Grand Junction - Mesa County Transportation Planning Region

2030

Regional Transportation Plan

December 1, 2004

GRAND JUNCTION/
MESA COUNTY
2030 Regional
Transportation Plan

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INTRODUCTION

The Grand Junction - Mesa County 2030 Regional Transportation Plan (the plan) has been prepared as part of the Colorado Department of Transportation's (CDOT) Regional and Statewide Transportation Planning Process. The Grand Junction - Mesa County Transportation Planning Region (TPR) is one of 15 TPRs comprising the entire State of Colorado. The Grand Junction - Mesa County TPR consists of Mesa County.

The Plan considers all modes of transportation and has been instrumental in developing not only long range plans, but dialogue between representatives of the TPR, local officials, the public, and CDOT. The plan addresses the planning period fro 2005 – 2030. Its purpose is to develop an understanding of the long-term transportation needs of the region and to identify priorities for funding. This has not been a simple task. The needs are diverse and extensive, while available funding is generally understood as inadequate. Therefore, tough choices have necessarily been made regarding the level of improvements that might be reasonably expected –and on what facilities.

It is the belief of the Grand Valley Regional Transportation Planning Committee that this plan best represents the needs of the TPR within the context of stringent financial constraints. The plan also takes a new approach for the TPR in that, rather than a simple project-based plan that attempts to identify specific improvements at specific locations, it develops a corridor-based approach. The plan identifies multimodal corridors that may contain a highway, transit providers and service areas, airports, railroads, and bicycle pedestrian facilities. These modes move the region's people, goods and services and are critical to its economic well being and the general quality of life, not only for this region, but also for the state as a whole.

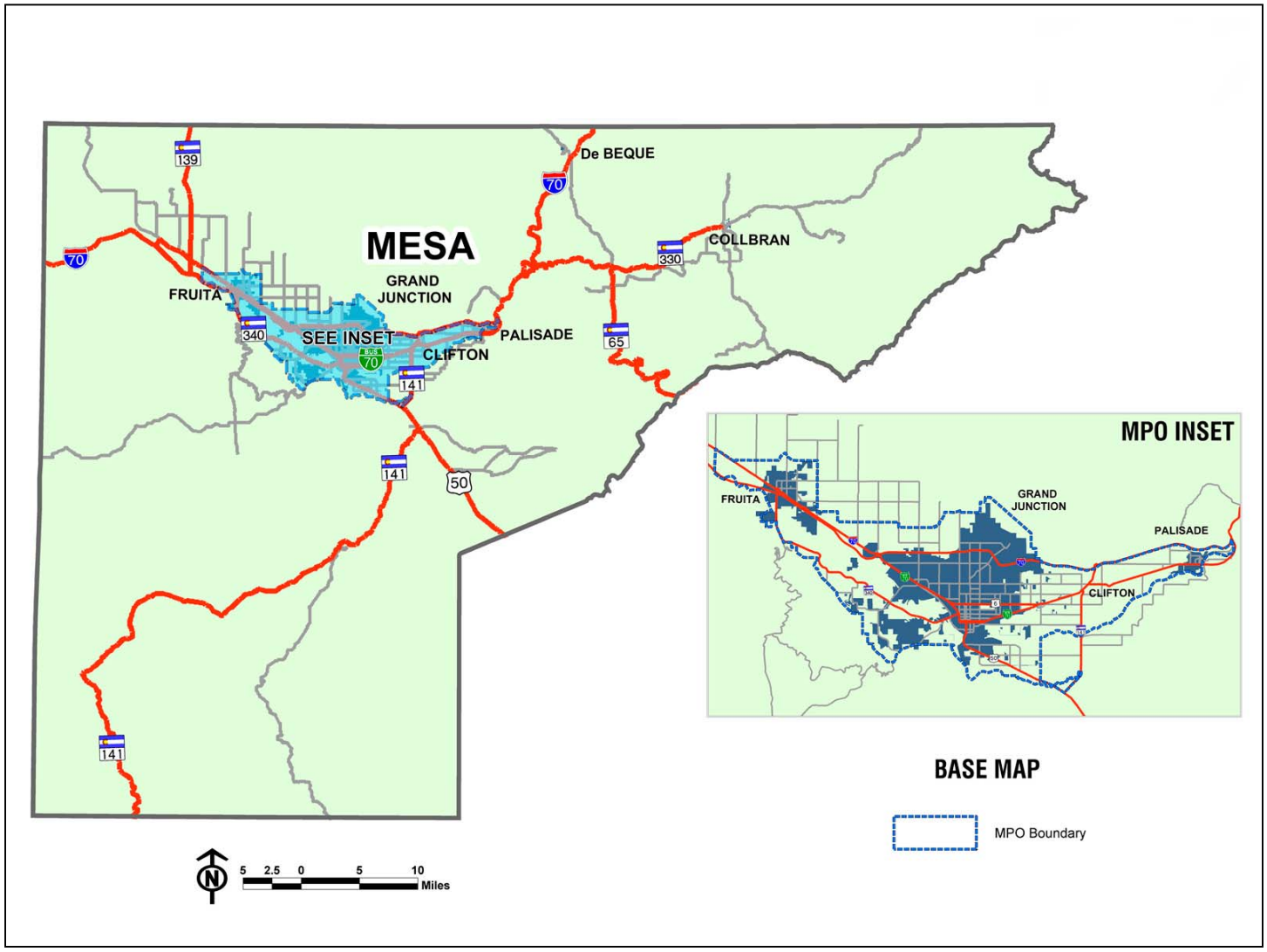
The plan is also unique in that two previously distinct planning processes have been brought together for the first time. Until now, a Regional Transportation Plan formed the basis for (primarily) state highway funding, while the separate Transit Development Program (TDP) was used to establish short- and mid-term needs for public transportation providers. The current planning process dispenses with the TDP in favor of the new Transit Element, containing both short- and long-term public transportation needs. The Transit Element process, while focused on transit needs, is an integral component of the 2030 transportation plan. While published under separate cover, key sections have been summarized and incorporated in this document.

This plan is accessible on the Internet at http://www.dot.state.co.us/StatewidePlanning/PlansStudies/.

A grant from CDOT made it possible for the RPC to engage a team of consultants to assist with the plan. URS Corporation provided professional services for the regional transportation plan and LSC Transportation Consultants, Inc., with Ostrander Consulting, Inc., provided professional services for the Transportation Element.

The following map shows the Grand Junction - Mesa County TPR study area.

Map1: Study Area

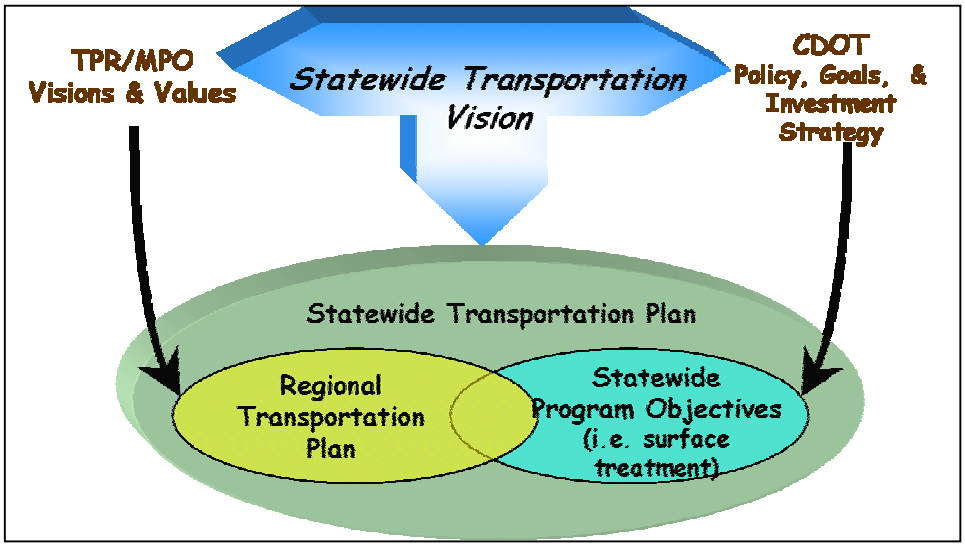


Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

The Transportation Planning Process

The regional transportation plan is based on a combination of the TPR's Vision and Values with CDOT's stated policies, goals, and investment strategies. The plans are seen to incorporate the statewide transportation vision as expressed by CDOT. Together with statewide programs such as mobility, maintenance, surface treatment, safety programs and the bridge rehabilitation and replacement program, the entire state's needs are encompassed within the Statewide Transportation Plan. In other words, the Statewide Transportation Plan is the summation of needs at the regional and statewide levels.

Figure 1: Transportation Planning Process



Consistency with State and Federal Requirements

This plan is offered in response to state and federal requirements to have in place a current long-range transportation plan. The planning process will be based primarily on TEA-21, Title 43 Colorado Revised Statutes, *Colorado's Statewide and Regional Transportation Planning Process Rules and Regulations*, the *Regional Planning Guidebook*, and the *Transit Element Guidelines*.

