 Vision Statement:

The Vision for the SH 078 - Beulah (incl Spur) to SH 45 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, provides commuter access, and makes east-west connections within the Southwestern Pueblo County area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on agriculture and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban, rural, and Suburban transition into Pueblo Urban Area character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

7.2.13.2 Goals / Objectives:

- Increase travel reliability and improve mobility
- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Promote transportation improvements that are



environmentally responsible

7.2.13.3 Strategies:

- Add new Interchanges/Intersections
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities
- Add passing lanes
- Add turn lanes
- Add Acceleration /Deceleration lanes
- Add Surface treatment/overlays
- Bridge repairs/replacement

7.2.14 State Highway 96 - Westcliffe to State Highway 45 (Pueblo Blvd.)

Planning Region 4 - Pueblo Area State Highway SH 96
Beginning Mile Post 25 (Pueblo County Line at Mile Post 29) Ending
Mile Post 52

Rural highway serving adjacent low density residential, transitioning to urban arterial with adjacent moderate density residential, commercial, and retail land uses.

SYSTEM QUALITY with **MOBILITY** improvements in Pueblo Urban Area.

7.2.14.1 Vision Statement:

The Vision for the SH 096 - Westcliffe to SH 45 (Pueblo Blvd.) corridor is primarily to maintain system quality as well as to increase mobility and to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Western Pueblo County including Lake Pueblo State Park area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, agricultural, and Suburban transition to Pueblo Urban Area character of the area while supporting the movement of tourists, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

7.2.14.2 Goals / Objectives:

- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Promote transportation improvements that are



- environmentally responsible
- Maintain responsible water quality procedures
- Maintain statewide transportation connections

7.2.14.3 Strategies:

- Add general purpose lanes
- Add new Interchanges/Intersections
- Consolidate and limit access and develop access management plans
- Add passing lanes
- Add Medians
- Add Acceleration /Deceleration lanes
- Add turn lanes
- Add Surface treatment/overlays
- Add drainage improvements
- Reconstruct roadways

7.2.15 State Highway 96 - SH 45 (Pueblo Blvd) to State Highway 47/ SH 50B

Planning Region 4 - Pueblo Area State Highway SH 96
Beginning Mile Post 52 Ending Mile Post 59

Urban Arterial with substantial adjacent retail, commercial, industrial, and residential development.

MOBILITY.

7.2.15.1 Vision Statement:

The Vision for the SH 096 - SH 45 (Pueblo Blvd) to SH 231 (36th Lane) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Central Pueblo Urban Area. Future travel modes include passenger vehicle, bus service, truck freight, rail freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on manufacturing, tourism, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Mention of need to accommodate high levels of pedestrian activity without compromising vehicular mobility.

7.2.15.2 Goals / Objectives:

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate



- Maintain statewide transportation connections

7.2.15.3 Strategies:

- Add general purpose lanes
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities
- Synchronize/interconnect traffic signals
- Add Traffic signals
- Add turn lanes
- Consolidate and limit access and develop access management plans
- Add Surface treatment/overlays
- Bridge repairs/replacement

7.2.16 State Highway 96 - State Highway 50B to Crowley County

Planning Region 4 - Pueblo Area State Highway SH 96
Beginning Mile Post 69.5 Ending Mile Post 88.

Starting as an urban arterial with adjacent moderate density residential, commercial, and retail land uses and transitioning to a rural highway serving adjacent low-density residential and agricultural areas.

SAFETY

7.2.16.1 Vision Statement:

The Vision for the SH 096 - SH 231 (36th Lane) to Crowley County Line corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the Eastern Pueblo County area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture and Pueblo Chemical Depot Demilitarization Project for economic activity in the area. Users of this corridor want to preserve the rural and Suburban transition into Pueblo Urban Area character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

7.2.16.2 Goals / Objectives:

- Support commuter travel
- Improve access to public lands
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system



- Maintain statewide transportation connections

7.2.16.3 Strategies:

- Construct, improve and maintain the system of local roads
- Consolidate and limit access and develop access management plans
- Market transit services and provide incentives
- Add Traffic signals
- Construct Intersection/Interchange improvements
- Add passing lanes
- Add Acceleration /Deceleration lanes
- Add turn lanes
- Add Surface treatment/overlays
- Implement truck restrictions - relocate/restrict heavy loads

7.2.17 State Highway 165 - State Highway 96 to I-25 (Colorado City)

Planning Region 4 - Pueblo Area State Highway SH 165
Beginning Mile Post 0 (Pueblo County Line at Mile Post 19) Ending
Mile Post 37

Rural highway serving adjacent low density residential, transitioning from recreational and tourist functions in the San Isabel National Forest to Rye and Colorado City and I-25.

SYSTEM QUALITY.

7.2.17.1 Vision Statement:

The Vision for the SH 165 - SH 96 to I-25 (Colorado City) corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Southwestern Pueblo County and San Isabel National Forest area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives:

7.2.17.2

- Provide for tourist-friendly travel
- Improve access to public lands
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Promote transportation improvements that are



environmentally responsible

7.2.17.3 Strategies:

- Consolidate and limit access and develop access management plans
- Provide bicycle/pedestrian facilities
- Improve Geometrics
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Add roadway pullouts for breakdowns and slow vehicles
- Add Surface treatment/overlays
- Bridge repairs/replacement

7.2.18 State Highway 209 - Boone Cutoff (US 50 to State Highway 96)

Planning Region 4 - Pueblo Area State Highway SH 209
Beginning Mile Post 0 Ending Mile Post 2

Connector from US 50 to State Highway 96 at Boone. Rural highway with adjacent low-density residential and agriculture.

SYSTEM QUALITY.

7.2.18.1 Vision Statement:

The Vision for the SH 209 - Boone Cutoff (US 50 to SH 96) corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Northeast Pueblo County area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas and system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

7.2.18.2 Goals / Objectives:

- Support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Maintain statewide transportation connections



7.2.18.3 Strategies:

- Construct, improve and maintain the system of local roads
- Consolidate and limit access and develop access management plans
- Construct Intersection/Interchange improvements
- Improve railroad crossing devices
- Add Acceleration /Deceleration lanes
- Add Surface treatment/overlays
- Bridge repairs/replacement

7.2.19 State Highway 227 - US 50C (Santa Fe Drive) to State Highway 96 (4th Street)

Planning Region 4 - Pueblo Area State Highway SH 227
Beginning Mile Post 0 Ending Mile Post 2

Urban arterial running from 4th Street to Santa Fe Drive connecting the St. Charles Mesa, Salt Creek, and Northern Avenue areas to east side neighborhoods of Pueblo with Arkansas River crossing.

MOBILITY.

7.2.19.1 Vision Statement:

The Vision for the SH 227 - US 50C (Santa Fe) to SH 96 (4th Street) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, and makes north-south connections within the eastern City of Pueblo area. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and safety. They depend on manufacturing and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Don't we have a proposed realignment here?

7.2.19.2 Goals / Objectives:

- Support commuter travel
- Accommodate growth in freight transport
- Increase bus ridership
- Reduce fatalities, injuries and property damage crash rate



- Rehabilitate/replace deficient bridges

7.2.19.3 Strategies:

- Add roadway bypasses ???
- Add new Interchanges/Intersections ???
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Synchronize/interconnect traffic signals
- Improve Geometrics
- Add turn lanes
- Bridge repairs/replacement
- Reconstruct roadways

7.2.20 State Highway 231 (36th Lane) - US 50B to US 50C

Planning Region 4 - Pueblo Area State Highway SH 231
Beginning Mile Post 0 Ending Mile Post 2

Rural connector between US 50B and US 50C with an Arkansas River crossing and some low density residential.

MOBILITY.

7.2.20.1 Vision Statement:

The Vision for the SH 231 (36th Lane) - US 50B to US 50C corridor is primarily to maintain system quality as well as to increase mobility and to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Eastern Suburban Pueblo area. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on manufacturing, agriculture, commercial activity, and a major landfill south of US 50C for economic activity in the area. Users of this corridor want to preserve the rural and Suburban low-density residential character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

7.2.20.2 Goals / Objectives:

- Increase travel reliability and improve mobility
 - Support commuter travel
 - Eliminate shoulder deficiencies
 - Rehabilitate/replace deficient bridges
 - Promote transportation improvements that are
-



environmentally responsible

7.2.20.3 Strategies:

- Add general purpose lanes
- Consolidate and limit access and develop access management plans
- Market transit services and provide incentives
- Construct and maintain Park'n Ride facilities
- Add signage
- Construct Intersection/Interchange improvements
- Improve visibility/sight lines
- Add Acceleration /Deceleration lanes
- Bridge repairs/replacement
- Reconstruct roadways

7.2.21 State Highway 233 (Baxter Rd.) - US 50B to US 50C

Planning Region 4 - Pueblo Area State Highway SH 233
Beginning Mile Post 0 Ending Mile Post 2

Semi-urban connector between US 50B and US 50C providing access to with an Arkansas River crossing and adjacent residential.

MOBILITY.

7.2.21.1 Vision Statement:

The Vision for the SH 233 (Baxter Rd.) - US 50B to US 50C corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the eastern Pueblo suburban - access to Memorial Airport area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban and suburban transition to Pueblo Urban Area character of the area while supporting the movement of commuters, freight, farm-to-market products, and access to Pueblo Memorial Airport in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

7.2.21.2 Goals / Objectives:

- Support commuter travel
- Provide improved freight linkages
- Increase air travel availability
- Eliminate shoulder deficiencies



- Maintain or improve pavement to optimal condition

7.2.21.3 Strategies:

- Add general purpose lanes
- Add new Interchanges/Intersections
- Provide and expand transit bus and rail services
- Expand air service
- Improve Geometrics
- Consolidate and limit access and develop access management plans
- Add Acceleration /Deceleration lanes
- Bridge repairs/replacement
- Reconstruct roadways

7.1.3 Future Corridors

Based on the work done in the preparation of the PACOG MPO/TPR 2035 LRTP, the following corridors have been identified and are included in the Corridor Visions section of the 2035 LRTP. As identified elsewhere in this report, the growth in the Pueblo region is shifting towards the north, away from the existing developed areas as had been expected in the 2030 LRTP.

Downtown Couplet - 4th and 5th Streets

One change to the existing SH96 Corridor Vision is in the Central Business District of Pueblo. As with many similar communities that have a state highway running through them, there is always a conflict between the operation demands and traffic capacity and creating a walkable multi-modal corridors. Proposed in the 2035 LRTP is a concept that appeared as part of the New Pueblo Freeway Project to create a one-way pair in the Central Business District. With the start of the construction of the 4th street bridge project, which is designed for a possible total of 6 lanes of travel, the need to accommodate more traffic through the CBD is needed. The proposal is to change the existing 4th street section of SH96 into a one-way couplet. As a result, the two streets both could have broad sidewalks, landscape buffers, wide shoulders, multiple crosswalks, bus pullouts, and sidewalk bulb-outs. The existing corridor is not pedestrian or handicapped friendly, or in places accessible. The proposed changes would eliminate these problems and create streets that are more attractive for business access.

Pueblo Blvd.

As a result, the extensions and connections of corridors to the north will be a significant issue during the planning horizon of this plan. In 1999, an alignment for the northern extension of State Highway 45 / Pueblo Blvd was adopted and included in subsequent planning documents. During the process of developing this plan, questions about the prior alignment and termination point have arisen. The PACOG/MPO/TPR has sent a letter to CDOT requesting that this corridor be studied further in the near future to reexamine the conclusions and recommendations of the 1999 Pueblo Blvd study.

US 50 Relocation

This plan continues to show this project and is adding it to the Corridor Visions section because the relocation provides for improved connections between the developing Airport Industrial Park and the northeastern quadrant of the PACOG MPO area. This is because the current alignment is adjacent to the railroad lines and crossing the existing railroad lines adds to the cost of any connectivity improvements to the existing roadway.

Pueblo Spring Ranch Parkway

This plan also identifies the extension of State Highway 47 north of the proposed relocation of State Highway 50. This corridor would establish a parallel route to Interstate 25 and provide access to and from the Pueblo Spring Ranch Development from both El Paso County and the City of Pueblo. This corridor could connect to either the proposed southern extension of Powers Blvd, or Connect to the Banning Lewis Parkway on the far eastern side of the City of Colorado Springs.

Pinon-Pace Parkway

This is the connection between the extension of State Highway 45 / Pueblo Blvd, Interstate 25 (New Pinon Interchange), and the State Highway 45 extension / Pueblo Spring Ranch Parkway. It is expected that this would be the first improvement as part of the Pueblo Springs Ranch development.

36th Lane Link

This corridor would connect the relocated SH50 and the SH45 extension and would allow traffic to avoid having to travel into the existing I-25 corridor if that is not the final destination.

South Pueblo Expressway

This corridor is a connection in the southwest quadrant of the PACOG MPO that would connect Interstate 25 to State Highway 96 south of the Pueblo Reservoir. This corridor would serve the developing southwest portion of the City of Pueblo and is expected to develop over the planning horizon of this plan.

7.3.1 State Highway 96 Downtown CBD Couplet

One change to the existing SH96 Corridor Vision is in the Central Business District of Pueblo. As with many similar communities that have a state highway running through them, there is always a conflict between the operation demands and traffic capacity and creating a walkable multi-modal corridors. Proposed in the 2035 LRTP is a concept that appeared as part of the New Pueblo Freeway Project to create a one-way pair in the Central Business District. With the start of the construction of the 4th street bridge project, which is designed for a possible total of 6 lanes of travel, the need to accommodate more traffic through the CBD is needed. The proposal is to change the existing 4th street section of SH96 into a one-way couplet. As a result, the two streets both could have broad sidewalks, landscape buffers, wide shoulders, multiple crosswalks, bus pullouts, and sidewalk bulb-outs. The existing corridor is not pedestrian or handicapped friendly, or in places accessible. The proposed changes would eliminate these problems and create streets that are more attractive for business access.

7.3.1.1 Goals / Objectives:

- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Increase bus ridership
- Increase travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
-

7.3.1.2 Strategies:

- Add lights for crosswalks and highways
- Add Surface treatment/overlays
- Add turn lanes
- Add/improve shoulders
- Broad sidewalks,



- Bus pullouts, and
- Consolidate and limit access and develop access management plans
- Construct Intersection/Interchange improvements
- Landscape buffers,
- Multiple crosswalks,
- Provide bicycle/pedestrian facilities
- Sidewalk bulb-outs
- Synchronize/interconnect traffic signals
- Use improved striping paint / beads
- Wide shoulders

7.3.2 State Highway 45 Extension

This corridor is the adopted future extension of Pueblo Blvd. The PACOG MPO has requested that due to development proposals since the adoption of the this alignment in 1999, the adoption of the Northwest Quadrant Plan, and the adoption of the 2030 LRTP the proposed alignment needs to be reexamined in terms of its role as the western parallel to Interstate 25. Due to the development of the development buffer around Ft. Carson Army Base, the previously proposed Pinon Loop has been removed from this planning document. Thus the role of the Pueblo Blvd Extension assumes a greater role in the regional and inter-regional travel patterns and could significantly benefit the burdened I-25 corridor by providing a parallel route through the Pueblo community.

The termination of the extension is now being shown further to the north requiring about 4.5 miles of additional roadway and connecting to the Proposed Pinon Interchange.