Other potential sources of guidance include the *Colorado Statewide Planning Public Involvement Guidelines*, Environmental Justice guidance issued by CDOT and the FHWA, CDOT's *Corridor Optimization Guidelines*, the *State of Colorado Access Code*, Federal guidance on *Limited English Proficiency*, and other appropriate documents.

This plan meets all regulatory and statutory requirements with respect to public involvement and review, subject matter covered, projected timeline, and other items as required.

FHWA Participation

This document has been prepared using Federal funding from the United States Department of Transportation. The United States Department of Transportation assumes no responsibility for its contents or use thereof.

THE REGIONAL TRANSPORTATION COMMITTEE

The Grand Valley Regional Transportation Planning Committee (TPC) has been established by memorandum of agreement to include a representative from the county and each incorporated municipality within the TPR. The RTC has the responsibility to carry out the regional planning process and adopt the plan. The RTCC met regularly throughout 2003 and 2004 to oversee the plan.

Table 1: Transportation Planning Committee Members

Grand Valley Regional Transportation Committee		
Dennis Kirtland	City of Grand Junction	Chair
Doralyn Genova	Mesa County	
David Karisny	City of Fruita	
Doug Edwards	Town of Palisade	

II – PUBLIC PARTICIPATION

The public involvement process provides for communication among all interested parties through public meetings, newsletters, and project updates. It is *the* essential element in facilitating cooperation and consensus building. This planning process sought to involve all interested parties at key points in the visioning, identification of issues, and drafting of the plan.

The consultant team developed a comprehensive mailing list of local agencies, interest groups, modal representatives and citizens with an interest in the plan. A series of three public meetings, as recommended by CDOT in the recent update to the ***Guidelines for the Public Involvement in Statewide Transportation Planning and Programming***, were held in the TPR at the plan visioning, draft and final stages.

The public involvement plan considered the needs of those persons or groups that may be considered traditionally under-served or that could potentially be impacted by future transportation decisions. All meetings were held in locations accessible to those with disabilities. Provisions were made to translate meeting notices and documents as needed, but no requests were received.

CDOT has developed recommendations for its **Environmental Justice** initiative that give specific guidance on its three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

These **Environmental Justice** principles and other guidance on implementing the **Federal Title VI** elements with respect to income, race, ethnicity, gender, age and disability have been central parts of the planning process.

Comments received have been incorporated in this report in two ways: recommendations were included, if appropriate, in the representative projects portion of the corridor visions; for concerns considered short-term and not appropriate for this long-range plan, comments were forwarded directly to CDOT for their direct attention.

Open House #1 - Wednesday, December 10, 2003, Two Rivers Plaza, Grand Junction, Colorado, 4:00 pm to 7:00 pm

A series of displays providing background on the planning process, transportation system inventory, and demographic information was available for members of the general public to view. The presented information provided the basis for discussions with consultant staff and CDOT regarding long-range transportation issues for the TPR.

The meeting was advertised via direct mail and publication in the local newspaper. The meeting was moderately attended, with approximately 15 persons in attendance.

Meeting attendees were encouraged to make specific comments about the displays and post them directly on the display boards and maps. These issues and needs, along with discussions with the RPC, transit providers, community leaders, and CDOT form the basis for developing transportation development alternatives for further analysis and have been incorporated into the 2030 Regional Transportation Plan whenever appropriate.

Issues raised at the first public meeting included:

- Importance of I-70 as a major trucking route
- Safety concerns on I-70 in the DeBeque Canyon area
- Difficulty of access to the urban area
- Congestion on the I-70 business route
- Need for new access interchanges to I-70
- Access management
- Pedestrian and bicycle safety and access
- Population and traffic growth leading to congestion

Open House #2 – Tuesday, March 9, 2004, Two Rivers Plaza, Grand Junction, Colorado, 4:00 pm to 7:00 pm

A slide presentation was made providing background on the planning process, the corridor visions, and Preferred Plan priorities for highways, aviation, and transit for members of the general public and local government staff representatives to view and discuss. The presented information provided the basis for discussions with consultant staff and CDOT regarding prioritization of long-range transportation issues for Mesa County. Invitations were direct mailed to people having expressed an interest in transportation planning or by reason of job affiliation with a local government. The event was also advertised in the newspaper. The meeting was moderately attended.

Issues raised at the second public meeting included:

- Concern about alignment of new Riverside Parkway as well as the bridge over Colorado River
- Need for appropriate traffic management on SH 340 between Fruita and Grand Junction
- Need to continue to develop the Fruita “gateway” on SH 340 as an attractive entrance to the City
- Need for expanded transit, park’n rides, and carpooling for commuters to alleviate some traffic concerns

Open House # 3 – Wednesday, September 8, 2004

A joint meeting to review the Draft Regional Transportation Plan and the Draft Statewide Plan was held on September 8, 2004 at the xxx in Durango. Approximately 20 people were in attendance. While the meeting offered a good forum to discuss transportation related issues and the regional and statewide plans, no comments requiring substantive changes to the plan were received.

Transit Element Public Involvement

The *2030 Transit Element for Mesa County* was completed by LSC Transportation Consultants, Inc. in August 2003. Critical portions of the *Transit Element* were reviewed at each of the public Open Houses conducted for the regional transportation plan. LSC provided updated financial and cost information for the plan. The *Transit Element* has been published separately and is incorporated by reference in this regional transportation plan. It is available on the Internet at: http://lsccs.com/projects/mesaco/final.htm.

The Transit Advisory Committee (TAC) provided oversight for the development of the *Transit Element*. Members of the TAC are listed in the following table.

Table 2: Transit Advisory Committee Members

Transit Advisory Committee	
Tom Fisher	Mesa County Regional Transportation Planning Office
Jody Kliska	City of Grand Junction
Keith Fife	Mesa County Long Range Planning
Vohnnie Pearson	Town of Palisade
Bennett Boeschenstien	City of Fruita
Tambra Moser	Mesa County Regional Transportation Planning Office
Ralph Power	Executive Director, MesAbility, Inc.
Roger Ford	Operations Manager, MesAbility, Inc

III - REGIONAL VISION, GOALS & STRATEGIES

This task provided the opportunity for the TPR to identify issues that will help in the development of Regional Vision, Goals, and Strategies. Ultimately, the Regional Vision, Goals, and Strategies developed through public, RPC, and TAC processes were used in developing evaluation criteria for use in the transportation alternatives development phase of the plan. The Vision provides the basis to compare projects for consistency with the final adopted 2030 plan.

The consultant team led the RPC in a series of exercises to help reach consensus on the Regional Vision, Goals, and Strategies and how best to implement them in support of regional quality of life. CDOT's ***Regional Planning Guidebook*** offers a series of questions to assist in the completion of this task. The region's Vision, Goals, and Strategies from the 2020 Long Range Plan helped form the starting point for the discussion. These original Vision, Goals, and Strategies were updated to ensure that they adequately addressed all necessary issues.

Each plan item throughout the planning process was compared to the TPR's Vision, Goals, and Strategies for consistency. This ensured that final planning components support the originally conceived ideas of how best to support the regional quality of life.

CDOT's guidance in developing this portion of the plan requests that the TPR begin with the Department's Mission as a foundation:

> *The mission of the Colorado Department of Transportation is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.*

CDOT also offers the following vision as part of its guidance:

> *To create an integrated transportation system that focuses on moving people and goods, develops linkages among transportation choices, and provides modal choices to enhance the quality of life and environment of the citizens of Colorado.*

2030 VISION FOR TRANSPORTATION SERVICES IN THE GRAND JUNCTION - MESA COUNTY TPR

Support and preserve a community of ideal size, that has excellent access to the unspoiled western Colorado countryside and its semi-wilderness lands and water. Provide for the urban areas of Mesa County that serve as regional centers. Develop a multi-modal, non-polluting transportation system for the next generation. Maintain and improve community sustaining institutions such as the education system. Allow provisions for responsible growth and strive for an image of a high quality community.

GOALS

- Enhance Mobility
- Promote Economic Vitality
- Increase Safety
- Provide Transportation System Enhancements

STRATEGIES

Transportation - Land Use - Development

- Implement transportation plans that have recently been adopted e.g. Road Needs Study (1992), Transportation Development Plan (1992), Multi-modal Study (1993), 1998-2002 Transit Development Plan, West Metro Plan (1998), Clifton Transportation Study (2003), Grand Valley Circulation Plan (2004).
- Implement the Multi-modal Study (1993) recommendations by requiring pedestrian-bicycle improvements in new developments in accordance with Urban Trails Master Plan.
- Incorporate bus stops at appropriate locations in new developments.
- Encourage in-fill development and discourage sprawl growth patterns.
- Adopt economic development policies which recruit diverse industry and support local businesses.
- Require new development to contribute its fair share to travel system improvements and enhancements.
- Link transportation and land use planning and implementation.
- Provide the transportation system needed for business and industry expansion.
- Finance future transportation improvements through the continued sales tax dedication to capital improvements and roads and other transportation improvements.
- Land use proposals should be reviewed in conjunction with the County-wide transportation plan and require adequate right-of-way for multi-modal transportation.
- Continue to require improvement to roads by developers, and others who create the need for additional transportation improvements.
- Construct an additional 1-2 overpasses of the River and RR tracks.
- Implement a public transit system.
- Encourage open cooperation between the various aspects of transportation.