7.3.2.1 Goals / Objectives:

- Coordinate transportation and land use decisions
- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Adequate ROW for future expansion as may be required
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Improve access to public lands
- Increase travel reliability and improve mobility
- Accommodate growth in freight transport
- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate
-

7.3.2.1 Strategies:

- Add High Occupancy Vehicle and toll lanes



- Add lights for crosswalks and highways
- Bridge repairs/replacement
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Control advertising
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Promote carpooling and vanpooling
- Promote environmental responsibility
- Promote rail studies
- Promote use and maintenance of variable message signs
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities

7.3.3 State Highway 50 North of Airport

Studied as part of the Northeast Quadrant

Develop airport master plans

7.3.3.1 Goals / Objectives:

- Coordinate transportation and land use decisions
- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Develop airport master plans
- Adequate ROW for future expansion as may be required
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Increase travel reliability and improve mobility
- Accommodate growth in freight transport
- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate

7.3.3.2 Strategies:

- Bridge repairs/replacement
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Control advertising
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Promote carpooling and vanpooling
- Promote environmental responsibility
- Promote rail studies
- Promote use and maintenance of variable message signs
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities



- Synchronize/interconnect traffic signals
- Wide shoulders

7.3.4 State Highway 47 Extension North Through Pueblo Springs Ranch

7.3.4.1 Goals / Objectives:

- Coordinate transportation and land use decisions
- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Adequate ROW for future expansion as may be required
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Improve access to public lands
- Increase bus ridership
- Increase travel reliability and improve mobility
- Accommodate growth in freight transport
- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate

7.3.4.2 Strategies:

- Add High Occupancy Vehicle and toll lanes
- Add lights for crosswalks and highways
- Add roadway bypasses
- Add Surface treatment/overlays
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Control advertising
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Landscape buffers,
- Multiple crosswalks,
- Promote carpooling and vanpooling
- Promote environmental responsibility
- Promote rail studies



- Promote use and maintenance of variable message signs
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Synchronize/interconnect traffic signals
- Use improved striping paint / beads
- Wide shoulders

7.3.5 Pinon / Pace Parkway

7.3.5.1 Goals / Objectives:

- Coordinate transportation and land use decisions
- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Adequate ROW for future expansion as may be required
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Improve access to public lands
- Increase bus ridership
- Increase travel reliability and improve mobility
- Accommodate growth in freight transport
- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate

7.3.5.2 Strategies:

- Add lights for crosswalks and highways
- Bridge repairs/replacement
- Bus pullouts, and
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Control advertising
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Landscape buffers,
- Multiple crosswalks,
- Promote carpooling and vanpooling
- Promote environmental responsibility
- Promote rail studies
- Promote use and maintenance of variable message signs
- Provide and expand transit bus and rail services



- Provide bicycle/pedestrian facilities
- Synchronize/interconnect traffic signals
- Use improved striping paint / beads
- Wide shoulders

7.3.6 36th Lane Link

7.3.6.1 Goals / Objectives:

- Coordinate transportation and land use decisions
- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Adequate ROW for future expansion as may be required
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Improve access to public lands
- Increase bus ridership
- Increase travel reliability and improve mobility
- Accommodate growth in freight transport
- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate

7.3.6.2 Strategies:

- Add High Occupancy Vehicle and toll lanes
- Add lights for crosswalks and highways
- Bridge repairs/replacement
- Bus pullouts, and
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Control advertising
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Landscape buffers,
- Multiple crosswalks,
- Promote carpooling and vanpooling
- Promote environmental responsibility
- Promote rail studies
- Promote use and maintenance of variable message signs



- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Synchronize/interconnect traffic signals
- Use improved striping paint / beads
- Wide shoulders

7.3.7 South Pueblo Expressway

7.3.7.1 Goals / Objectives:

- Coordinate transportation and land use decisions
- Streets and Roadways that are designed for safe access for all users: pedestrians, bicyclists, transit vehicles and users, and motorists of all ages
- Adequate ROW for future expansion as may be required
- Utilization of Context Sensitive Design Standards
- Promote transportation improvements that are environmentally responsible
- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Preserve the existing transportation system
- Improve access to public lands
- Increase bus ridership
- Increase travel reliability and improve mobility
- Accommodate growth in freight transport
- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate
-

7.3.7.2 Strategies:

- Add general purpose lanes
- Add High Occupancy Vehicle and toll lanes
- Add lights for crosswalks and highways
- Add roadway bypasses
- Add Surface treatment/overlays
- Add turn lanes
- Add/improve shoulders
- Bridge repairs/replacement
- Broad sidewalks,
- Bus pullouts, and
- Consolidate and limit access and develop access management plans
- Construct and maintain Park'n Ride facilities
- Construct Intersection/Interchange improvements
- Control advertising
- Improve Geometrics
- Improve ITS Traveler Information, Traffic Management



and Incident Management

- Landscape buffers,
- Multiple crosswalks,
- Promote carpooling and vanpooling
- Promote environmental responsibility
- Promote rail studies
- Promote use and maintenance of variable message signs
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Reconstruct roadways
- Replace old signs
- Sidewalk bulb-outs
- Synchronize/interconnect traffic signals
- Use improved striping paint / beads
- Wide shoulders



San Luis Valley
Transportation Planning Region

2035 Regional Transportation Plan

January 2008

Corridor Visions

Corridor: SH 15 A (PSL7001)

Description: Monte Vista to Conejos County Line MP 0.0 to MP 12.37

Vision Statement

The Vision for the SH 15 A - Monte Vista to Conejos County line corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the central San Luis Valley area, including the Monte Vista National Wildlife Refuge and Alamosa Canyon area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, and other destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value transportation choices and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor. The local Amish community uses horse-drawn carriages along the route, presenting the need for a safe interface with motorized vehicles.

Primary Investment Category: SAFETY

Priority: LOW

Goals

- Eliminate shoulder deficiencies
- Support recreation travel
- Provide for safe movement of bicycles, pedestrians and non-motorized vehicles
- Expand transit usage
- Maintain or improve pavement to optimal condition

Strategies

- Construct intersection/ interchange improvements
- Add/improve shoulders
- Improve geometrics
- Provide bicycle/pedestrian facilities
- Add signage
- Add surface treatment/overlays
- Provide and expand transit bus services

Corridor: SH 15 B (PSL7002)

Description: West of Capulin to Jct. US 285 at la Jara MP 20.398 to MP30.916

Vision Statement

The Vision for the SH 15 B - West of Capulin to Jct. US 285 at La Jara corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections south of the Monte Vista area. Future travel modes include passenger vehicle and truck freight. The transportation system primarily serves towns and other destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety and system preservation. They depend on agriculture for economic activity. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

Primary Investment Category: SYSTEM QUALITY

Priority: LOW

Goals

- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Support existing transit services
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Add surface treatment/overlays
- Bridge repairs/replacement
- Add/improve shoulders
- Add signage
- Improve geometrics
- Construct intersection improvements
- Provide and expand transit bus services

Corridor: SH 17 A (PSL7003)

Description: New Mexico state line to Antonito MP 0.0 to MP 38.984

Vision Statement

The Vision for the SH 17 A - New Mexico state line to Antonito corridor is primarily to improve safety as well as to maintain system quality. This corridor connects to places outside the region, and makes east-west connections within the southern San Luis Valley area via Cumbres Pass. The portion from the New Mexico line to the Forest Boundary 12 miles west of Antonito is also designated Forest Highway 5. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle, tourist-passenger rail, and truck freight. The transportation system in the area primarily serves destinations within the corridor as well as connecting to New Mexico. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas and safety. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and winter recreationalists in and through the corridor.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Support recreation travel
- Provide for safe movement of bicycles and pedestrians
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Support existing transit services
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve geometrics
- Construct intersection/ interchange improvements
- Provide pullouts for winter recreationalists
- Improve signing/stripping
- Add passing lanes
- Add/improve shoulders
- Add guardrails
- Add truck parking areas
- Add surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Provide and expand transit bus service

Corridor: SH 17 B (PSL7004)

Description: Alamosa to Jct. US 285 at Villa Grove MP 69.107 to MP 118.790

Vision Statement

The Vision for the SH 17 B - Alamosa to Jct. US 285 at Villa Grove corridor is primarily to maintain system quality as well as to improve safety. This corridor makes north-south connections within the San Luis Valley north of Alamosa. The southern part of the corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. A high volume of trucks use the highway to connect north from Alamosa to US 285. The communities along the corridor value transportation choices, connections to other areas, and safety. They depend on tourism and agriculture for economic activity in the area. Greater numbers of visitors to the newly redesignated Great Sand Dunes National Park and Reserve are expected to access the Park on Saguache County 6 Mile Road east of Moffat. In addition, growing subdivisions at Baca Grande will attract new residents who require access to jobs and commercial services in Alamosa. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

- Provide for safe movement of bicycles and pedestrians
- Improve signing/stripping
- Maintain or improve pavement to optimal condition
- Support and increase transit bus ridership
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Improve intersections
- Post informational signs
- Provide and expand transit bus and rail services
- Construct and maintain Park'n Ride facilities
- Promote carpooling and vanpooling
- Improve the 6 Mile Road from SH 17 B east to the Great Sand Dunes National Park

Corridor: US 24 A (i) (PSL7005)

Description: Granite to Johnson Village MP 193.770 to MP 212.910

Vision Statement

The Vision for the US 24 A - Granite to Johnson Village corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor connects to places outside the region. It also provides local access, is a commercial corridor in Buena Vista, and provides commuter access in Chaffee County and to Lake and Summit Counties. Future travel modes include passenger vehicle, bus service, bicycle and pedestrian facilities. Based on historic and projected population and employment levels, both passenger traffic and freight volumes are expected to increase. The Union Pacific Tennessee Pass Line parallels the corridor, but has not been operated for several years. The communities along the corridor value safety. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Eliminate shoulder deficiencies
- Add passing lanes and auxiliary lanes where needed
- Support and expand transit services
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Rehabilitate/replace deficient bridges

Strategies

- Improve geometrics
- Intersection improvements
- Add turn lanes and passing lanes
- Add/improve shoulders
- Add accel/decel lanes
- Add surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Promote carpooling and vanpooling
- Provide and expand transit bus and rail services
- Preserve railroad right of way

Corridor: US 24 A (ii) (PSL7006)

Description: Johnson Village to Antero Junction MP 212.910 to MP 226.810

Vision Statement

The Vision for the US 24 A - Johnson Village to Antero Junction corridor is primarily to improve safety as well as to increase mobility and to maintain system quality. This corridor connects to places outside the region, and makes east-west connections within the South Park area. It is a tourism link to the Front Range area. This segment overlays a portion of US 285 and is considered a unique portion of the corridor for its transit of Trout Creek Pass. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety, connections to other areas, and high levels of mobility. They depend on tourism, and commercial activity at Johnson Village for economic activity. Commercial activity at Johnson Village centers on rafting and fishing opportunities on the Arkansas River. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Support and expand transit services

Strategies

- Construct intersection improvements
- Add passing lanes
- Improve geometrics
- Add/improve shoulders
- Add roadway pullouts for breakdowns and slow vehicles
- Reconstruct roadways
- Add surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Provide and expand transit bus services
- Bridge repairs/replacement for SD/FO structures
- Preserve railroad right of way

Corridor: US 50 A (i) (PSL7007)

Description: West of Parlin to Poncha Springs MP to MP165.520

Vision Statement

The Vision for the US 50 A - West of Parlin to Poncha Springs corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections via Monarch Pass. Monarch Pass serves as an important gateway to western Colorado. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system primarily serves destinations outside of the corridor, but also provides access to the Monarch Ski Area and other recreational opportunities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Users of the corridor wish to improve safety for bicyclists and vehicles. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Support recreation travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain and improve pavement to optimal condition

Strategies

- Improve geometrics
- Construct intersection improvements
- Add passing lanes
- Add turn lanes
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Add/improve shoulders
- Add truck parking areas
- Add rest areas
- Preserve railroad right of way
- Add wildlife crossing structures, wildlife fencing, and other appropriate mitigation measures

Corridor: US 50 A (ii) (PSL7008)

Description: Poncha Springs to Salida MP 216.697 to MP222.455

Vision Statement

The Vision for the US 50 A - Poncha Springs to Salida corridor is primarily to improve safety as well as to maintain system quality. This corridor is a designated scenic byway; Collegiate Peaks Scenic Byway, and serves as a multi-modal National Highway System facility, provides local access, and makes east-west connections in the Poncha Springs and Salida area. A significant portion of this corridor is in commercial development, as it effectively acts as a bypass to the Town of Salida. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area serves towns and recreational destinations within the corridor as well as forms a critical link in the interregional corridor, connecting to US 285 and the Monarch Pass gateway to western Colorado. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety for vehicles and also for pedestrian and bicycle the commercialized portion. Many business exist along both sides of the highway, providing a challenge in crossing the busy, wide segment. Local communities depend on tourism and commercial activity for economic activity. Users of this corridor want to preserve the semi-urban character of the area while supporting the movement of tourists, freight, and local access to commercial services.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Eliminate shoulder deficiencies
- Reduce traffic congestion and improve traffic flow
- Provide information to traveling public
- Support and expand transit services
- Provide for safe movement of bicycles and pedestrians

Strategies

- Provide and expand transit bus and rail services
- Add/synchronize/interconnect traffic signals
- Construct intersection improvements
- Improve crosswalks, medians, and sidewalks
- Improve gateway signage to downtown Salida and Poncha Springs
- Expand Poncha Springs visitors' center
- Construct bike path from Poncha Springs to Salida
- Preserve railroad corridor (Tennessee Pass Line)
- Develop Access Management Plan(s)
- Add drainage improvements

Corridor: US 50 A (iii) (PSL7009)

Description: Salida to Coaldale MP 222.455 to MP 241.270

Vision Statement

The Vision for the US 50 A - Salida to Coaldale corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the Arkansas Canyon area. Future travel modes include passenger vehicle, bus service, and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas and system preservation. They depend on tourism for economic activity in the area. The Canyon is a popular fishing and whitewater rafting area. The Bureau of Land Management operates several access areas along the River. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, freight, and recreationalists in and through the corridor.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Reduce fatalities, injuries and property damage crash rate
- Accommodate growth in freight transport
- Maintain or improve pavement to optimal condition
- Improve access to public lands; support recreation travel
- Support and expand transit services

Strategies

- Reconstruct roadways
- Improve geometrics
- Add passing lanes
- Provide bicycle/pedestrian facilities
- Add surface treatment/overlays
- Add rest areas
- Preserve railroad corridor (Tennessee Pass Line)
- Provide and expand transit services
- Add deceleration signage into Salida
- Construct intersection improvements particularly at the US 285/US 50 intersection

Corridor: SH 112 A (i) (PSL7010)

Description: Del Norte to US 285 MP 0.00 to MP 13.138

Vision Statement

The Vision for the SH 112 A - Del Norte to US 285 corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the central San Luis Valley. Many local residents commute to Del Norte, Monte Vista, or agriculture based employment throughout the Valley. Future travel modes include passenger vehicles, truck freight, and aviation (Del Norte Airport). The transportation system in the area serves towns and employment destinations within the Valley. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas and system preservation. They depend on agriculture and gravel production for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the area.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support and expand transit services
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

Strategies

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Add accel/decel lanes
- Add turn lanes
- Bridge repairs/replacement for SD/FO structures
- Provide and expand transit services
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add surface treatment/ overlays

Corridor: SH 112 A (ii) (PSL7011)

Description: US 285 to SH 17 MP 13.138 to MP 13.138

Vision Statement

The Vision for the SH 112 A - US 285 to SH 17 corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, acts as Main Street in the Town of Center, and provides a link between Center and Hooper. Many local residents commute to Alamosa or agriculture based employment throughout the Valley. Future travel modes include passenger vehicle, bus service, rail freight, and bicycle pedestrian facilities and aviation (Leach Field). The San Luis Central Railroad Company connects Center to the San Luis and Rio Grande Railroad at Alamosa and carries a significant volume of agricultural products out of the Valley. The transportation system in the area serves towns and employment destinations within the Valley. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain constant while freight volume will increase. The communities along the corridor value safety. They depend on manufacturing and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of commuters, freight and farm-to-market products in and through the corridor.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Provide improved freight linkages and accommodate growth in freight
- Support and expand transit services
- Provide for bicycle/pedestrian travel

Strategies

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Construct and maintain Park'n Ride facilities
- Promote carpooling and vanpooling
- Improve railroad crossing devices
- Add lights for crosswalks and highways

Corridor: SH 114 A (PSL7012)

Description: East of Gunnison to Jct. US 285 MP 8.020 to MP 61.697

Vision Statement

The Vision for the SH 114 A - East of Gunnison to Jct. US 285 (Saguache) corridor is primarily to improve safety as well as to maintain system quality. This corridor connects to places outside the region, and makes east-west connections via Cochetopa Pass, connecting the San Luis Valley to the US 50 corridor west of Monarch Pass. Future travel modes include passenger vehicle and aviation (Saguache Airport). The transportation system in the area primarily serves destinations outside of the corridor as well as accesses local land use, primarily agricultural and recreational. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists and farm-to-market products.