Private Sector Initiatives

- Provide convenient services throughout the valley - near work places.
- Encourage incentives for car pooling, mass transit usage.
- Redevelop low-functioning areas of the City/County e.g. South downtown; south side of Patterson, east of Mall.
- Continue the Riverfront park and trail development.
- Provide employer incentives to car pools, ride bikes, use public transit, park and ride.
- Encourage private enterprise to develop in harmony and in accordance with the overall comprehensive plan.
- Expand the Riverfront trails system from the east to west end of the valley.

Intermodal Potential

- Develop a transportation center such as a combined RR depot/bus terminal/taxi cab terminal.
- Build easily used connections between all modes of transportation

IV - TRANSPORTATION SYSTEM INVENTORY

This chapter provides a comprehensive overview of the existing transportation system including highway system, public transportation, bicycle, pedestrian, rail, and aviation systems. Each mode has been examined along with its infrastructure, level of service, capacity, operating, and safety characteristics to identify existing conditions. Not only will this "picture" of the existing systems broaden our knowledge of what types of systems serve the TPR, it also provides the base of information necessary to determine future transportation investments by allowing for the identification of deficiencies within each system.

The approach to collecting data on the existing transportation system depended, to a significant degree, on the Transportation Planning Data Set as developed by CDOT. The Dataset contains information as collected by CDOT on the highway characteristics and traffic data as well as some modal components of the state's transportation system. Information from the Dataset have been mapped and displayed using the ArcView/GIS program.

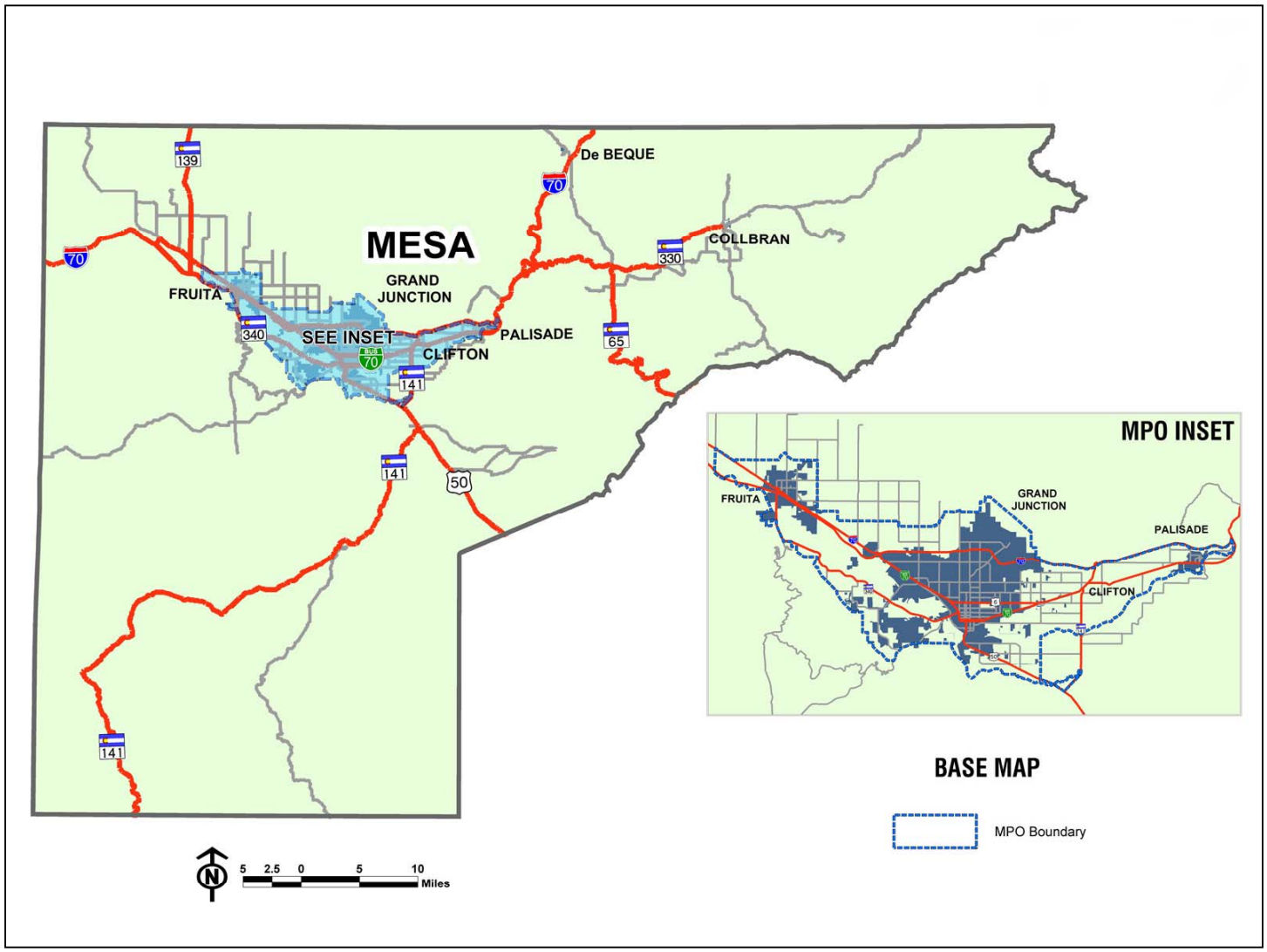
Note on Transit: A complete inventory of transit operators and their services was undertaken during the transit element **process** and is fully integrated with the RTP. This document contains summary information about local transit systems; for complete information about public transportation, please see the ***Transit Element*** published separately**.**

HIGHWAY SYSTEM

The following section utilizes the best, most current data available as provided by CDOT. Most highway information is for the year 2001, the most recent available. The section describes the region's highway system with the following information:

- Project Area
- National Highway System
- Scenic Byways
- Functional Classification and Mileage
- Traffic Volumes
- Surface Condition
- Bridges
- Accident Locations
- Commercial Truck Traffic
- Hazardous Materials Routes