Primary Investment Category: SAFETY

Priority: LOW

Goals

- Maintain or improve pavement to optimal condition
- Rehabilitate/replace SD/FO bridges
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Support and expand transit services
- Eliminate shoulder deficiencies

Strategies

- Improve geometrics
- Add/improve shoulders
- Add roadway pullouts for breakdowns and slow vehicles
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Add Surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Provide and expand transit services
- Bridge repair/replacement

Corridor: SH 136 A (PSL7013)

Description: La Jara to Sanford MP 0.00 to MP4.469

Vision Statement

The Vision for the SH 136 A - La Jara to Sanford corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections within the northeast Conejos County area. Future travel modes include passenger vehicles. The transportation system in the area primarily serves towns and residential destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products. This low volume highway could be considered as a trade with the state for another equivalent segment of off-system roadway.

Primary Investment Category: SAFTEY

Priority: LOW

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Eliminate shoulder deficiencies
- Support and expand transit services

Strategies

- Improve geometrics
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement for SD/FO structures
- Provide and expand transit services

Corridor: SH 142 A (PSL7014)

Description: Romeo to SH 159 MP 0.00 to MP 33.840

Vision Statement

The Vision for the SH 142 A - Romeo to SH 159 corridor is primarily to maintain system quality as well as to improve safety. This corridor serves local access needs and makes east-west connections within the lower San Luis Valley area. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns and other destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SYSTEM QUALITY

Priority: LOW

Goals

- Preserve the existing transportation system
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies

Strategies

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Improve hot spots
- Add Accel/decel lanes
- Add turn lanes
- Bridge repairs/replacement for SD/FO bridges
- Reconstruct roadway

Corridor: SH 149 A (PSL7015)

Description: South Fork to Mineral/ Hinsdale County Line MP 0.00 to MP 42.170

Vision Statement

The Vision for the SH 149 A - South Fork to Mineral/Hinsdale County Line corridor is primarily improve safety as well as to maintain system quality and to increase mobility. This corridor connects to places outside the region, and makes north-south connections on the Silver Thread Scenic Byway, between South Fork and Lake City via Slumgullion Pass. The entire corridor is part of the Silver Thread Scenic and Historic Byway. This is a part of Forest Highway 7; the forest highway route continues north on SH 149 to the Lake San Cristobal Road 2 miles south of Lake City. Future travel modes include passenger vehicle, bicycle and pedestrian facilities, and aviation (Mineral County Airport). The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Reduce fatalities, injuries and property damage crash rate
- Support recreation travel
- Provide for safe movement of bicycles and pedestrians
- Support and expand transit services
- Preserve the existing transportation system

Strategies

- Add/improve geometrics and shoulders
- Bridge repairs/replacement for SD/FO structures
- Add guardrails
- Add roadway pullouts for breakdowns and slow vehicles
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Provide and expand transit bus services
- Provide bicycle/pedestrian facilities
- Promote carpooling and vanpooling
- Add Accel/decel lanes
- Preserve Railroad right of way

Corridor: SH 150 A (PSL7016)

Description: US 160 to Great Sand Dunes National Park and Reserve MP 0.00 to MP 15.999

Vision Statement

The Vision for the SH 150 A - US 160 to Great Sand Dunes National Park and Reserve corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and connects to the Great Sand Dunes National Park. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian facilities. The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. Travelers along the corridor value system preservation. The area depends on tourism for economic activity. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: SAFETY

Priority: HIGH

Goals

- Preserve the existing transportation system
- Support economic development while maintaining environmental responsibility
- Provide for bicycle/pedestrian travel
- Reduce fatalities, injuries and property damage crash rate
- Expand transit usage

Strategies

- Construct intersection/ interchange improvements
- Post informational signs
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Add signage
- Add surface treatment/overlays
- Add rest areas
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Add and improve shoulders

Corridor: SH 159 A (PSL7017)

Description: New Mexico state line to Fort Garland MP 0.00 to MP 33.660

Vision Statement

The Vision for the SH 159 A - New Mexico state line to Fort Garland corridor is primarily to improve safety as well as to maintain system quality. This corridor primarily serves as a local facility, but also connects to places outside the region, making north-south connections from the lower San Luis Valley to Taos, New Mexico. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle and truck freight. The transportation system in the area serves towns and other destinations within the corridor as well as linking to New Mexico. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting local access needs and the movement of tourists.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Support and expand transit services

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Add rest areas
- Provide and expand transit services
- Add general purpose lanes In the vicinity of Centennial School

Corridor: SH 160 A (i) (PSL7018)

Description: Jct. With SH 84 to west of South Fork MP 144.459 to MP 184.200

Vision Statement

The Vision for the US 160 A – Jct with SH 84 to west of South Fork corridor is primarily to improve safety as well as to maintain system quality. Continued safety and system quality improvements will have the effect of increasing mobility to a degree without constructing new through traffic lanes. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, making east-west connections via Wolf Creek Pass. It is the only access to Wolf Creek Ski Area. Future travel modes include passenger vehicle truck freight **and a regional/ inter regional form of public transportation.** The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, system, and preservation safety. The area depends on tourism and recreation for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and freight.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Support recreation travel
- Support truck freight travel
- Preserve the existing transportation system
- Support and expand transit services
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Add passing lanes
- Add/improve shoulders
- Add turn/accel/decel lanes
- Add roadway pullouts for breakdowns and slow vehicles
- Add truck parking areas
- Add rest areas
- ITS/Variable Message Signs for travel advisories
- Promote carpool/vanpool access to Wolf Creek Ski area
- Provide and expand transit services
- Preserve railroad row of way

Corridor: SH 160 A (ii) (PSL7019)

Description: West of South Fork to east of Monte Vista MP 182.200 to MP 214.000

Vision Statement

The Vision for the US 160 A - West of So. Fork to West of Monte Vista corridor is primarily to maintain system quality and to improve safety. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections through southwest Colorado. Future travel modes include passenger vehicle, truck freight, a regional/ inter regional form of public transportation and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, interregional travelers, and freight.

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM

Goals

- Accommodate growth in freight transport
- Increase travel reliability and improve mobility
- Provide for bicycle/pedestrian travel
- Expand transit usage
- Maintain or improve pavement to optimal condition

Strategies

- Add passing lanes
- Improve hot spots
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Bridge repairs/replacement for SD/FO structures
- ITS/Variable Message Signs for travel advisories
- Promote carpool/vanpool access to Wolf Creek Ski area
- Add surface treatment/overlays
- Preserve railroad row of way

Corridor: SH 160 A (iii) (PSL7020)

Description: West of Monte Vista to east of Alamosa MP 214.000 to MP 235.000

Vision Statement

The Vision for the US 160 A - West of Monte Vista to East of Alamosa corridor is primarily to increase mobility as well as to improve safety. This corridor serves as a multi-modal National Highway System facility, acts as Main Street in Alamosa, and makes east-west connections between Monte Vista and Alamosa. Future travel modes include passenger vehicle, truck freight, rail freight, bicycle and pedestrian facilities, aviation (Monte Vista Airport), and a form of regional/ inter regional public transportation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on agriculture, commercial activity, and local access to commercial development for economic activity. Users of this corridor want to preserve the small urban and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor.

Primary Investment Category: MOBILITY

Priority: HIGH

Goals

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Accommodate growth in freight transport
- Coordinate transportation and land use decisions
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Strategies

- Add passing lanes
- Build one way couplet within the City of Alamosa (Main St. and 6th St.)
- Add new interchanges/intersections
- Construct, improve and maintain the system of local roads
- Post informational signs
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Preserve railroad row of way

Corridor: SH 160 A (iv) (PSL7021)

Description: East of Alamosa to Jct. SH 150 (Blanca) MP 235.000to MP 247.928

Vision Statement

The Vision for the US 160 A – East of Alamosa to Jct SH 150 (Blanca) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the San Luis Valley. The corridor connects to SH 150, the gateway to the Great Sand Dunes National Park and Reserve. It provides commuter access to Alamosa and acts like a Main Street through several smaller towns, including Blanca and Ft. Garland. Future travel modes include passenger vehicle, truck freight, rail freight, bicycle and pedestrian facilities, and a form of regional/ inter regional public transportation. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists.

Primary Investment Category: MOBILITY

Priority: MEDIUM

Goals

- Accommodate growth in freight transport
- Provide public transportation alternatives
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Increase travel reliability and improve mobility

Strategies

- Add passing lanes
- Construct intersection improvements
- Improve hot spots
- Post informational signs
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Add surface treatment/overlays
- Preserve railroad row of way

Corridor: SH 160 A (v) (PSL7022)

Description: Jct. SH 150 (Blanca) to east of la Veta Pass MP 247.928 to MP282.190

Vision Statement

The Vision for the US 160 A - Jct SH 150 (Blanca) to east of La Veta Pass corridor is primarily to increase mobility as well as to improve safety. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region via La Veta Pass, and makes east-west connections within the south-central Colorado area. Future travel modes include passenger vehicle, a form of regional / inter regional public transportation, truck freight and aviation (Blanca Airport). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility and connections to other areas. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

Primary Investment Category: MOBILITY

Priority: MEDIUM

Goals

- Eliminate shoulder deficiencies
- Provide information to traveling public
- Preserve the existing transportation system
- Accommodate growth in freight transportation
- Expand transit usage

Strategies

- Construct intersection improvements
- Add/improve shoulders
- Add turn/accel/decel /passing lanes
- Add roadway pullouts for breakdowns and slow vehicles
- Add truck parking areas
- Add rest areas
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Improve ITS Traveler Information, Traffic Management and Incident Management
- Improve and expand transit bus and rail service
- Preserve railroad row of way

Corridor: US 285 A (i) (PSL7023)

Description: New Mexico state line to 2 miles south of Alamosa MP 0.000 to MP 32.000

Vision Statement

The Vision for the US 285 A - NM state line to 2 miles south of Alamosa corridor is primarily to increase mobility as well as to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections on this major route to New Mexico. The section between Antonito and Romeo is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle, truck freight, rail freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on tourism and agriculture for economic activity. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, commuters, and freight.

Primary Investment Category: MOBILITY

Priority: HIGH

Goals

- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Maintain or improve pavement to optimal condition
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Add general purpose lanes
- Add/improve intersections
- Add passing lanes
- Add turn/accel/decel lanes
- Add/improve shoulders
- Improve hot spots
- Provide bicycle/pedestrian facilities
- Replace/repair SD/FO bridges
- Provide transit bus service
- Preserve railroad row of way

Corridor: US 285 A (ii) (PSL7024)

Description: 2 miles south of Alamosa MP 32.000 to MP33.999

Vision Statement

The Vision for the US 285 A - 2 miles south of Alamosa to US 160 corridor is primarily to increase mobility as well as to improve safety. This corridor serves as a multi-modal National Highway System facility, acts similarly to Main Street in Alamosa, and makes north-south connections within the Alamosa urban area. Future travel modes include passenger vehicle, a form of regional/ inter regional public transportation service, truck freight, rail freight, bicycle and pedestrian facilities, aviation (San Luis Valley Regional Airport), and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community values high levels of mobility. They depend on manufacturing, tourism, and commercial activity for economic activity in the area. Users of this corridor want to preserve the small urban character of the area while supporting the movement of tourists, commuters, and freight.

Primary Investment Category: MOBILITY

Priority: HIGH

Goals

- Maintain and improve pavement to an optimal condition
- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Expand transit usage
- Reduce fatalities, injuries and property damage crash rates

Strategies

- Add general purpose lanes
- Add/improve interchanges/intersections
- Synchronize/interconnect traffic signals
- Promote carpooling and vanpooling
- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Construct, improve and maintain the system of local roads
- Add surface treatment/overlays

Corridor: US 285 B/C (PSL7025)

Description: Monte Vista to Johnson Village MP 51.210 to MP 148.000

Vision Statement

Vision Statement The Vision for the US 285 B/C - Monte Vista to Johnson Village corridor is primarily to maintain system quality as well as to increase mobility and to improve safety. This corridor is a designated scenic byway, the Collegiate Peaks Scenic Byway, and serves as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections from the central San Luis Valley via Poncha Pass to the Chaffee County area. Future travel modes include passenger vehicle, truck freight, rail freight, bicycle and pedestrian facilities, and aviation (Harriet Alexander and Central Colorado Regional Airports). The transportation system in the area serves towns and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value system preservation, safety, and connections to other areas, particularly access from Colorado's Front Range for recreation activities. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, freight, farm-to-market products, and interregional access.

Primary Investment Category: SYSTEM QUALITY

Priority: HIGH

Goals

- Preserve the existing transportation system
- Rehabilitate/ replace deficient bridges
- Reduce fatalities, injuries and property damage crash rates
- Reduce traffic congestion and improve traffic flow
- Expand transit usage

Strategies

- Add surface treatment/overlays
- Bridge repairs/ replacement for SD/FO structures
- Provide lighting, sidewalks, landscaping, medians, crosswalks and gateway signage in towns, as appropriate
- Add passing & accel/decal lanes, where appropriate
- Provide bicycle/ pedestrian facilities
- Preserve railroad corridor (Tennessee Pass line- Salida to Johnson Village)
- Provide and expand transit bus service
- Add signage
- Construct intersection improvements at US 285/US50 and US 285/US24
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Corridor: SH 291 A (PSL7026)

Description: Jct. US 50 southeast of Salida to Jct. US 285 MP 0.000 to MP 8.999

Vision Statement

The Vision for the SH 291 A - Jct. US 50 southeast of Salida to Jct. US 285 corridor is primarily to improve safety as well as to maintain system quality. This corridor is a designated scenic byway, the Collegiate Peaks Scenic Byway, and serves as a multi-modal local facility, acts similar to a Main Street, and makes north-south connections within the Upper Arkansas Valley area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. This corridor needs to have transit and or intercity bus service. The communities along the corridor value safety and system preservation. They depend on tourism and commercial activity for economic activity in the corridor. Users of this corridor want to preserve the small urban (and adjacent rural) character of the area while supporting the movement of tourists and local access to commercial and residential areas.