Map 2: Project Area

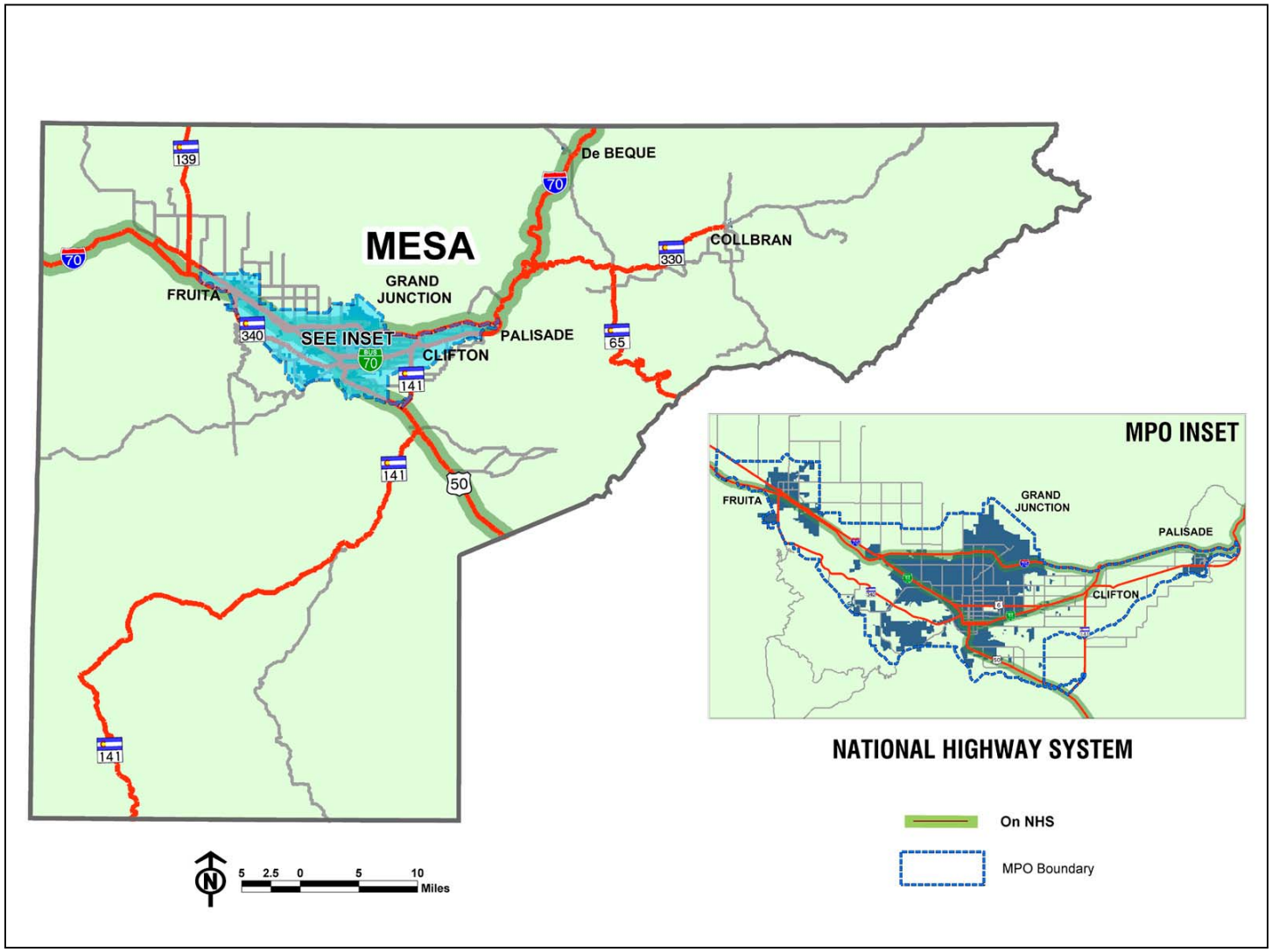


Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

National Highway System

The National Highway System (NHS) was first proposed in the Intermodal Transportation Efficiency Act (ISTEA) in 1991 and was adopted by Congress. The NHS is a system of principal arterials that are considered significant components of a nationwide network linking major ports to commercial and industrial centers, connecting major metropolitan areas, providing access to major recreational areas, connecting major intermodal facilities, and designating a sub-component of strategic defense highways. The system contains all Interstate Highways plus other major highways and totals about 161,000 miles nationwide. Colorado has about 3,356 miles with about 102 centerline and 376 lane miles in the Grand Junction - Mesa County TPR.

Map 3: National Highway System



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Scenic Byways

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradans and visitors. This system of outstanding touring routes in Colorado affords the traveler interpretation and identification of key points of interest and services while providing for the protection of significant resources.

Scenic and Historic Byways are nominated by local partnership groups and designated by the Colorado Scenic and Historic Byways Commission for their exceptional scenic, historic, cultural, recreational, and natural features. (from the Official Site of Colorado's Scenic and Historic Byways - http://www.coloradobyways.org/Main.cfm)

Grand Mesa Scenic Byway

The Grand Mesa Scenic Byway climbs through the picturesque canyon of Plateau Creek to the top of Grand Mesa at Land's End Overlook. This 63-mile route connects I-70 via SH 65 to Cedaredge.

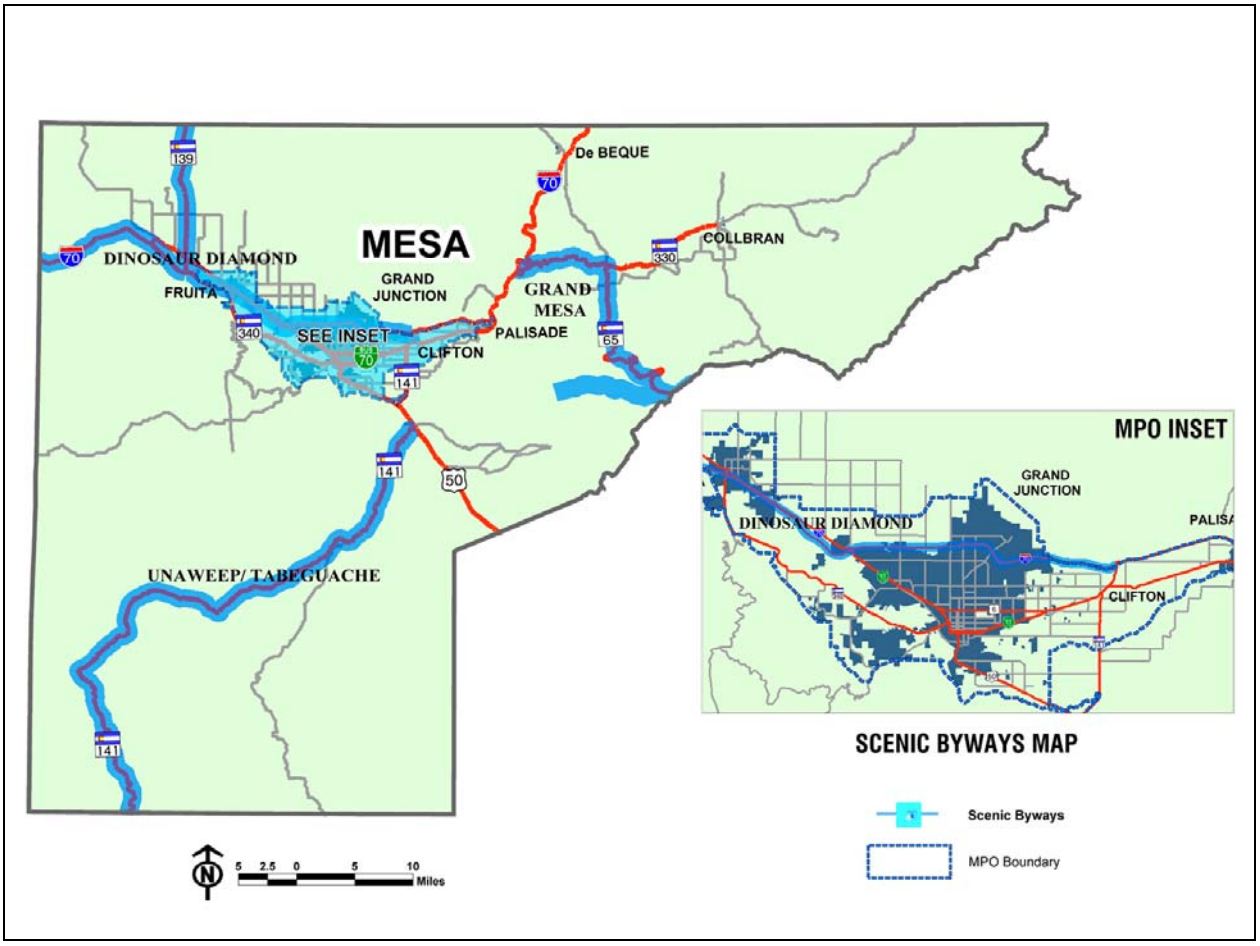
Unaweep/Tabeguache

The Unaweep/Tabeguache Scenic Byway connects between US 50 at Whitewater via SH 141 and SH 145 through Naturita to Placerville. The route is spectacular for the red sandstone of the Uncompahgre Plateau dating from Precambrian times.

Dinosaur Diamond

The Dinosaur Diamond Scenic Byway heads north from Fruita and Grand Junction on SH 139 to Dinosaur National Monument and circles through some of the most spectacular canyon country of western Colorado and Utah. Some of the world's most significant dinosaur fossil quarries and museums are clustered along this route.

Map 4: Scenic Byways



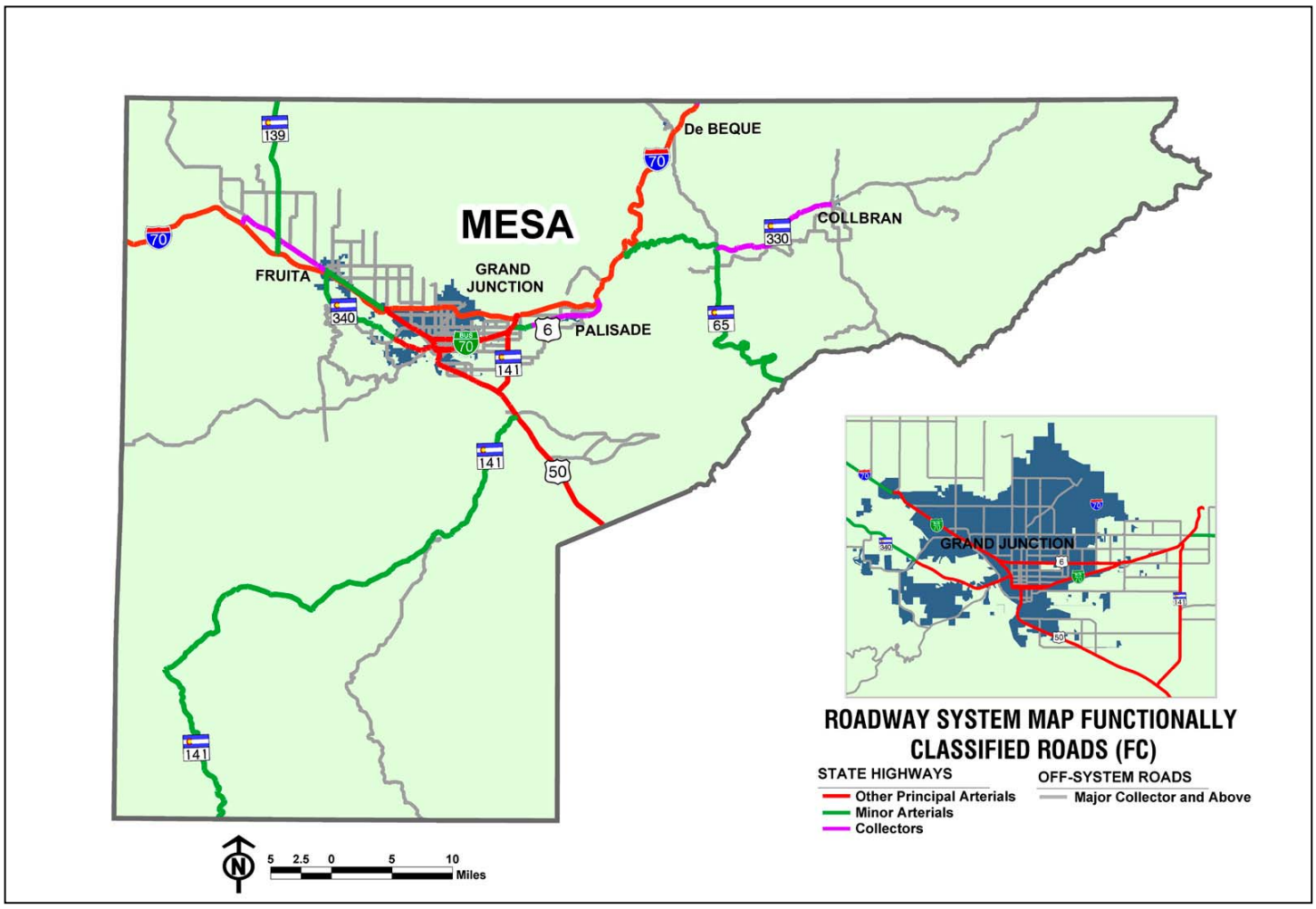
Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Functional Classification

The classification of the highway system is divided between rural and urban areas. The functional classification system is based on the grouping of streets and highways into classes, or systems, according to the character of the service they are intended to provide. The road classes are repeated for Urban and Rural systems:

- Arterial - a major highway primarily for through traffic usually on a continuous route. The classification is further divided into Interstate, Freeways and Expressways, Principal Arterials, and Minor Arterials.
- Collector - streets whose primary purpose is to serve the internal traffic movement within an area. The classification is further divided into Major and Minor Collector (Rural), and Collector (Urban).
- Local - streets whose primary purpose is feeding higher order systems (Collector & Arterial), or providing direct access with little or no through traffic.

Map 5: Functional Classification



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

State Highways Functional Classification

The following table shows mileages and percent of total state highways for each functional classification within the TPR. Mesa County has 67 miles of Interstate, with 53 miles in the rural area and 14 miles within Grand Junction. The Interstate accounts for 25% of all highway miles. The largest classification is Minor Arterial Rural, with 112 miles or 43% of the system.

Table 3: State Highway Functional Classification

State Highway Functional Classification		
Highway Classification	% of Total	Miles
Interstate Rural	20%	53
Other Principal Arterial Rural	7%	18
Minor Arterial Rural	43%	112
Major Collector Rural	10%	27
Minor Collector Rural	0%	0
Local Rural	0%	0
Interstate Urban	5%	14
Other Principal Arterial Urban	12%	31
Collector Urban	3%	8
Minor Arterial Urban	0%	0
Local Urban	0%	0
Total	100%	263

Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Local Roads

The following table shows mileages and percent of total local roadways for each functional classification within the TPR. Local roadways are under the jurisdiction of a county or municipality. The table shows the distribution between City and County jurisdictions. Just over 2,000 miles are classified as Local, with 54% Local Rural and 22% Local Urban.

Table 4: Local Roads Functional Classification

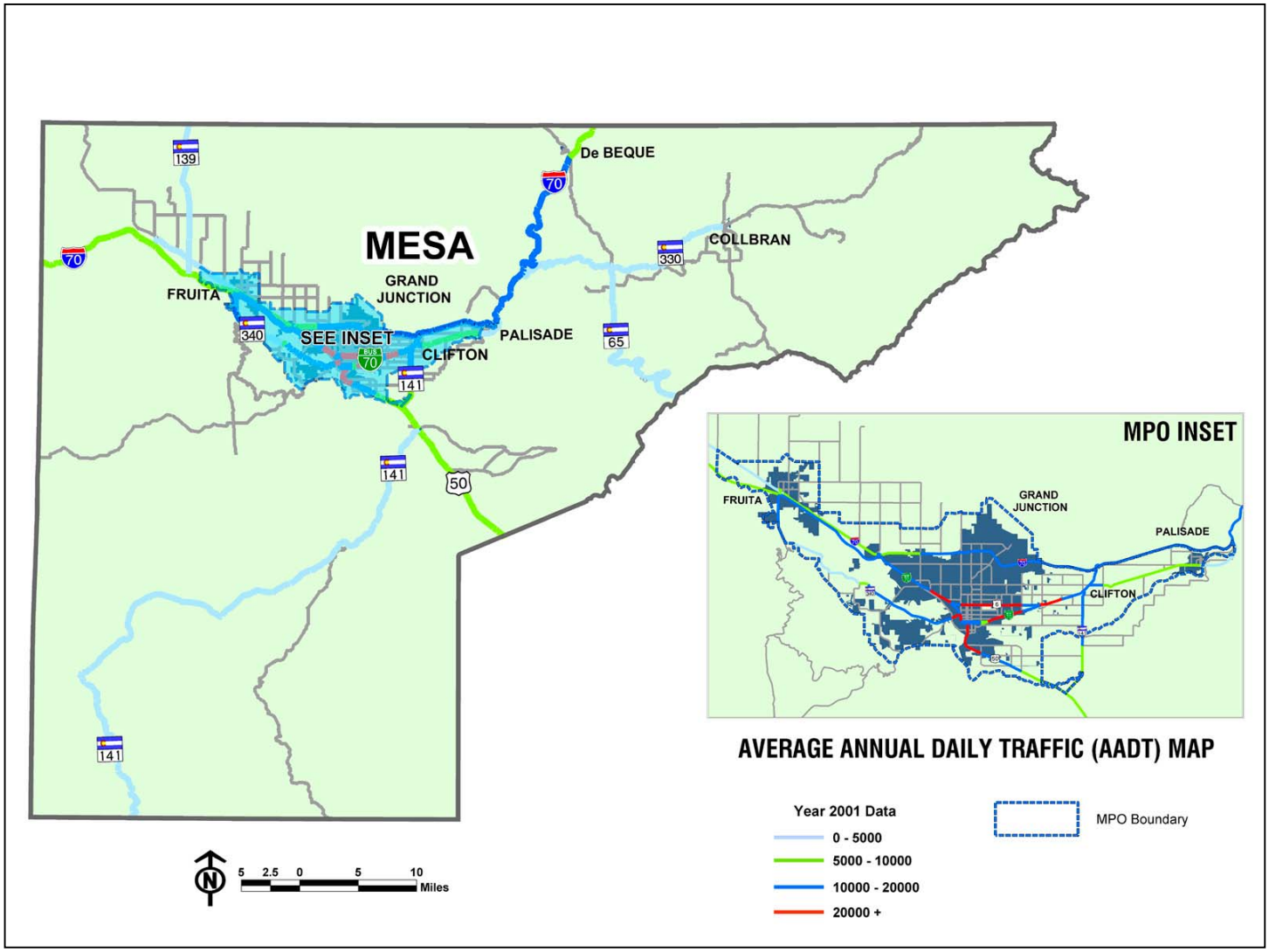
Local Roads Functional Classification						
Functional Classification	City	% City Total	County	% County Total	Region Total	% Region Total
Principal Arterial - Interstate (Rural)	0	0%	0	0%	0	0%
Principal Arterial - Other (Rural)	0	0%	0	0%	0	0%
Minor Arterial (Rural)	0	0%	1	0%	1	0%
Major Collector (Rural)	3	1%	75	5%	79	4%
Minor Collector (Rural)	9	3%	255	15%	264	13%
Local (Rural)	51	15%	1036	62%	1088	54%
Principal Arterial - Interstate (Urban)	0	0%	0	0%	0	0%
Prin. Art.- Other Freeway/Expressway (Urban)	0	0%	0	0%	0	0%
Principal Arterial - Other (Urban)	10	3%	2	0%	12	1%
Minor Arterial (Urban)	32	10%	15	1%	47	2%
Collector (Urban)	34	10%	32	2%	66	3%
Local (Urban)	192	58%	253	15%	446	22%
Total	332	100%	1670	100%	2002	100%

Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Traffic Volumes

Traffic volumes on state highways were generated using CDOT data for 2001, the most recent available. The data is based on a mix of permanent traffic counters, temporary (mobile) traffic counters, and a model comparing known values to similar roadways across the state. The Average Annual Daily Traffic (AADT) is a commonly used measure that provides the total number of vehicles on a highway throughout the year divided by 365. This method helps “smooth” peaks and valleys in the traffic profile that may be seasonal (recreation or agriculture) or special event triggered.