Primary Investment Category: SAFETY

Priority: MEDIUM

Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Provide for safe movement of bicycles and pedestrians

Strategies

- Improve geometrics
- Add/improve shoulders
- Improve hot spots
- Construct intersection improvements
- Add signage
- Add traffic signals
- Add pedestrian crosswalks
- Develop access management plans
- Improve landscaping
- Add drainage improvements
- Preserve railroad right of way

Corridor: SH 368 A (PSL7027)

Description: Jct. SH 370 to Jct. US 285 MP 0.000 to MP 12.329

Vision Statement

The Vision for the SH 368 A - Jct. SH 370 to Jct. US 285 corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections south of Alamosa. Future travel modes include passenger vehicle. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products and maintain access to regional services in surrounding communities.

Primary Investment Category: SYSTEM QUALITY

Priority: LOW

Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Strategies

- Improve geometrics
- Construct Intersection/Interchange improvements
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays

Corridor: SH 370 A (PSL7028)

Description: Jct. SH 15 to Jct. US 285 MP 0.000 to MP 14.000

Vision Statement

The Vision for the SH 370 A - Jct. SH 15 to Jct. US 285 corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections south of Alamosa. Future travel modes include passenger vehicle. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products and maintain access to regional services in surrounding communities.

Primary Investment Category: SYSTEM QUALITY

Priority: LOW

Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Reduce fatalities, injuries, and property damage crash rate

Strategies

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays

Corridor: SH 371 A (PSL7029)

Description: Jct. SH 15 to SH 370 MP 0.000 to MP 6.000

Vision Statement

The Vision for the SH 371 A – Jct SH 15 to SH 370 corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes north-south connections between Conejos and Alamosa Counties. Future travel modes include passenger vehicle. The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products and maintain access to regional services in surrounding communities.

Primary Investment Category: SYSTEM QUALITY

Priority: LOW

Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Strategies

- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Improve hot spots
- Add surface treatment/overlays




South Central
Transportation Planning Region

2035 Regional Transportation Plan

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CORRIDOR: SH 10 (PSC7001)

Description: 1-25 (Walsenburg) to Pueblo County Line

The Vision for the SH 10 - I-25 (Walsenburg) to Pueblo County Line corridor is primarily to maintain system quality as well as to improve safety. This corridor connects to places outside the region, making east-west connections within the southern plains area. Current and future travel modes include passenger vehicle and truck freight. The highway could provide a major link between US 160 west of Walsenburg, I-25, and US 50 east to Kansas, connecting to US 287, the Ports to Plains Corridor. This could form the “backbone of an east-west freight corridor in southern Colorado. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase slightly. The communities along the corridor place high value on safety and system preservation. They depend on agriculture for the majority of economic activity in the area. Users of this corridor want to preserve the agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support economic development while maintaining environmental responsibility
- Improve signing/striping

Strategies

- Add/improve shoulders
- Add surface treatment/overlays
- Improve geometrics
- Construct intersection improvements
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Post informational signs
- Replace old signs

CORRIDOR: SH 12 (PSC7002)

Description: US 160 (La Veta) to I-25 (Trinidad)

The Vision for the SH 12 - US 160 (La Veta) to I-25 (Trinidad) corridor is primarily to improve safety, but also includes maintaining system quality and mobility goals. This corridor serves as a multimodal local facility and traverses the Spanish Peaks area via the Highway of Legends Scenic Byway and the Cucharas Pass area. Current and future travel needs include passenger vehicle, bus service, bicycle, pedestrian and airport facilities. The Colorado Wyoming Railway recently abandoned and removed its tracks west of Trinidad. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor place a high value on safety. They depend on tourism and mining for economic activity in the area. Many new coal bed methane gas wells are planned in the area. Users of this corridor want to preserve the rural mountain and agricultural character of the area while supporting the movement of tourists, mining and energy industry trucks and machinery, and farm-to-market products in and through the corridor. Transportation development must recognize the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Safety

Priority: High

Goals

- Promote environmentally responsible transportation improvements
- Accommodate growth in freight transport
- Support commuter travel
- Provide for safe movement of bicycles and pedestrians
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Strategies

- Study corridor
- Add auxiliary lanes (passing lane, turn, accel/decel) (new)
- Construct intersection improvements
- Improve geometrics (straightening)
- Realign highway in Trinidad
- Add/improve shoulders
- Provide bicycle/pedestrian facilities
- Add roadway pullouts for trucks, breakdowns and slow vehicles
- Provide and expand transit services
- Meet facility objectives for airport as identified in the Colorado Airport System Plan

CORRIDOR: I-25 A (PSC7003)

Description: I-25 New Mexico state line to Pueblo County Line

The Vision for the I-25 - New Mexico state line to Pueblo County Line corridor is chiefly to increase mobility as well as to maintain system quality and improve safety. This corridor serves as a multimodal Interstate facility and makes north-south connections to the southern Colorado urban corridor. Current and future travel mode needs include passenger vehicle, regional/interregional bus service, passenger rail, truck freight, rail freight, and aviation. The I-25 corridor serves as the state's highest volume corridor for both passenger vehicles, trucks, and rail freight. Many visitors to Colorado enter on this gateway corridor. Based on historic and projected population and employment levels, and growth profiles along the Front Range, both passenger and freight traffic volumes are expected to increase dramatically. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and access to services at urban centers. They depend on tourism, agriculture, and commercial activity for economic activity in the region. Users of this corridor want to preserve the social character of the area while supporting the movement of tourists, freight, and interregional access to major urban centers in and through the corridor.

Primary Investment Category: Mobility

Priority: High

Goals

- Support commuter travel
- Accommodate growth in freight transport
- Increase air travel availability
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands
- Expand transit usage

Strategies

- Construct interchange improvements
- Provide inter-modal connections
- Bridge repairs/replacement
- Improve ITS traveler info, traffic management & incident management
- Provide and expand transit bus and rail services
- Market transit services and provide incentives
- Construct and maintain transit stations
- Promote rail studies
- Meet facility objectives for airport as identified in Colorado Airport System Plan
- Construct separated bike facilities

CORRIDOR: I-25 B (PSC7004)

Description: I-25 Business Route (Aguilar)

The Vision for the I-25 Business Loop (Aguilar) corridor is primarily to maintain system quality as well as to improve safety. This corridor acts as Main Street, and makes north-south connections within Aguilar. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities. The transportation system in the area primarily serves local access. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community values system preservation and safety. Users of this corridor want to preserve the small town character of the area while supporting the movement of commercial and visitor traffic in and through the corridor.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Improve pedestrian and vehicle safety
- Support economic development and maintain the environment
- Provide for tourist-friendly travel

Strategies

- Construct intersection/interchange improvements
- Improve signage
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Construct/improve rest areas
- Add truck parking areas
- Develop access management plans
- Construct and maintain transit stations

CORRIDOR: I-25 C (PSC7005)

Description: I-25 Business Loop (Walsenburg)

The Vision for the I-25 Business Loop (Walsenburg) corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multimodal local facility, acts as Main Street, and makes north-south connections within the Downtown Walsenburg area. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety and system preservation. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commercial business district in and through the corridor.

Primary Investment Category: Safety

Priority: High

Goals

- Improve pedestrian and vehicle safety
- Reduce traffic congestion and improve traffic flow
- Reduce impacts of truck traffic in downtown area
- Improve railroad crossings
- Expand transit usage

Strategies

- Construct intersection/interchange improvements
- Improve railroad grade crossings
- Synchronize/interconnect traffic and pedestrian signals
- Add/improve signage
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Expand air service
- Provide inter-modal connections
- Add truck parking areas
- Develop access management plans

CORRIDOR: SH 69 (PSC7006)

Description: US 160 (Walsenburg) north to Custer County Line

The Vision for the SH 69 - (Walsenburg) north to Custer County Line corridor is principally to maintain system quality as well as to improve safety. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the southern foothills area. The predominant travel mode is and will be passenger vehicles. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The corridor includes Red Rock Road and Pass Creek Road. These heavily used off-system facilities carry significant traffic and provide regional connections between state highways. Significant development in these areas creates additional traffic burdens both on the facility and at their junction with the highway.

The communities along the corridor place a high value on safety and system preservation and depend on tourism and agriculture for economic activity in the area. Users of this corridor wish to preserve the rural mountain and agricultural character of the area while supporting the movement of tourists and services to urban centers throughout the corridor.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing system
- Support recreation travel
- Provide access to services
- Maintain or improve pavement to optimal condition
- Provide for safe movement of bicycles and pedestrians

Strategies

- Improve geometrics
- Construct intersection improvements
- Add passing lanes
- Add/improve shoulders
- Add accel/decel lanes
- Add turn lanes
- Add surface treatment/overlays
- Use improved striping paint / beads
- Add/improve signage
- Provide bicycle/pedestrian facilities

CORRIDOR: SH 109 (PSC7007)

Description: US 160 to north to Bent County Line

The Vision for the SH 109 - US 160 north to Bent County Line corridor is primarily to maintain system quality while improving safety. This corridor provides local access and makes north-south connections within the Southeastern plains area. Current and future travel modes are largely passenger vehicles. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The communities along the corridor place a high value on system preservation. They depend mainly on agriculture for economic activity. Users of this corridor want to preserve the rural and agricultural character of the area that supports the movement of farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Low

Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Provide access to services

Strategies

- Improve geometrics
- Add passing lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Construct, improve and maintain the system of local roads
- Use improved striping paint / beads
- Add/improve signage

CORRIDOR: US 160 A (PSC7008)

Description: La Veta Pass east to UPRR (Walsenburg)

The Vision for the US 160 - La Veta Pass east to UPRR (Walsenburg) corridor is primarily to increase mobility while maintaining system quality and improving safety. This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes east-west connections within the southern Colorado mountain area. Current and future travel modes include passenger vehicle, bus service, truck freight, rail freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area serves towns, cities, and destinations within the corridor as well as providing access between southwestern Colorado and the Front Range. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The corridor will continue to serve as a major freight route connecting I-25 and US 50 with southwest Colorado. The communities along the corridor value high levels of mobility and connections to other areas. They depend economically on tourism and efficient access to urban service centers. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

Primary Investment Category: Mobility

Priority: Medium

Goals

- Accommodate growth in freight transport
- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Provide information to traveling public
- Expand transit usage

Strategies

- Add passing lanes
- Construct new travel lanes east of SH 12 and other congested segments
- Promote use and maintenance of Variable Message Signs
- Construct intersection improvements
- Improve ITS traveler information
- Improve hot spots
- Provide and expand transit bus and rail services
- Provide inter-modal connections
- Improve geometrics

CORRIDOR: US 160 B (PSC7009)

Description: US 160 Business Loop (Walsenburg)

The Vision for the US 160 - I-25 Business Loop (Walsenburg) corridor is primarily to improve safety, but also includes maintaining system quality and increasing mobility. This corridor serves as a multimodal National Highway System facility, acts as a main street for Walsenburg, and makes east-west connections within the downtown area. Current and future travel needs include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, and aviation. The transportation system in the corridor serves towns, cities, and destinations within the city. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain constant while freight volume will increase. The community values safety improvements for the corridor. The predominant economic activity is commercial businesses. Users of this corridor want to preserve the small town character of the area while supporting the movement of freight and access to services in and through the corridor. The long range need for a bypass of US 160 around Walsenburg, connecting to I-25, may become necessary in order to preserve mobility on the corridor and limit impacts to the town.

Primary Investment Category: Safety

Priority: High

Goals

- Accommodate growth in freight transport
- Maintain statewide transportation interconnectivity
- Provide bicycles/pedestrian travel
- Expand transit usage
- Provide information to traveling public

Strategies

- Construct intersection/interchange improvements
- Improve hot spots
- Improve railroad crossing devices (47)
- Study and change speed limits
- Add roadway bypasses
- Market transit services and provide incentives
- Provide bicycle/pedestrian facilities
- Synchronize/interconnect traffic signals
- Implement safety education programs
- Study corridor

CORRIDOR: US 160 C (PSC7010)

Description: I-25 (Trinidad) east to Baca County Line

The Vision for the US 160 - I-25 (Trinidad) east to Baca County Line corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections within the southeast Colorado plains area. Current and future travel modes include passenger vehicles and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The communities along the corridor value safety and system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Preserve the existing transportation system
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Provide improved truck freight linkages
- Expand transit usage

Strategies

- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement
- Improve geometrics
- Construct intersection/interchange improvements
- Improve visibility/sight lines
- Add auxiliary lanes
- Add (improve) signage
- Provide and expand transit bus and rail services
- Promote use and maintenance of variable message signs

CORRIDOR: SH 239 (PSC7011)

Description: US 160 (Trinidad) to Rd. E (Trinidad)

The Vision for the SH 239 - US 160 (Trinidad) to Rd. E (El Mora Rd.) corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and making north-south connections between El Mora and Trinidad. This primarily local arterial could be considered for a trade with CDOT for other off-system corridor segments. Current and future travel needs are primarily for passenger vehicles, school buses, and farm vehicles. The transportation system in the area mainly serves local land uses within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The communities depend on agriculture and want to preserve the rural and agricultural character of the area. The corridor will continue to support the movement of farm-to-market products and access to local services. Improvements to this currently ill-maintained roadway could provide an alternate route to the school district and to volumes on SH 350.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Eliminate shoulder deficiencies
- Coordinate transportation and land use decisions

Strategies

- Construct intersection improvements
- Construct geometric improvements
- Add surface treatment/overlays
- Repair/rehab bridges
- Consolidate and limit access and develop access management plans
- Market transit services and provide incentives

CORRIDOR: SH 350 (PSC7012)

Description: US 160 (Beshoar Jct) north to Otero County Line

The Vision for the SH 350 - US 160 (Beshoar Jct) north to Otero County Line corridor is primarily to maintain system quality. This corridor provides local access and makes east-west connections within the southeast Colorado plains area. The primary travel mode is by passenger vehicle and freight rail. The transportation system in the area serves towns, cities, and destinations within the corridor. They depend on agriculture, Department of Defense access to the Piñon Canon Maneuver Site, and the Department of Corrections facility 14 miles east of Beshoar Junction for economic activity. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about same. The Perry Stokes Airport is located within this corridor. This facility should maximize existing investment while also meeting the current and future needs of the traveling public. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

Strategies

- Construct intersection improvements
- Add/improve shoulders
- Add passing lanes
- Add surface treatment/overlays
- Improve geometrics
- Bridge repairs/replacement)
- Improve rail crossing devices
- Promote rail studies
- Meet facility objectives for airport as identified in Colorado Airport System Plan

CORRIDOR: SH 389 (PSC7013)

Description: CO/NM state line north to US 160

The Vision for the SH 389 - CO/NM state line north to US 160 corridor is primarily to maintain system quality and secondarily to improve safety. This corridor provides local access and makes north-south connections within the southeast Colorado plains area and into New Mexico. Current and future travel needs include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor and connects to corridors accessing external destinations. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The communities along the corridor value safety and system preservation. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

Primary Investment Category: System Quality

Priority: Low

Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

Strategies

- Improve visibility/sight lines
- Add/improve shoulders
- Add surface treatment/overlays
- Construct intersection improvements
- Add passing lanes
- Add/improve signage
- Improve railroad crossing devices
- Bridge repairs/replacement

CORRIDOR: CR 18.3 (PSC7014)

Description: SH 12 at Trinidad Lake State Park east - Off-system road serves Trinidad Lake State Park

The Vision for the CR 18.3 corridor is primarily to improve system quality and safety on the narrow road. This corridor includes a 1.5 mile segment under the jurisdiction of the U.S. Army Corps of Engineers and provides access to Trinidad Lake State Park as well as residential development in the area. The State Park averages 160,000 to 200,000 visitors annually. The road is currently under designed for the volume of traffic seeking access to the Park and an alternate route between I-25 at Starkeville and SH 12 west of Walsenburg. The alternate route shortens the circuitous path of SH 12 through the central part of town. Future travel needs include geometric and safety improvements for passenger vehicles, bicycles, and pedestrian facilities. An abandoned rail facility adjacent to the south side of the reservoir has the potential to be developed as a multi-use trail.