Map 6: Average Annual Daily Traffic 2001

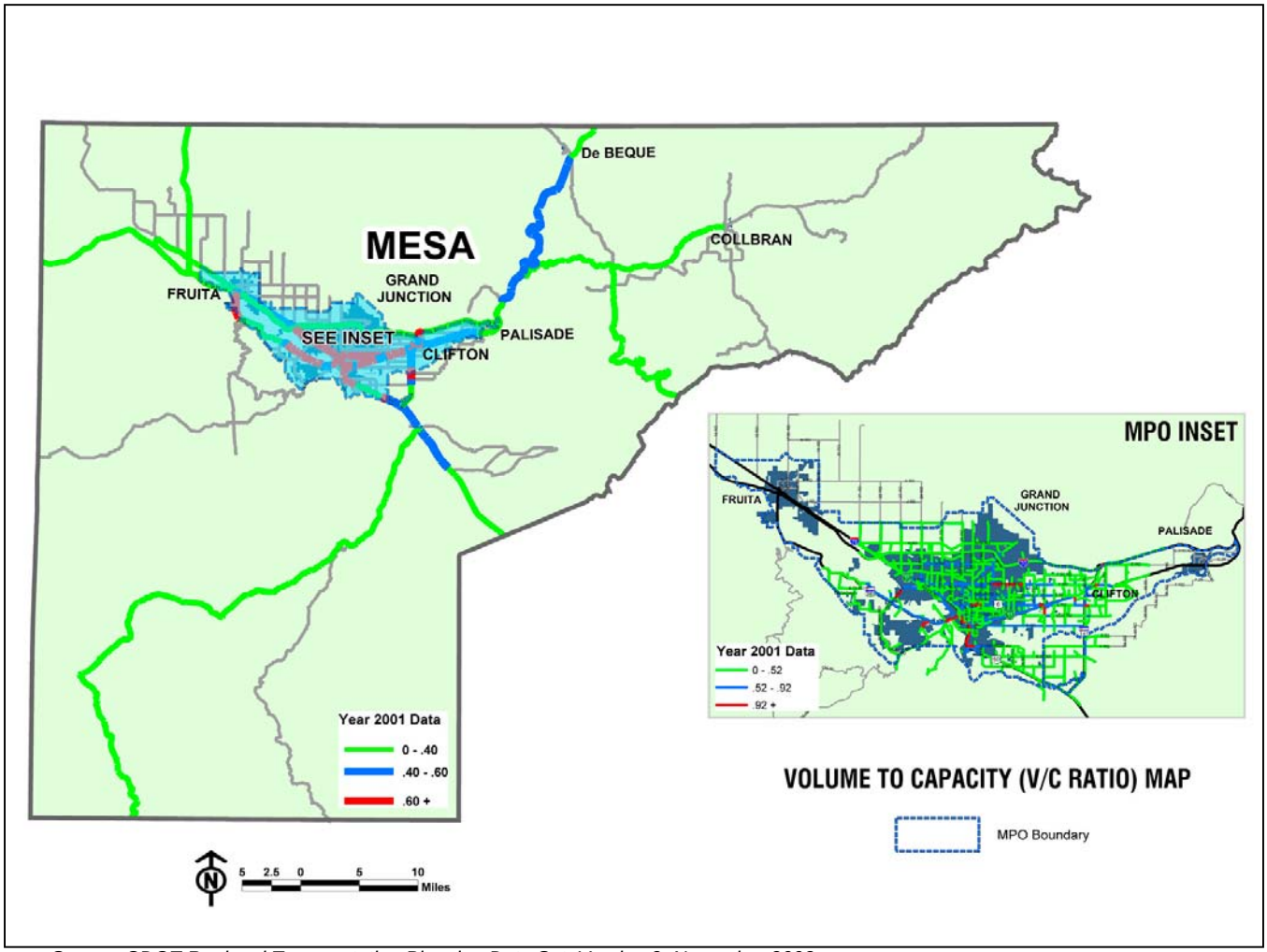


Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Volume to Capacity Ratio

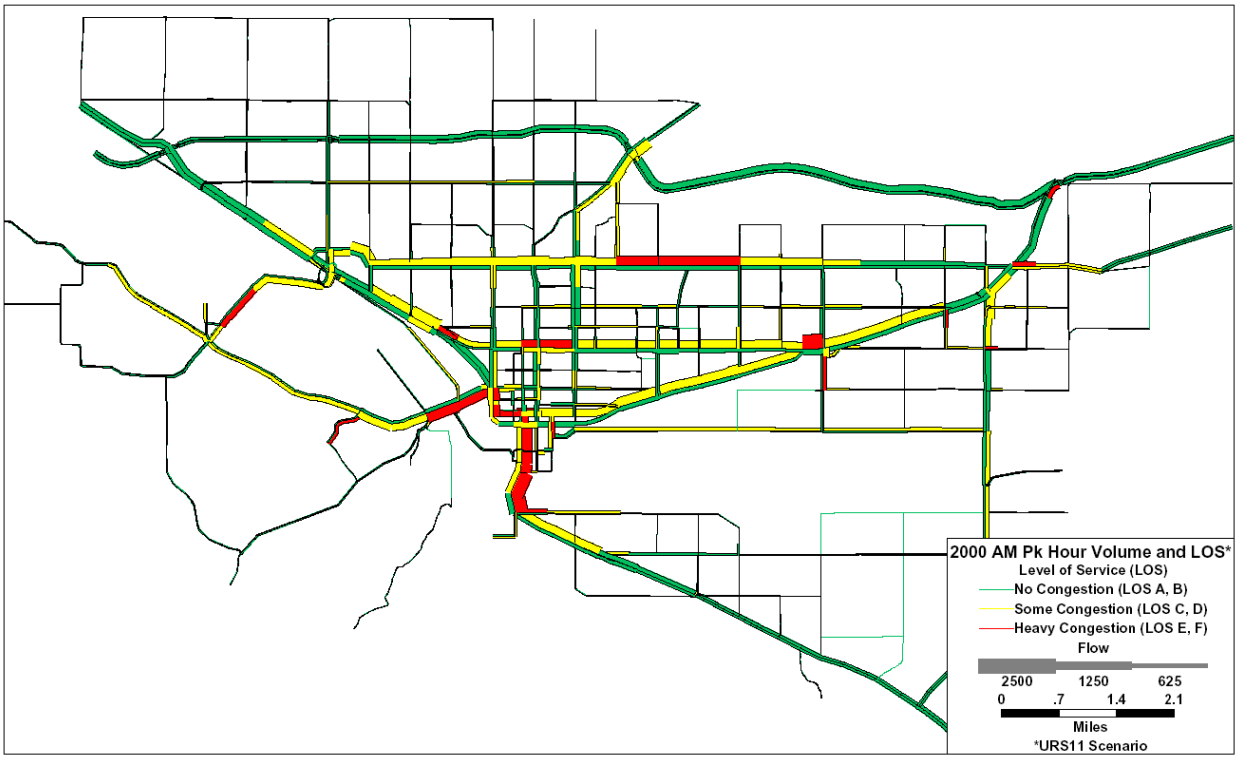
The Volume to Capacity Ratio, commonly referred to as V/C (V over C), is another commonly used measure of traffic. It provides information about congestion on the facility, rather than the raw number of vehicles. For instance, 5,000 vehicles per day on a narrow, two-lane road with no shoulders is much more congested than 5,000 vehicles per day on a 4-lane interstate facility. In the following map, the Volume (AADT) is compared with the Capacity of the facility to obtain a ratio between 0 (no congestion) and 100 (gridlock). Congestion starts to become a noticeable problem in rural areas at about 0.60 or 60% of capacity. The following map uses the CDOT Transportation Data Set as the source for the county area and the Grand Valley Travel Demand Model as the source for the urban area inset. We have used 0.92 or 92% of capacity as the benchmark for significant congestion in the urban area.

Map 7: Volume to Capacity Ratio 2001

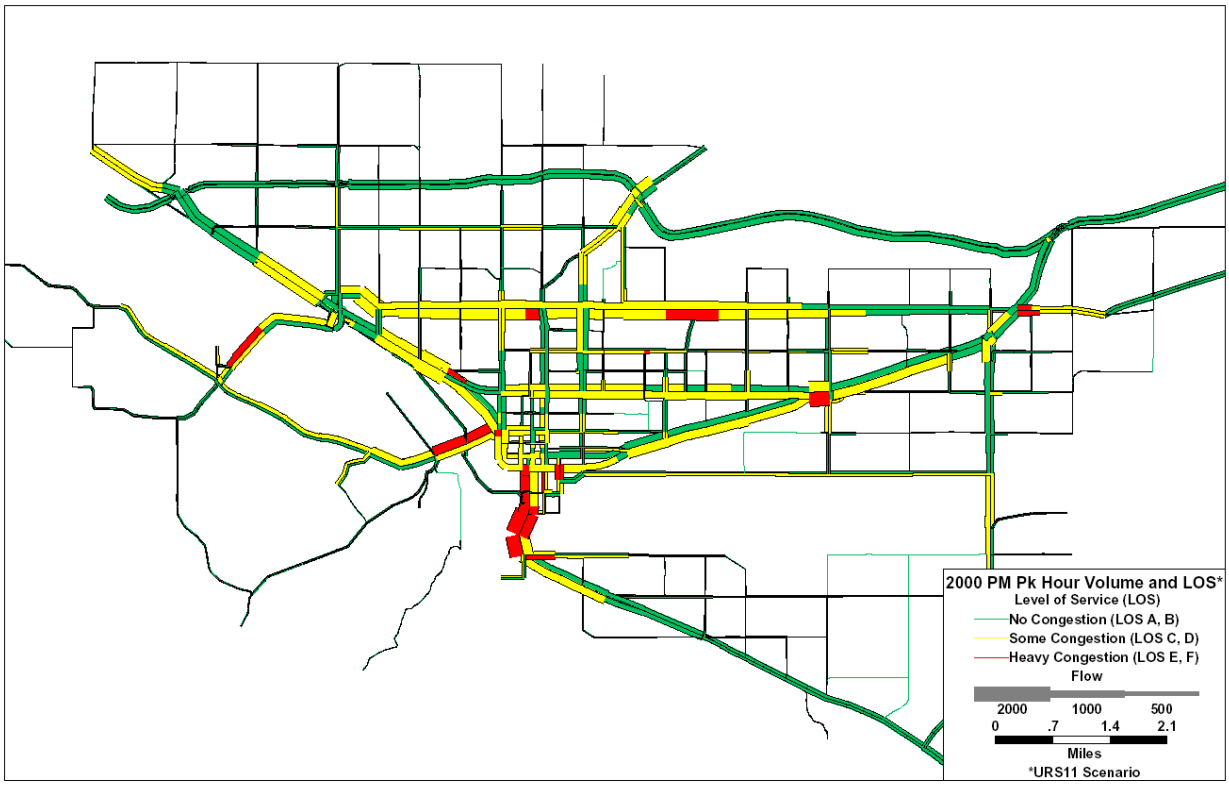


Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Map 8: Urban Area A.M. Peak Hour Level of Service (2000)



Map 9: Urban Area P.M. Peak Hour Level of Service (2000)



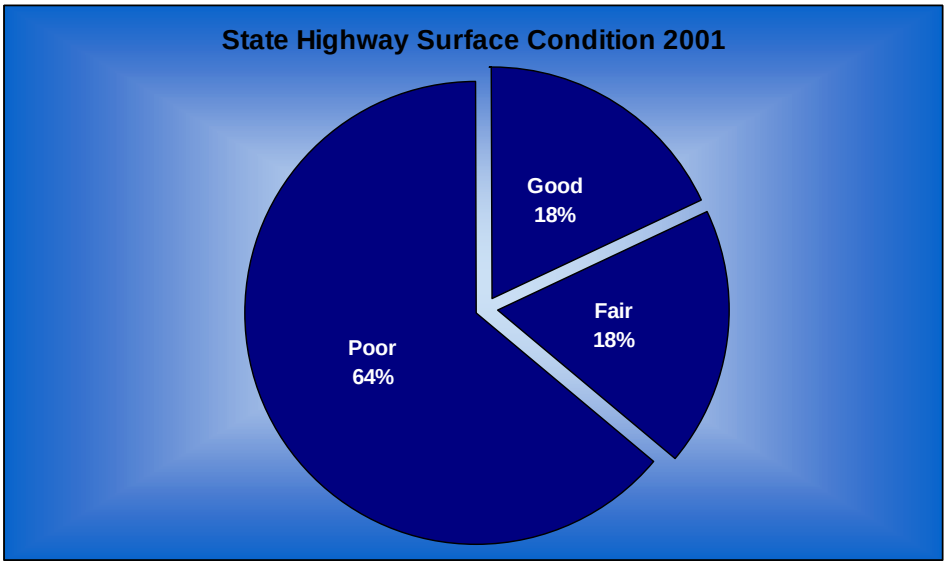
Surface Condition

CDOT rates the condition of highway surfaces with its Pavement Management System, providing a range of years of remaining service life of the pavement of the highway segment. Depending on roughness, cracking, patching, rutting and other indicators of smoothness and structure. The Colorado Transportation Commission has set a goal of maintaining the state's highway system, overall, with a minimum of 60% of miles rated Good or Fair. Resurfacing projects are not normally chosen as part of the long-range plan, but are scheduled by CDOT according to the output of the Pavement Management System.

Figure 2: State Highway Surface Condition

Remaining Service Life

- >11 Years - Good
- 6 - 11 Years – Fair
- < 6 Years – Poor



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

State Highway Surface Condition

In 2001, the region's highways were at only 36% Good and Fair, with 64% Poor. CDOT has reallocated significant funding from construction programs to the surface treatment program to attempt to meet its number one goal of maintaining the existing system at an acceptable level.

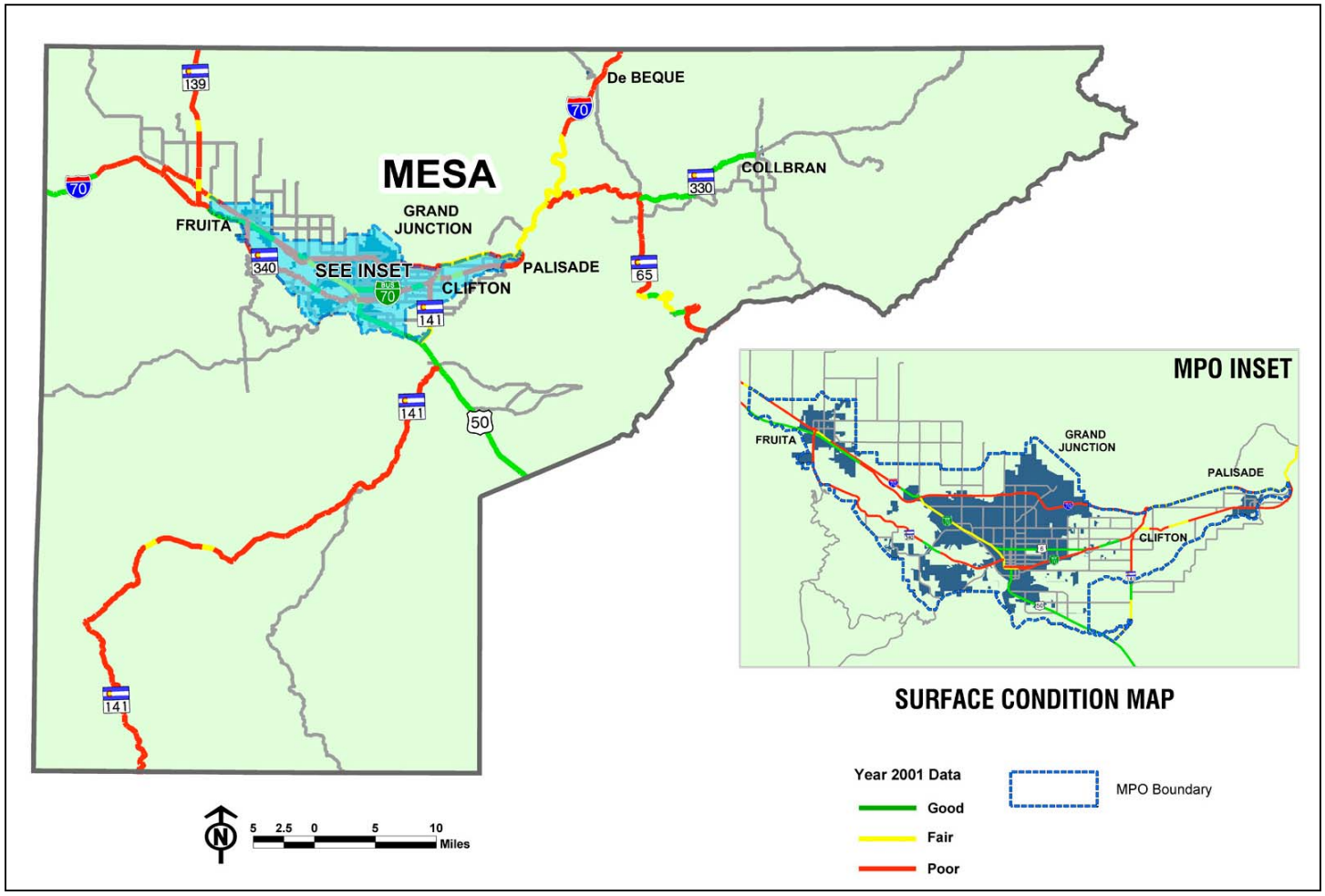
Table 5: State Highway Surface Condition

State Highway Condition							
	Good		Fair		Poor		Total
County	Miles	%	Miles	%	Miles	%	
Mesa	47	18%	47	18%	168	64%	262

Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

The following map shows the distribution of Good, Fair and Poor highway segments in 2001. Recent repaving projects may have changed to picture somewhat, but as some segments are being repaved, others reach the end of service life.