Primary Investment Category: System Quality

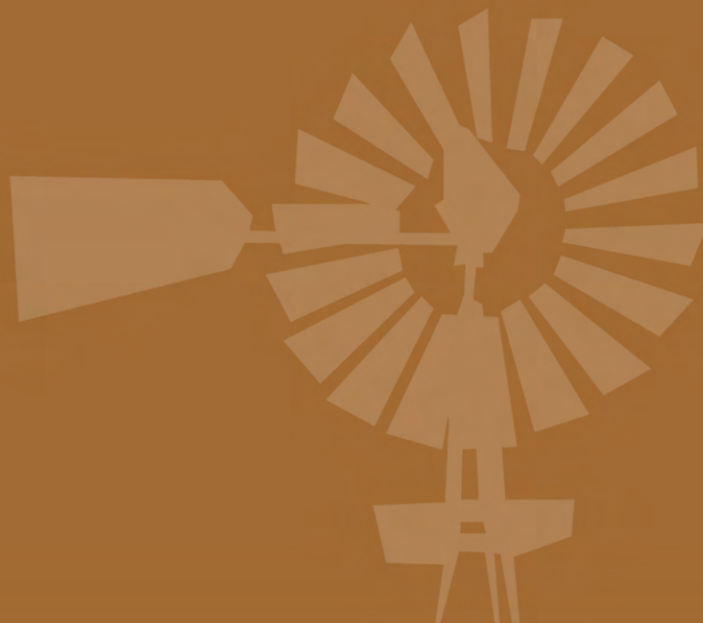
Priority: Low

Goals

- Improve access to public lands
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Promote transportation improvements that are environmentally responsible

Strategies

- Construct, improve and maintain the system of local roads
- Improve geometrics
- Construct intersection improvements
- Add surface treatment/overlays
- Reconstruct roadways



Southeast

Transportation Planning Region

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CORRIDOR: US 287 (PSE7001)

Description: Colorado-Oklahoma State Line (MP 0.0) to Kiowa-Cheyenne Co. Line (MP 77.63)

The vision for this corridor is primarily to increase the north-south mobility from Laredo, Texas to the Denver metropolitan area and the various communities and facilities along the route as part of the National Ports to Plains Trade Route as well as to improve safety and to maintain system quality. This corridor serves as a multimodal National Highway System facility and is a critical link in the Ports to Plains Corridor which will facilitate interstate and international trade commerce between Mexico and the United States. In addition, this corridor will provide a critical link in the nationwide system of routes which are essential to the nation's economy, defense and overall mobility.

Since this area of the State depends primarily on agriculture for economic activity this route will continue to serve the region for farm-to-market transport but in addition with the increase in recreational and business opportunities in the area there will be a significant increase in need for a facility which can provide mobility and safe transportation with the increased interaction between large trucks and other vehicles utilizing this corridor.

Primary Investment Category: System Quality

Priority: High

Goals

- Maintain statewide transportation connections
- Support economic development and maintain environment
- Accommodate growth in freight transport
- Provide information to traveling public
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands

Strategies

- Add roadway bypasses
- Add new interchanges/intersections
- Improve ITS incident response, traveler information and traffic management
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add surface treatment/overlays
- Add rest areas
- Add truck parking areas
- Meet facility objectives for airports as identified in Colorado Airport System Plan

CORRIDOR: US 50 (PSE7002)

Description: I-25 in Pueblo (MP 348.84) to Colorado/Kansas State Line (467.583)

The vision for this corridor is primarily to increase the east-west mobility from the Lower Arkansas Valley to the Pueblo metropolitan area and the various communities and facilities along the route, as well as to improve safety and maintain system quality. This corridor serves as a multimodal National Highway System facility and makes the east-west connection within southeast Colorado including the making the connection to the Ports to Plains route (US 287) to I-25 in the City of Pueblo. This corridor will provide a southern east-west alternative to I-70 for region residents, tourists and freight movements by providing interstate level mobility for southern Colorado. It is a potential route for future interstate bus service.

The transportation system in the area primarily serves towns, cities and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected growth in the Region, both passenger and freight traffic volumes are expected to increase particularly with the increase in travel on the Port-to-Plans Route along US 287. This area of the State depends primarily on agriculture for economic activity in the area but there has been and will continue to be a sharp increase in tourism in the Region. Users of this corridor want to provide the necessary mobility to the Region to ensure continued and increased economic development in the Region while improving the overall transportation safety of the corridor.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve mobility
- Maintain statewide transportation connections
- Support economic development and maintain environments
- Accommodate growth in freight transport
- Increase bus ridership
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands

Strategies

- Add general purpose lanes
- Add roadway bypasses
- Add new interchanges/intersections
- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Improve ITS incident response, traveler information and traffic management
- Meet facility objectives for airport as identified in the Colorado Airport System Plan
- Add passing lanes
- Add medians
- Add/improve shoulders

CORRIDOR: SH 101 (PSE7003)

Description: Jct US 50 (MP 0.0) to Jct Bent Co. Road K in Toonerville (MP 21.413)

This corridor currently serves as a north-south connection between Pritchett to its junction to US 50 as an alternative route to US 287 in southeast Colorado. The vision for this corridor is to bring it up to a 2-lane paved facility for the entire length as part of the State Highway System to provide this alternative route for intra-regional travel and farm to market use.

Primary Investment Category: Safety

Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Add/improve shoulders
- Meet facility objectives for airports as identified in Colorado Airport System Plan

CORRIDOR: SH 96 (PSE7004)

Description: Pueblo-Crowley County Line (MP 87.88) to Colorado–Kansas State Line (MP 105.83)

The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a northern east-west alternative for US 50 within the Region. Travel modes include passenger vehicles, school bus service, farm vehicles, truck freight and bicycles. With the continued growth in the Region it is important to support the movement of tourists, farm to market products, freight as well as bicycles while ensuring the overall transportation safety of this corridor.

Primary Investment Category: Safety

Priority: High

Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve the pavement to optimal condition
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Use improved striping paint / beads
- Add/improve signage
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders

CORRIDOR: SH 109 (PSE7005)

Description: Bent-Las Animas County Line (MP 27.52) to Jct 3rd St. in Cheraw (MP 65.768)

The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor primarily connects the airport to the city of La Junta as well as intra regional travel for the area around the city of La Junta. With the continued growth in the Region it is important to support the mobility of this corridor while ensuring the overall transportation safety of this corridor.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Accommodate growth in freight transport
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage crash rate
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Add/improve signage
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Add surface treatment/overlays

CORRIDOR: SH 10 (PSE7006)

Description: Pueblo-Otero County Line (MP 44.0) to Jct US 50 (MP 71.968)

The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a corridor to connect the Region, along with US 350, to the southern portion of the State and areas south. Travel modes include passenger vehicles, school bus service, farm vehicles, and truck freight. With the continued growth in the Region it is important to support the movement of tourists, farm to market products, and freight while ensuring the overall transportation safety of this corridor.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Add/improve signage
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Add surface treatment/overlays

CORRIDOR: SH 71 (PSE7007)

Description: Jct US 350 (MP 0.0) to Crowley-Lincoln County Line (MP 9.1)

The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a north-south alternative for the Region and the State mid-way between I-25 and US 287. Travel modes now and in the future include passenger vehicles, school bus service, farm vehicles, truck and rail freight, and bicycles. The SH 71 corridor could become the approximate alignment of heavy through-freight rail traffic relocated from the Front Range to the Eastern Plains, depending on the outcome of a current state rail study. With the continued growth in the Region it is important to support the movement of tourists, farm to market products and freight while ensuring the overall transportation safety of this corridor.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Preserve the existing transportation system
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Expand transit usage
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Provide and expand transit services
- Add/improve signage
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders

CORRIDOR: SH 89 (PSE7008)

Description: Jct SH 116 (MP 0.0) to Jct US 50 (MP 34.340)

This corridor currently serves as a north-south connection between Lycan and Holly with a primary function of intra-region travel and a farm to market facility. The vision for this corridor is to maintain system quality and improve the overall safety of the corridor.

Primary Investment Category: Safety

Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support farm to market economic sustainability

Strategies

- Add roadway pullouts for slow moving or disabled vehicles
- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays

CORRIDOR: SH 196 (PSE7009)

Description: Jct US 50 (MP 0.0) to Jct US 385 (MP 35.637)

This corridor currently serves as an east-west corridor with a primary function of intraregional transportation serving the communities along the corridor and their access to US 50 and US 287. The vision of this corridor is to maintain system quality with a focus on improving the overall safety and mobility of this corridor.

Primary Investment Category: Safety

Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Accommodate growth in freight transport
- Preserve the existing transportation system
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Add/improve signage
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Add surface treatment/overlays

CORRIDOR: SH 202 (PSE7010)

Description: Jct US 50 (MP 0.0) to Jct Otero County Road 16 (MP 2.999)

This corridor serves as an extension of a primary multi-lane county road in the northeast corner of Otero County connecting this area of the County to US 50 and primarily serves this limited area. The vision for this corridor is primarily to maintain system quality as well as to improve the overall mobility of the corridor.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support farm to market economic sustainability

Strategies

- Add roadway pullouts for slow moving or disabled vehicles
- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays

CORRIDOR: SH 266 (PSE7011)

Description: Jct US 50 (MP 0.0) to Jct SH 109 (MP 11.516)

The vision for this corridor is to improve safety as well as maintain the system quality and future mobility of this corridor. This east - west corridor (in addition to SH 109) primarily connects the airport to the city of La Junta as well as intra regional travel for the area around the city of La Junta and Rocky Ford. With the continued growth in the Region it is important to support the mobility of this corridor while ensuring the overall transportation safety of this corridor.

Primary Investment Category: Safety

Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

Strategies

- Add roadway pullouts for slow moving or disabled vehicles
- Improve geometric deficiencies)
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays

CORRIDOR: US 350 (PSE7012)

Description: Otero-Las Animas County Line (MP 37.35) to Jct US 50 (72.999)

The vision for this corridor is to maintain the system safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a corridor to connect the Region, along with SH 10, to the southern portion of the State and areas south. Travel modes include passenger vehicles, school bus service, farm vehicles, and truck freight. With the continued growth in the Region it is important to support the movement of tourists, farm to market products, and freight while ensuring the overall transportation safety of this corridor.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Accommodate growth in freight transport
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage crash rate
- Support farm to market economic sustainability

Strategies

- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Construct intersection improvements
- Improve geometrics
- Post informational signs
- Add/improve signage
- Add passing lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Add surface treatment/overlays

CORRIDOR: US 385 (PSE7013)

Description: Jct US 50 (MP 95.055) to Kiowa-Cheyenne County Line (MP 122.87)

The vision for this corridor is to improve safety as well as maintain the system quality and future mobility of this corridor. This corridor connects to places outside the Region and serves as an eastern north-south alternative to US 287 in and outside the Region. Travel modes include passenger vehicles, school bus service, farm vehicles and truck freight. With the continued growth in the Region it is important to support the movement of tourists, farm to market products and freight while ensuring the overall transportation safety of this corridor.

Primary Investment Category: Safety

Priority: Medium

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support farm to market economic sustainability
- Expand transit usage

Strategies

- Add roadway pullouts for slow moving or disabled vehicles
- Provide and expand transit bus and rail services
- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays

CORRIDOR: SH 100 (PSE7014)

Description: Jct US 160 (MP 0.0) to Jct Main St. in Vilas (MP 0.419)

This corridor serves as an access point to Vilas. The vision for this corridor is to maintain the existing system quality and safety.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

CORRIDOR: SH 116 (PSE7015)

Description: Jct US 287 (MP 0.0) to Colorado-Kansas State Line (MP 32.322)

The vision for this corridor is primarily to maintain system quality as well as to improve safety. This corridor connects to places outside the region and makes east-west connections within the Region. This corridor primarily serves as a primary farm to market route for the Region.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate
- Support farm to market economic sustainability

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

CORRIDOR: US 160 (PSE7016)

Description: Baca-Las Animas County Line (MP 431.691) to Colorado-Kansas St Line (MP 496.999)

The vision for this corridor is primarily to maintain system quality as well as to improve safety. This corridor connects to places outside the region and makes east-west connections within the Region as a southern east-west corridor to US 50. This corridor not only serves the towns and cities along the route but also destinations within and outside the corridor for both tourism into the area as well as a primary farm to market route.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Accommodate growth in freight traffic
- Reduce fatalities, injuries and property damage crash rate
- Support farm to market economic sustainability

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

CORRIDOR: SH 167 (PSE7017)

Description: Jct SH 96 (MP 0.0) to Jct Otero County Road JJ (MP 4.860)

This corridor serves as an extension of a primary multi-lane county road which runs across Otero County connecting SH 10 to US 50. It serves as an intermediate north-south route for the eastern part of the County only. The vision for this corridor is primarily to improve the overall safety of the corridor as well as to maintain system quality.

Primary Investment Category: Safety

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

CORRIDOR: SH 183 (PSE7018)

Description: Jct. US 50 (MP 0.0) to Jct Bent County Road HH (MP 0.999)

The vision for this corridor is to maintain system quality as well as to improve safety. This corridor serves as an access point to Fort Lyon and the John Martin Reservoir. The safety and preservation of this corridor will become more critical as tourism and recreational travel continues to grow in this Region.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support tourist-friendly travel
- Improve access to public lands
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

CORRIDOR: SH 194 (PSE7019)

Description: Jct SH 109 (MP 0.0) to Jct US 50 (MP 19.997)

The vision for this corridor is to maintain system quality as well as to improve safety. This corridor serves as an alternate east-west route to US 50 between SH 109 and its junction with US 50 just north of Las Animas. The travel of this corridor serves primarily local intra-regional travel.

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate
- Support farm to market economic sustainability

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles

CORRIDOR: SH 207 (PSE7020)

Description: Jct US 50 (MP 0.0) to Jct SH 96 (MP 5.935)

The vision for this corridor is primarily to maintain system quality. This corridor primarily serves as a local mobility facility and makes a north-south connection between Manzanola (US 50) and Crowley (SH 96).

Primary Investment Category: System Quality

Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Improve geometric deficiencies
- Add/improve shoulders
- Add passing lanes
- Add turn lanes
- Improve sight and visibility lines
- Improve striping
- Add signage
- Add surface treatment/overlays
- Add roadway pullouts for slow moving or disabled vehicles



Southwest
Transportation Planning Region

2035 Regional Transportation Plan

January 2008

CORRIDOR: SH 3 (PSW7001)

Description: US 160 to 8th Street in Durango. Beginning Mile Post 0, Ending Mile Post 1.27

The Vision for the SH 3, Jct. US 160 to 8th Street in Durango corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor no longer functions as a state highway and serves as a local connection from US 160 to south Durango. The route provides an alternate route for US 550, which runs parallel to SH 3. Future travel modes include passenger vehicle and local transit service.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. However, traffic volumes are not expected to increase to the point of requiring capacity improvements. The communities along the corridor value system preservation. They depend on commercial activity for economic activity in the area. Commercial and residential development is expected to increase. Users of this corridor want to support the movement of local access through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Safety

Priority: Low

Goals

- Support commuter travel
- Maintain or improve pavement to optimal condition
- Maintain responsible water quality procedures
- Coordinate transportation and land use decisions

Strategies

- Provide local transit service as justified by demand
- Consolidate and limit access and develop access management plans
- Improve rockfall mitigation
- Add surface treatment/overlays

CORRIDOR: SH 41 (PSW7002)

Description: Utah Border to Intersection with US 160. Beginning Mile Post 0, Ending Mile Post 9.5

The Vision for the SH 41 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor is located within Ute Mountain Ute tribal lands and provides local access, as well as connections to Utah. The transportation system in the area primarily serves commuter traffic between Towaoc, Colorado and White Mesa, Utah, as well as tourists traveling to/from the Canyonlands, Monument Valley, Natural Bridges National Monument, and the north end of Lake Powell. The Ute Mountain Ute Tribe uses some carpools for commuting and envisions using vans for transit in the future.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to approximately double by 2035, the volumes are not predicted to be at the point requiring capacity improvements. Future travel modes include passenger vehicles, bicycles, and transit. The communities along the corridor value system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Safety

Priority: Low

Goals

- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate
- Improve transit options

Strategies

- Provide transit service
- Post informational signs
- Improve shoulders
- Add surface treatment/overlays

CORRIDOR: SH 84 (PSW7003)

Description: New Mexico state line to Pagosa Springs, Beginning Mile Post 0 Ending Mile Post 27.92

The Vision for the SH 84 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor provides commuter access, and makes north-south connections within the eastern portion of the Southwest TPR. Future travel modes include passenger vehicle and freight. The transportation system in the area primarily serves destinations outside the corridor.

Based on historic and projected population and employment levels, passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to increase, the volumes are not predicted to be at the level requiring capacity improvements. The communities along the corridor value safety and system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and commuters in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Safety

Priority: Medium

Goals

- Support recreation travel
- Improve access to public lands
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Strategies

- Add passing lanes
- Construct auxiliary lanes
- Add signage at accesses to public lands, as needed
- Add/improve shoulders
- Replace deficient bridges
- Improve hot spots
- Add surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

CORRIDOR: SH 110 (PSW7004)

Description: US 550 On/Off Ramp to Silverton Beginning Mile Post 0 Ending Mile Post 0.14

The Vision for the SH 110, US 550 to on/off ramp to Silverton corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor provides local access, as well as connections for tourists to the town of Silverton, the Alpine Loop, and ski areas. Future travel modes include passenger vehicle. The transportation system in the area serves destinations within and outside the corridor.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to increase by 2035, the volumes are not predicted to be at the level requiring capacity improvements. The communities along the corridor value system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and local access in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Low

Goals

- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

Strategies

- Add/improve shoulders
- Add surface treatment/overlays

CORRIDOR: SH 140 (PSW7005)

Description: North/South Roadway from New Mexico State Line to West of Durango at Hesperus Beginning Mile Post 0 Ending Mile Post 23.43

The Vision for the SH 140 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multimodal local facility, provides local access, and makes north-south connections from New Mexico to the west of Durango area. Portions of this corridor are located within Southern Ute and Ute Mountain Ute tribal lands. Future travel modes include passenger vehicle, commuter transit service, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to increase by 2035, the volumes are not predicted to be at the level requiring capacity improvements. Recreation traffic is expected to increase when the Animas/La Plata reservoir is filled. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Mobility

Priority: Medium

Goals

- Provide for recreation travel
- Provide for commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Strategies

- Improve geometrics
- Investigate need for commuter transit service or vanpools)
- Add passing lanes, as needed
- Provide auxiliary lanes at intersections, as needed
- Add shoulders
- Improve hot spots
- Add surface treatment/overlays

CORRIDOR: SH 141 (PSW7006)

Description: West of Dove Creek and North to the Southern Boundary of the Gunnison Valley TPR (at the San Miguel County line) Beginning Mile Post 0 Ending Mile Post 7.349

The Vision for the SH 141 corridor is primarily to maintain safety as well as to improve system quality and to increase mobility. This corridor serves as a multimodal local facility, provides local access, and makes north-south connections within the northwest of Dove Creek to southern Gunnison Valley Transportation Planning Region area. Future travel modes include passenger vehicle. The transportation system in the area serves towns, cities, and destinations within the corridor, as well as north-south connections for travelers along the central-western perimeter of the state.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to approximately double by 2035, the volumes are not predicted to be at the level requiring capacity improvements. The highway is located within BLM lands, and vehicles commonly pull off the road in undesignated areas along the switchbacks into Disappointment Valley, causing a potentially unsafe situation and leaving trash. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

Strategies

- Improve geometrics
- Add pull-outs
- Add signage regarding historical information
- Promote environmental responsibility
- Improve hot spots
- Add surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

CORRIDOR: SH 145 (PSW7007)

Description: State Highway from East of Cortez to the Dolores/San Miguel County Line Beginning Mile Post 0 Ending Mile Post 59.45

The Vision for the SH 145 corridor is primarily to maintain safety as well as to improve system quality and to increase mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the mountainous area northeast of Cortez to the southern boundary of the Gunnison Valley TPR area. The highway is part of the San Juan Skyway, which has also been designated an All-American Road. Cortez to Dolores is part of the Trail of the Ancients. Future travel modes include passenger vehicle, commuter transit service, and bicycles. The transportation system in the area serves destinations both inside and outside of the corridor. Bicycling and other forms of recreation are increasing. Trails are an important component of the Town of Rico’s regional master plan.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and commuters in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Low

Goals

- Increase travel reliability and improve mobility
- Support recreation travel, and enhance the traveling experience
- Eliminate shoulder deficiencies
- Support commuter travel
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Strategies

- Add passing/climbing lanes
- Provide commuter transit service to Telluride
- Add/improve shoulders
- Add pullouts and provide signage directing slow-moving vehicles to pull over
- Provide auxiliary lanes and signs at access points to public lands, as feasible
- Retain natural and cultural resources and viewsheds
- Improve intersections in urban areas
- Improve hot spots
- Consolidate accesses, where feasible
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

CORRIDOR: SH 151 (PSW7008)

Description: From Ignacio to US 160 West of Pagosa Springs Beginning Mile Post 0 Ending Mile Post 33.96

The Vision for the SH 151 corridor is primarily to improve safety as well as to maintain system quality and increase mobility. This corridor is partially located within tribal lands, provides local access and makes east-west connections from Ignacio to U.S. 160, west of Pagosa Springs. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns and destinations within the corridor.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to increase by 2035, the volumes are not predicted to be at the level requiring capacity improvements. The communities along the corridor value safety and system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area. The corridor is affected significantly by coalbed methane (CBM) gas exploration and production.

Primary Investment Category: Safety

Priority: Low

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Plan for increased oil and gas production impacts to the road system
- Recognize and plan for the potential impact of tribal projects (casinos, roadside businesses) to the road system
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Strategies

- Enhance transit service
- Provide auxiliary lanes and signs at access points to public lands, as feasible
- Provide rest areas
- Improve geometrics
- Improve visibility/sight lines
- Add/improve shoulders
- Improve hot spots
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Add surface treatment/overlays
- Encourage partnerships between CDOT and affected communities and tribes for studies, projects, access management plans, etc

CORRIDOR: U.S. 160 (PSW7009)

Description: Four Corners to the Archuleta/Mineral County Line, MP 0.0 to MP 155.09

The Vision for the U.S. 160 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. Portions of the highway are located within Southern Ute and Ute Mountain Ute tribal lands. Portions of highway are within the San Juan Skyway, also designated as an All American Road, and Trail of the Ancients Scenic and Historic Byway. This corridor serves as a multimodal National Highway System facility and serves as the major east-west route through southern Colorado. This segment of the corridor serves destinations both within and outside the region, and makes connections from the Four Corners to the western boundary of Mineral County. It impacts the heart of several towns/cities and provides access to Mesa Verde National Park. Future travel modes include passenger vehicle, local, regional and interregional bus service, truck freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Segments of the US 160 corridor may be a candidate for a future strategic project.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists and commuters in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area. The corridor is affected significantly by coalbed methane (CBM) gas exploration and production.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve mobility (across all modes)
- Plan for increased oil and gas production impacts to the road system
- Recognize and plan for the potential impact of tribal and other local projects to the road system
- Increase transit ridership through increased efficiency, effectiveness, frequency and convenience
- Promote environmentally responsible transportation improvement

Strategies

- Encourage partnerships between CDOT and affected communities for studies, projects, access management plans, etc.
- General safety improvements
- Provide and expand transit bus and rail services
- Provide intermodal connections
- Coordinate service among transit providers
- Improve ITS incident response, traveler information and traffic management
- Construct intersection/interchange improvements
- Construct auxiliary lane (passing, turn, accel/decel)
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Promote environmental responsibility

CORRIDOR: SH 172 (PSW7010)

Description: New Mexico Line North to US 160 Beginning Mile Post 0 Ending Mile Post 24.9

The Vision for the SH 172 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor is partially-located within the Southern Ute Indian Reservation and provides local access within the southern La Plata County area. Future travel modes include passenger vehicle, transit, and aviation (Durango-La Plata County Airport). The transportation system in the area primarily serves destinations within the corridor. The corridor provides the primary access to Ignacio and the Southern Ute Tribal Headquarters, the site of a large new casino and hotel, expected to attract large numbers of visitors.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety and system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. The corridor is affected significantly by coalbed methane (CBM) gas exploration and production.

Primary Investment Category: Safety

Priority: High

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Provide for tourist-friendly travel
- Provide for safe pedestrian travel across the highway
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Strategies

- Enhance transit service (local and regional)
- Improve geometrics
- Construct intersection improvements
- Add/improve shoulders
- Add auxiliary lanes
- Improve hot spots
- Add surface treatment/overlays
- Encourage partnerships between CDOT and affected communities, New Mexico and tribes for studies, projects, access management plans, etc (new)
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

CORRIDOR: SH 184 (PSW7011)

Description: State Highway Connecting Mancos to Dolores and SH 491 (SH 666) (formerly US 666) Beginning Mile Post 0 Ending Mile Post 7.99

The Vision for the SH 184 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. A portion of the highway is within the Trail of the Ancients Scenic and Historic Byway. This corridor provides local and tourist access and makes east-west connections within the rural Montezuma County area. The highway also provides access to public lands. Future travel modes include passenger vehicle, however, locally elected officials have seen an increase in bicycle travel and expect this trend to continue. The transportation system in the area serves towns, cities, and destinations within and outside the corridor.

Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase. Dolores town officials have seen an increase in bicycle traffic and expect this trend to continue. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists and commuters in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Low

Goals

- Support recreation travel
- Improve access to public lands
- Preserve the existing transportation system
- Eliminate shoulder deficiencies
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Strategies

- Assess intersection configurations and signage of access points to public lands
- Provide auxiliary lanes
- Improve signage
- Improve geometrics
- Add/improve shoulders
- Provide passing lanes, where feasible
- Improve hot spots
- Add surface treatment/overlays
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

CORRIDOR: U.S. 491A (PSW7012)

Description: New Mexico State Line to Jct. US 160, Milepost 0.0 to 6.4

The Vision for the US 491A, New Mexico state line to Jct. US 160 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes north-south connections within the major route through southwest Colorado, within the Ute Mountain Ute reservation area. It is designated a hazardous materials route and serves as a major truck route from Albuquerque to Salt Lake City. Future travel modes include passenger vehicle, bus transit, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. The corridor is affected significantly by coalbed methane (CBM) gas exploration and production. Segments of the US 491 corridor were identified as candidate projects in the CDOT 2003 Strategic Investment Program.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Increased recreation traffic is expected at McPhee Reservoir and the Canyons of the Ancients, designated a national monument in the year 2000. The communities along the corridor value high levels of mobility, connections to other areas, safety, system preservation, and access to tribal lands. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists and freight in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Safety

Priority: High

Goals

- Reduce traffic congestion and improve traffic flow
- Provide for tourist-friendly travel
- General safety improvements
- Plan for increased oil and gas production impacts to the road system
- Support economic development and maintain traffic operations

Strategies

- Add/improve shoulders
- Add passing lanes, as feasible
- Add accel/decel lanes
- Add turn lanes
- Provide transit service
- Improve ITS Traveler Information, Traffic Management, and Incident Mgmt
- Add guardrails
- Add drainage improvements
- General safety improvements
- Retain natural and cultural resources and viewsheds

CORRIDOR: U.S. 491B (PSW7013)

Description: Cortez to Utah State Line Beginning Mile Post 26.371 Ending Mile Post 69.602

The Vision for the U.S. 491B corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. The highway is located within the Ute Mountain Ute Reservation and provides access to tribal lands. This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes north-south connections within the Southwest Transportation Planning Region area. It is designated a hazardous waste route and serves as a major truck route from Albuquerque to Salt Lake City. Future travel modes include passenger vehicle, truck freight, rail freight and aviation (Dove Creek Airport). The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Increased recreation traffic is expected at McPhee Reservoir and the Canyons of the Ancients, designated a national monument in the year 2000. New Mexico plans to four-lane the highway to the Colorado state line.

The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote environmentally sensitive transportation improvements
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Strategies

- Add passing lanes where feasible
- Eliminate shoulder deficiencies
- Improve hot spots
- Add accel/decel lanes
- Add turn lanes
- Retain natural and cultural resources and viewsheds
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

CORRIDOR: U.S. 550 (PSW7014)

Description: New Mexico State Line to San Juan/Ouray County Line; Beginning Mile Post 0.0 Ending Mile Post 80.523

The Vision for the U.S. 550 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. The southern portion of the highway is located within the Southern Ute Reservation and provides access to tribal lands. The highway is part of the San Juan Skyway, which was one of the first six routes designated as an All-American Road. This corridor serves as a multimodal National Highway System facility, connects to places within and outside the region, and is the major route providing north-south connections within the Southwest Colorado area. It provides access to public lands. Future travel modes include passenger vehicle, local, regional and interregional bus transit, and truck freight. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Segments of the U S 550 corridor were identified as candidate projects in the CDOT 2003 Strategic Investment Program and may be a candidate for a future Strategic Projects Program.

Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The 2002 average annual daily traffic (AADT) ranged from 1,947 to 32,883 on different segments of the corridor, including 74 to 356 combination trucks, and the projected AADT for 2030 is 2,792 (at Silverton) to 50,377 (north of 14th Street in Durango), including 107 to 669 combination trucks. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and commercial activity for economic activity in the area. The corridor is affected significantly by coalbed methane (CBM) gas exploration and production. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Mobility

Priority: High

Goals

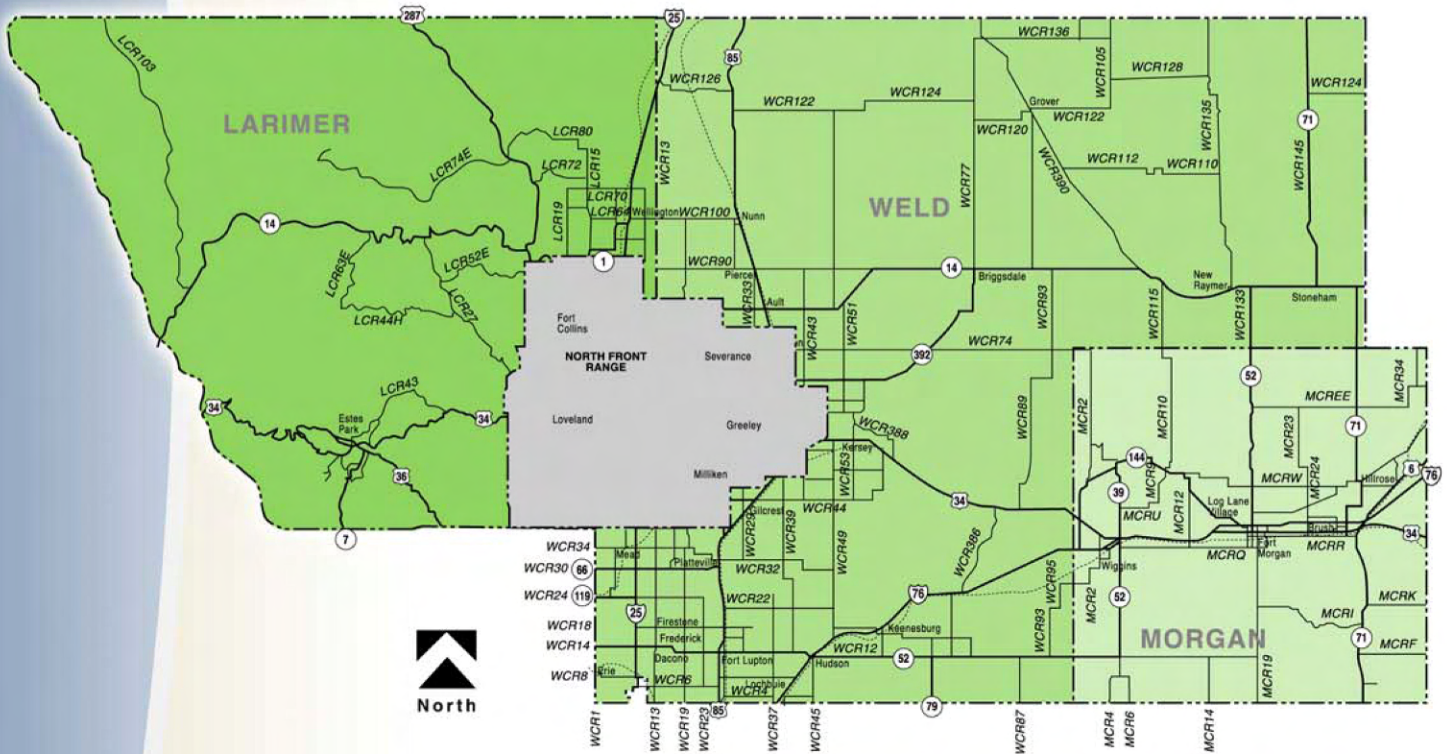
- Increase travel reliability and improve mobility
- Provide for tourist-friendly travel
- Coordinate transportation and land use decisions
- Support economic development and maintain environment
- Improve transit options

Strategies

- Provide passing/climbing lanes, as feasible
- Improve/add intersections/interchanges, as feasible
- Retain natural and cultural resources and viewsheds
- Improve ITS traveler information, traffic management and incident management
- Encourage partnerships between CDOT and affected communities for studies, projects, access management plans, etc.
- Provide and expand transit bus services
- Provide for safe bicycle and pedestrian travel within towns
- Provide park ‘n’ rides, as feasible, and lighting in towns)
- Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety
- Provide pullouts, as feasible, as well as signage directing slow-moving vehicles to pull over
- General safety improvements



Upper Front Range 2035 Regional Transportation Plan



January 2008



CORRIDOR #1: SH 1 (PUF7001)

State Highway: 001A **Beginning Mile Post:** 0.00 **Ending Mile Post:** 9.96

SH 1 from SH 287 in Ft Collins to I-25 in Wellington

Vision

The vision for the SH 1 corridor is primarily to improve safety as well as to increase mobility and to maintain system quality. This corridor serves as a local facility, provides commuter access, and makes north-south connections within the Wellington/north Fort Collins area. Future travel modes expected in this corridor include passenger vehicle, bus service, bicycle and pedestrian facilities. Transportation Demand Management (telecommuting, vanpooling, and carpooling) would likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase, while freight volume will likely remain constant. The communities along the corridor value transportation choices, connections to other areas, and safety. The area served by this corridor is primarily residential, serving as a bedroom community to Fort Collins. Users of this corridor want to preserve the rural residential character of the area and support the movement of commuters along the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

Primary Investment Category: Safety

Priority: Low

Goals

- Support commuter travel and expand transit usage
- Provide for bicycle/pedestrian travel
- Increase Transportation Demand Management
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition

Strategies

- Promote carpooling and vanpooling
- Improve Geometrics
- Construct Intersection/Interchange improvements
- Add/improve shoulders
- Improve hot spots
- Study and change speed limits
- Add surface treatment/overlays
- Construct auxiliary lanes (passing, turn, accel/decel)
- Promote Travel Demand Management



CORRIDOR #2: SH 7 MOUNTAIN SECTION (PUF7002)

State Highway: 007A **Beginning Mile Post:** 0.00 **Ending Mile Post:** 32.99

SH 7 from Estes Park to Lyons, including SH 7E through Allenspark

Vision

The vision for the SH 7 Mountain Section corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, provides a scenic route, connects to places outside the region, and makes north-south connections along the Peak-to-Peak Scenic Byway through southern Larimer County. This corridor is expected to be primarily comprised of passenger vehicles in the future. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase only slightly. The communities along the corridor value connections to other areas, access to adjoining National Forest land, safety, and system preservation. They depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area and support the movement of tourists through the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Provide for tourist-friendly travel and improve access to public lands
- Provide information to traveling public
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

Strategies

- Add and maintain roadway pullouts for breakdowns, buses and slow vehicles
- Improve ITS Incident response, Traveler Information (including the use of variable message signs) and Traffic Management
- Add passing and turn lanes
- Add Guardrails
- Improve hotspots
- Improve Rock fall mitigation
- Improve wildlife crossings
- Add Surface treatment/overlays
- Promote environmental responsibility
- Construct wider shoulders where feasible



CORRIDOR #3: SH 14 MOUNTAIN SECTION (PUF7003)

State Highway: 014B **Beginning Mile Post:** 64.81 **Ending Mile Post:** 121.68

SH 14 from Walden to US 287 (Ted's Place) north of Ft Collins

Vision

The Northwest TPR and the Upper Front Range TPR agree that the primary investment category for the SH 14 Mountain Section corridor is safety west of the Jackson/Larimer county line and system quality east of the line. This corridor serves as a local facility, connects to places outside the region, and makes east-west connections within the Poudre Canyon area. The Cache La Poudre – North Park Byway is a state designated scenic byway which extends between Fort Collins and Walden along this corridor. Cameron Pass is one of the six major passes in Colorado that provide access over the continental divide. This corridor is expected to be primarily comprised of passenger vehicles in the future. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase only slightly. The communities along the corridor value connections to other areas, access to adjoining National Forest land, safety, and system preservation and depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists in and through the corridor, recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Support recreation travel
- Improve access to public lands
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Promote environmentally responsible transportation improvements

Strategies

- Add and maintain roadway pullouts for breakdowns, buses and slow vehicles
- Provide demand-responsive transit
- Improve visibility/sight lines
- Add Guardrails
- Improve hotspots
- Improve Rock fall mitigation
- Improve wildlife crossings
- Promote environmental responsibility
- Construct auxiliary lanes (passing, turn, accel/decel)
- Construct wider shoulders where feasible



CORRIDOR #4: SH 14 PLAINS SECTION (PUF7004)

State Highway: 014C **Beginning Mile Post:** 139.00 **Ending Mile Post:** 216.83

SH 14 from I-25 (Ft Collins) to I-76 (Sterling), including SH 392B from US 85 in Lucerne to SH 14 in Briggsdale

Vision

The Eastern TPR and the UFR TPR agree that the primary investment category for the SH 14 Plains Section is system quality to the west of SH 71 and mobility to the east of SH 71. The Pawnee Pioneer Trails Scenic/Historic Byway extends along portions of this corridor. This corridor serves as a local facility, connects to places outside the region, and makes east-west connections within the northern Weld County area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels passenger traffic volumes are expected to increase slightly, while freight traffic volumes are expected to increase significantly. The communities along the corridor value access to Pawnee National Grasslands, connections to other areas and system preservation. They depend primarily on agriculture for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area and support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Maintain statewide transportation connections
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition

Strategies

- Add Accel/decel lanes
- Add turn lanes
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Flatten slopes
- Add/improve shoulders
- Improve hot spots
- Install rumble strips in high accident locations
- Add drainage improvements



CORRIDOR #5: I-25 FRONT RANGE (PUF7005)

State Highway: 025A **Beginning Mile Post:** 217.01 **Ending Mile Post:** 247.22

I-25 from US 36 in Denver to SH 14 in Ft Collins, includes parallel arterial roadways

Vision

The vision for the I-25 Front Range corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor includes I-25, an interstate facility on the National Highway System, and parallel arterial roads. This section of I-25 is one of CDOT's 7th Pot Strategic Corridors. A future transit connection to the Denver metropolitan area is also envisioned in this corridor. This north-south corridor serves as a multi-modal facility through the southeast Larimer County/southwest Weld County area, connecting to places outside the region (including the Denver metropolitan area and the North Front Range MPO) while providing for local and commuter access along the corridor. Future travel modes to be accommodated in the corridor will likely include passenger vehicle, bus service, bus rapid transit, truck freight, bicycle and pedestrian facilities (off of mainline I-25) and aviation (Erie Municipal Airport). Transportation Demand Management (telecommuting, vanpooling, and carpooling) would likely be effective in this corridor. Sections of this corridor currently experience congestion, especially during the peak hours of the day. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and intermodal connections. They depend on manufacturing, high-tech industries, agriculture, commercial activity, retail and residential development, and oil and gas for economic activity in the area. The area surrounding this corridor is transitioning from rural to suburban and the corridor needs to support the movement of commuters, freight, farm-to-market products, tourists, and hazardous materials, and provide for long distance travel in and through the corridor. Any improvements should recognize the environmental, economic, and social needs of the surrounding area and should be consistent with the *North I-25 Environmental Impact Statement*.

Primary Investment Category: Mobility

Priority: High

Goals

- Increase travel reliability and improve traffic flow in order to support commuter travel, accommodate growth in freight transport and maintain statewide transportation connections
- Support economic development while maintaining environmental responsibility and coordinating transportation and land use decisions
- Reduce dependency on single occupancy vehicles by enhancing transit, TDM, and bicycle/pedestrian options
- Provide information to the traveling public and promote education to improve safe driving behavior
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Deliver projects on time (7th Pot)
- Ensure airport facility meets existing and projected demands

(continued)



Strategies

- Preserve right of way and construct additional lanes (general purpose and/or HOV/toll lanes) and improve and maintain the system of local roads connecting the north-south roadways in the corridor
- Improve mobility by constructing intersection and interchange improvements, such as traffic signals, auxiliary lanes, medians, and new interchanges
- Expand transit service, coverage and frequencies, provide improved transit amenities (such as park and ride facilities and transit stations) and intermodal connections, and market transit services and provide incentives
- Implement appropriate TDM mechanisms such as carpooling, vanpooling, telecommuting, and flexible work hours
- Promote ITS strategies, such as variable message signs, incident response, traveler information and traffic management
- Maintain and improve the existing infrastructure through enhancements such as surface treatment, bridge repairs or replacements, improved striping paint, sign replacements, improved landscaping, additional rest areas and truck parking areas, noise barriers, and drainage improvements
- Improve the safety of the corridor by improving hotspots
- Perform and implement studies (including the North I-25 EIS) that focus on enhancing mobility, such as corridor optimization, access management plans and rail and tolling studies and promote environmentally responsible improvements
- Meet airport facility objectives in Airport System Plan



CORRIDOR #6: I-25 NORTH SECTION (PUF7006)

State Highway: 025A **Beginning Mile Post:** 269.37 **Ending Mile Post:** 289.88

I-25 from SH 14 in Fort Collins to the Wyoming state line

Vision

The vision for the I-25 North Section corridor is primarily to maintain system quality as well as to improve safety. I-25 is an interstate facility on the National Highway System. This corridor connects to places outside the region, and also provides north-south connections within the Fort Collins to Cheyenne area. It is part of the national trade network. Future travel modes to be planned for in the corridor include passenger vehicle and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They primarily depend on agriculture for economic activity in the area. This corridor needs to support the movement of tourists and freight, and provide for long distance travel through the corridor. Any improvements to the corridor should recognize the environmental, economic, and social needs of the surrounding area and should be consistent with the *North I-25 Environmental Impact Statement*.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Maintain statewide transportation connections
- Accommodate growth in freight transport
- Reduce fatalities, injuries, and property damage crash rate
- Preserve the existing transportation system

Strategies

- Add and maintain accel/decel lanes
- Promote use and maintenance of variable message signs
- Improve ITS incident response, traveler information and traffic management
- Construct separated bike facilities



CORRIDOR #7: US 34 RMNP/MOUNTAIN SECTION (PUF7007)

State Highway: 034A **Beginning Mile Post:** 0.00 **Ending Mile Post:** 57.85

US 34 from Granby through Rocky Mountain National Park, includes SH 36A through RMNP

Vision

The vision for the US 34 RMNP/Mountain Section corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor, which is commonly referred to as Trail Ridge Road, is designated as an All American Road and provides one of Colorado's six major mountain passes across the Continental Divide. Trail Ridge Road is closed in the winter. This corridor serves as a local facility, providing local access and making east-west connections within the Rocky Mountain National Park area. Future travel modes include passenger vehicle, bus service, bicyclists and pedestrians. The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, the travel demand along this corridor is expected to grow moderately. This growth will likely need to be accommodated through the use of alternative modes such as bus service. The communities along the corridor value transportation choices and system preservation, and they depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Low

Goals

- Provide for tourist-friendly travel
- Expand transit usage
- Provide information to traveling public
- Promote education to improve safe driving behavior
- Preserve the existing transportation system

Strategies

- Add roadway pullouts for breakdowns, buses and slow vehicles
- Post informational signs
- Provide and expand transit bus service
- Promote environmentally responsible transportation improvements
- Construct wider shoulders where feasible
- Implement Park Service Long-range Plans



CORRIDOR #8: US 34 BIG THOMPSON (PUF7008)

State Highway: 034A **Beginning Mile Post:** 57.85 **Ending Mile Post:** 88.00

US 34 from Rocky Mountain National Park east entrance to the west side of Loveland, including US 34A (US 34 Bypass, Wonderview Avenue) and US 34C (US 34 Business, Elkhorn Avenue) through Estes Park

Vision

The vision for the US 34 Big Thompson corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections through the Big Thompson River Canyon and the Estes Valley. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities. Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. This corridor currently experiences congestion, especially during the peak-tourism summer months. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The Estes Park community values high levels of mobility, transportation choices, connections to other areas, access to adjoining National Forest land, safety, and system preservation. They depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Mobility

Priority: High

Goals

- Reduce traffic congestion and improve traffic flow through the use of Travel Demand Management
- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

Strategies

- Add roadway pullouts for breakdowns, buses and slow vehicles
- Expand transit
- Promote carpooling and vanpooling
- Improve ITS Incident response, Traveler Information and Traffic Management
- Improve Rock fall mitigation
- Improve hotspots
- Maintain infrastructure by adding surface treatment/overlays and repairing/replacing bridges
- Promote environmental responsibility
- Construct auxiliary lanes (passing, turn, accel/decel)
- Construct wider shoulders where feasible



CORRIDOR #9: US 34 PLAINS (PUF7009)

State Highway: 034A **Beginning Mile Post:** 113.07 **Ending Mile Post:** 149.63

US 34 from the US 85 bypass east of Greeley to I-76 in Wiggins

Vision

The vision for the US 34 Plains corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a National Highway System facility, connects to places outside the region, and makes east-west connections within the central Weld County and western Morgan County area. Future travel modes will likely include passenger vehicle, transit, truck freight and aviation (Easton/Valley View Airport). Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture and oil and gas for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area and support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Safety

Priority: Medium

Goals

- Maintain statewide transportation connections
- Accommodate freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Ensure airport facility meets existing and projected demands

Strategies

- Add turn lanes
- Replace old signs
- Improve Geometrics (flatten slopes and curves, improve visibility/sight lines)
- Construct Intersection/Interchange improvements
- Add passing lanes
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Reconstruct roadways
- Meet airport facility objectives in Airport System Plan
- Provide and expand transit service



CORRIDOR #10: US 34 NORTHEASTERN PLAINS (PUF7010)

State Highway: 034B **Beginning Mile Post:** 173.57 **Ending Mile Post:** 259.51

US 34 from SH 71 in Brush to the Nebraska state line

Vision

The vision for the US 34 Northeastern Plains corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, connects to places outside the region, and makes east-west connections within the eastern Morgan County area. Future travel modes expected in this corridor include passenger vehicle, passenger and freight on rail, transit truck freight and aviation (Brush Municipal Airport). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation, and they depend primarily on agriculture for economic activity. Users of this corridor want to preserve the agricultural character of the area, support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Medium

Goals

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Ensure airport facility meets existing and projected demands

Strategies

- Improve Geometrics and flatten slopes
- Construct Intersection/Interchange improvements
- Add roadway pullouts for breakdowns, buses and slow vehicles
- Improve hot spots
- Add Surface treatment/overlays or Reconstruction of roadways
- Promote environmental responsibility
- Add drainage improvements
- Meet airport facility objectives in Airport System Plan
- Construct wider shoulders where feasible
- Construct auxiliary lanes (passing, turn, accel/decel)
- Provide and expand transit service



CORRIDOR #11: US 36 MOUNTAIN (PUF7011)

State Highway: 036B **Beginning Mile Post:** 0.00 **Ending Mile Post:** 20.29

US 36 from US 34 in Estes Park to SH 7 on the north side of Boulder, including US 36A (Moraine Avenue) from US 34 Business to the RMNP east entrance

Vision

The vision for the US 36 Mountain corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a local facility, connects to places outside the region, and makes north-south connections within the Boulder to Estes Valley area. Future travel modes expected in this corridor include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities. Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase, while freight volume will likely grow moderately. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area, support the movement of tourists and commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Mobility

Priority: Medium

Goals

- Reduce traffic congestion and improve traffic flow
- Provide for tourist-friendly travel
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Reduce fatalities, injuries and property damage crash rate
- Promote transportation improvements that are environmentally responsible

Strategies

- Add and maintain roadway pullouts for breakdowns, buses and slow vehicles
- Promote carpooling and vanpooling
- Improve ITS Incident response, Traveler Information (informational signs or variable message signs) and Traffic Management
- Add/improve shoulders
- Add Guardrails
- Improve Rock fall mitigation
- Add Surface treatment/overlays
- Promote environmental responsibility
- Construct auxiliary lanes (passing, turn, accel/decel)
- Construct wider shoulders where feasible



CORRIDOR #12: SH 52 WESTERN SECTION (PUF7012)

State Highway: 052A **Beginning Mile Post:** 0.00 **Ending Mile Post:** 29.27

SH 52 from SH 119 (The Diagonal) to I-76 in Hudson

Vision

The vision for the SH 52 Western Section corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a local facility, providing local access and making east-west connections within the southwest Weld County area. Future travel modes will primarily consist of passenger vehicle, truck freight and aviation (Platte Valley Airpark); Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Sections of this corridor currently experience congestion, especially during the peak hours of the day. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, high-tech, commercial activity, oil and gas, and residential development for economic activity in the area. The area surrounding this corridor is transitioning from rural to urban, and the users of this corridor want to support the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Mobility

Priority: Medium

Goals

- Reduce traffic congestion and improve traffic flow and accommodate growth in freight transport
- Coordinate transportation and land use decisions
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Reduce fatalities, injuries and property damage crash rate
- Ensure airport facility meets existing and projected demands

Strategies

- Preserve right of way for and add and maintain general purpose lanes
- Add and maintain Accel/decel lanes and turn lanes
- Consolidate and limit access points and develop access management plans
- Expand transit and provide inter-modal connections
- Promote carpooling, vanpooling, telecommuting and flexible work hours
- Improve ITS Incident response, Traveler Information and Traffic Management including the use of variable message signs
- Improve Geometrics
- Construct bicycle/pedestrian overpasses
- Maintain infrastructure by adding surface treatment/overlays and repairing/replacing bridges
- Meet airport facility objectives in Airport System Plan



CORRIDOR #13: SH 52 MIDDLE SECTION (PUF7013)

State Highway: 052A **Beginning Mile Post:** 29.27 **Ending Mile Post:** 72.58

SH 52 from I-76 in Hudson to US 34 in Wiggins

Vision

The vision for the SH 52 Middle Section corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, providing local access and making east-west connections within the southeast Weld County and southwest Morgan County area. Passenger vehicles and truck freight will likely be the predominant travel modes in the future. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture and oil and gas for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area, support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Low

Goals

- Accommodate freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Strategies

- Add turn lanes
- Improve Geometrics
- Construct Intersection/Interchange improvements
- Add passing lanes
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Promote environmental responsibility
- Reconstruct roadway



CORRIDOR #14: SH 66 (PUF7014)

State Highway: 066B **Beginning Mile Post:** 28.69 **Ending Mile Post:** 51.39

SH 66 from US 39 in Lyons to US 85 in Platteville, includes the east-west section of SH 119C from US 287 in Longmont to I-25 at Del Camino

Vision

The vision for the SH 66 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, providing local access and making east-west connections within the southwest Weld County area. SH 119 is part of the National Highway System. Future travel modes expected in this corridor include passenger vehicle, truck freight and transit; Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Sections of this corridor currently experience congestion, especially during the peak hours of the day. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase significantly and freight traffic is expected to increase moderately. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, access to St. Vrain State Park, safety, and system preservation. They depend on manufacturing, high-tech, and commercial activity for economic activity in the area. The area surrounding this corridor is transitioning from rural to urban, and the users of this corridor want to support the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Mobility

Priority: High

Goals

- Reduce traffic congestion and improve traffic flow and accommodate growth in freight transport
- Coordinate transportation and land use decisions
- Expand transit usage
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Preserve right of way for and add and maintain general purpose lanes
- Consolidate and limit access points and develop access management plans
- Expand transit and provide inter-modal connections
- Promote carpooling, vanpooling, telecommuting and flexible work hours
- Improve ITS Incident response, Traveler Information (including variable message signs) and Traffic Management
- Add/improve shoulders
- Address safety by improving geometrics, improving hotspots, and improving railroad crossing devices
- Maintain the system by adding surface treatment/overlays or reconstruct roadways and repairing or replacing bridges
- Promote corridor and/or rail studies that encourage environmentally responsible improvements
- Construct intersection/interchange improvements including constructing auxiliary lanes (passing, turn, accel/decel)



CORRIDOR #15: SH 71 NORTHEASTERN PLAINS (PUF7015)

State Highway: 071D,E,F **Beginning Mile Post:** 102.00 **Ending Mile Post:** 232.82

SH 71 from I-70 in Limon to the Nebraska state line includes the north-south section of SH 52 from I-76 in Fort Morgan to SH 14

Vision

The vision for the SH 71 Northeastern Plains corridor is primarily to increase mobility as well as to maintain system quality and to increase safety. This corridor includes SH 71, which is on the National Highway System, and a portion of SH 52, which is designated as a local highway. The Pawnee Pioneer Trails Scenic/Historic Byway extends along the SH 52 portion of the corridor. Together, they comprise a corridor that connects to places outside the region, and provides north-south continuity throughout eastern Morgan and Weld Counties. Future travel modes include passenger vehicle, truck freight and aviation (Fort Morgan Municipal Airport). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain relatively constant. Due to the federal designation as a "high priority corridor" (Heartland Expressway), freight volumes are expected to increase significantly. The communities along the corridor value connections to other areas, access to adjoining National Grassland, safety and system preservation. They depend primarily on agriculture and some commercial activity for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area, support the movement of freight in and through the corridor, and provide a connection between the City of Fort Morgan and the Fort Morgan Municipal Airport (via SH 52) while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Mobility

Priority: Medium

Goals

- Increase travel reliability and improve mobility
- Maintain statewide transportation connections and provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Ensure airport facility meets existing and projected demands

Strategies

- Add and maintain roadway pullouts for breakdowns, buses and slow vehicles
- Obtain right of way for and construct a Super 2 cross-section, retain potential for ultimate expansion to four lanes
- Provide demand-responsive transit
- Replace old signs
- Improve Geometrics (flatten slopes and curves, improve visibility/sight lines)
- Construct intersection improvements including auxiliary lanes (passing, turn, accel/decel)
- Add/improve shoulders
- Improve hot spots
- Maintain infrastructure by adding surface treatment/overlays, replacing or repairing bridges, and adding drainage improvements
- Meet airport facility objectives in Airport System Plan



CORRIDOR #16: I-76 DENVER EAST (PUF7016)

State Highway: 076A **Beginning Mile Post:** 12.50 **Ending Mile Post:** 183.99

I-76 from US 85 in Commerce City to the Nebraska state line, includes I-76B, the Keenesburg Spur; SH 6I through Wiggins, SH 6J from Brush to Sterling; SH 11 from Julesburg to the state line (in the Eastern TPR); and SH 34B from Ft Morgan to Brush

Vision

The vision for the I-76, Denver East corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor includes I-76, an interstate facility on the National Highway System, and parts of US 6, US 34, SH 11 and SH 138. The BNSF Railroad runs parallel to I-76 through the corridor and provides both freight and passenger rail movement. This corridor serves as a multi-modal interstate facility connecting to places outside the region while providing for local access to the towns along the corridor, and providing east-west connections within the southeast Weld County and central Morgan County area. Future travel modes expected in this corridor include passenger vehicle, bus service, passenger rail, truck freight, and rail freight. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture and oil and gas for economic activity. This corridor needs to support the movement of freight throughout the corridor and commuters in the southern portion of the corridor, while providing for long distance travel and recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: High

Goals

- Maintain statewide transportation connections
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Eliminate design deficiencies
- Maintain or improve pavement to optimal condition

Strategies

- Construct, improve and maintain the system of local roads
- Provide inter-modal connections and expand transit bus and rail services
- Replace old signs and use improved striping paint / beads
- Improve Geometrics (flatten slopes and curves, improve visibility/sight lines)
- Construct interchange improvements
- Improve safety by adding guardrails and improving hot spots
- Maintain infrastructure by adding surface treatment/overlays, reconstructing the roadway and repairing/replacing bridges
- Promote environmental responsibility
- Add drainage improvements
- Promote corridor and rail studies



CORRIDOR #17: US 85 URBAN (PUF7017)

State Highway: 085C **Beginning Mile Post:** 227.00 **Ending Mile Post:** 279.84

US 85 from I-76 to SH 14 in Ault, includes SH 85 D, E, F, G and H, the business routes through Brighton, Ft Lupton, Platteville and Greeley, and SH 256A from SH 60 to US 85 in Peckham.

Vision

The vision for the US 85 Urban corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor is on the National Highway System, provides local access, and provides north-south connections within the central Weld County area. The Union Pacific Railroad runs parallel to US 85 through the corridor. Future travel modes expected in this corridor include passenger vehicle, bus service, passenger rail, truck freight, and rail freight; Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. Sections of this corridor are expected to experience congestion in the future. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, commercial activity, residential development, and oil and gas for economic activity in the area. The area surrounding this corridor is experiencing significant growth and is transitioning from an agricultural area to a more urban area, and depends on the transportation system for economic development and diversification. Users of this corridor want to support the movement of commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Improvements to this corridor should be consistent with the *US 85 Access Control Plan*.

Primary Investment Category: Mobility

Priority: High

Goals

- Reduce traffic congestion, accommodate growth in freight transport and improve traffic flow
- Coordinate transportation and land use decisions
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system while implementing recommendations from the *US 85 Access Control Plan*

Strategies

- Preserve right of way for and add and maintain general purpose lanes
- Add and maintain new Interchanges/Intersections
- Expand and market transit in order to fill the transit gap in this portion of the region and construct and maintain park and ride facilities
- Construct and maintain park and ride facilities
- Promote carpooling, vanpooling, telecommuting and flexible work hours
- Improve ITS Incident response, Traveler Information and Traffic Management
- Improve Geometrics

(continued)



Upper Front Range 2035 Regional Transportation Plan

- Improve safety by adding Guardrails (cable rail) and improving railroad crossing devices
- Maintain infrastructure by adding surface treatments/overlays, repairing/replacing bridges
- Promote corridor and rail studies and implement recommendations from *US 85 Access Control Plan*



CORRIDOR #18: US 85 RURAL (PUF7018)

State Highway: 085L **Beginning Mile Post:** 279.84 **Ending Mile Post:** 309.54

US 85 from SH 14 in Ault to Cheyenne, Wyoming

Vision

The vision for the US 85 Rural corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a local facility, connects to places outside the region, and makes north-south connections within the northern Weld County area. The Union Pacific Railroad runs parallel to US 85 through the corridor. Future travel modes expected in this corridor include passenger vehicle, truck freight, rail freight, and potentially passenger rail. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area, support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Safety

Priority: Medium

Goals

- Accommodate freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Strategies

- Improve geometrics
- Construct intersection/interchange improvements
- Flatten Slopes
- Add/improve shoulders
- Add guardrails
- Improve hot spots
- Install rumble strips in high accident locations
- Bridge repair/replacement
- Construct auxiliary lanes (passing, turn, accel/decel)



CORRIDOR #19: SH 144 PLAINS (PUF7019)

State Highway: 144A **Beginning Mile Post:** 0.00 **Ending Mile Post:** 28.79

SH 144 from I-76 west of Wiggins to SH 52 in Fort Morgan and SH 39 from I-76 to SH 144

Vision

The vision for the SH 144 Plains corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, providing local access and making east-west connections within the west-central Morgan County area. This corridor is expected to be primarily comprised of passenger vehicles and truck freight in the future. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected remain relatively constant. The communities along the corridor value access to Jackson Lake State Park, connections to other areas, safety, and system preservation. They depend primarily on agriculture for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area and support the movement of farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: System Quality

Priority: Low

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Strategies

- Use improved striping paint / beads
- Replace old signs
- Improve Geometrics
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Promote environmental responsibility



CORRIDOR #20: US 287 NORTH RURAL (PUF7020)

State Highway: 287C

Beginning Mile Post: 355.85

Ending Mile Post: 385.00

US 287 from SH 14 (Ted's Place) to Laramie, Wyoming

Vision

The vision for the US 287 North Rural corridor is primarily to improve safety as well as to maintain system quality. This corridor is on the National Highway System, connects to places outside the region, and makes north-south connections within the Fort Collins to Laramie area. This corridor is expected to be primarily comprised of passenger vehicles and truck freight in the future. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain relatively constant while freight volume will increase. The communities along the corridor value connections to other areas and safety. Users of this corridor want to preserve the rural character of the area, support the movement of freight and tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Primary Investment Category: Safety

Priority: Medium

Goals

- Maintain statewide transportation connections
- Support recreation travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition

Strategies

- Add and maintain accel/decel lanes
- Add turn lanes
- Provide demand-responsive transit
- Add passing lanes
- Flatten Slopes
- Add/improve shoulders
- Improve hot spots
- Install rumble strips in high accident locations
- Improve wildlife crossings
- Promote environmental responsibility