Map 10: Surface Condition



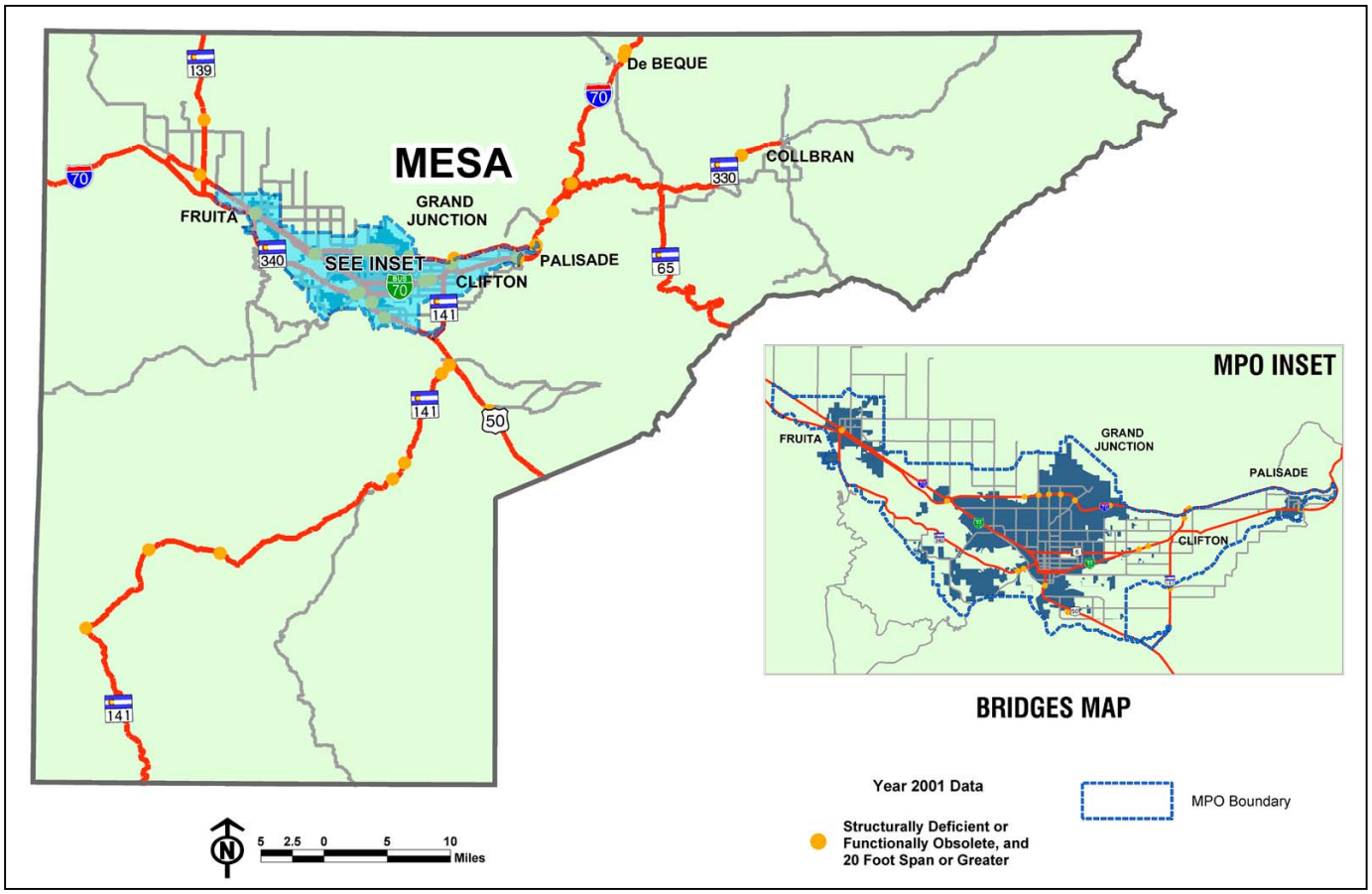
Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

State Highway Bridges

Each bridge on the state highway system is given a Bridge Sufficiency Rating between 0 and 100 by CDOT's Bridge Management System relevant to its structural (aging or other engineering deficits) or functional (usually width limitations) integrity. Bridges more than 20 feet in length with a sufficiency rating between 50 and 80 are eligible for rehabilitation or below 50 for replacement. Those bridges are plotted on the following map.

Bridge repair and replacement projects are not a normal part of the long range planning process, but are chosen by CDOT on the basis of sufficiency rating, funding availability, and proximity to other highway projects. When highways are upgraded or have other major work performed, CDOT also upgrades the associated bridges to current standards as a matter of policy. The data presented here concerning bridges is for i *Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003*nformation only about the region's system and not intended as part of the major scope of the plan.

Map 11: Functionally Obsolete / Structurally Deficient Bridge

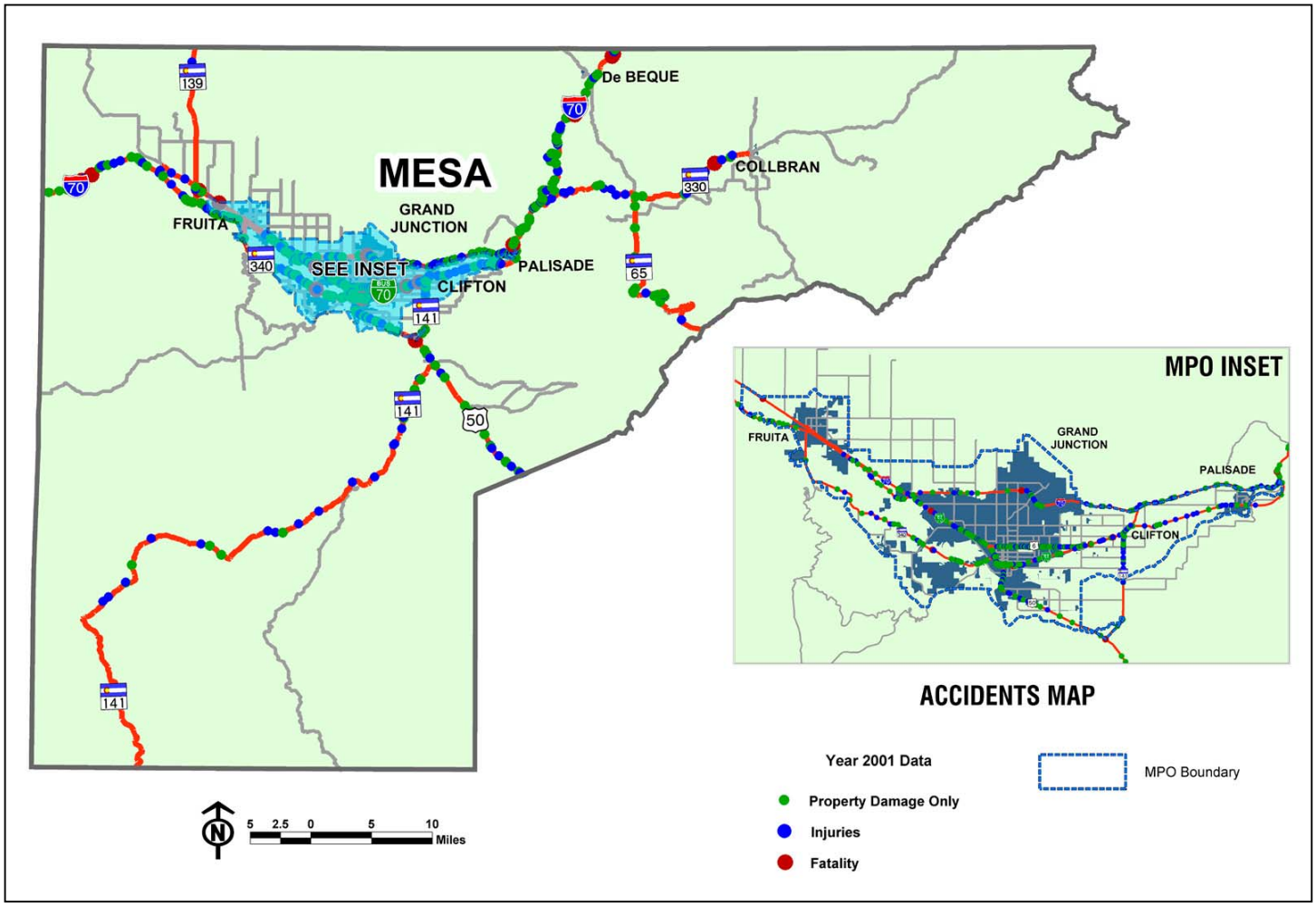


Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Accident Locations

Two sources of information about highway safety and accident locations were examined for this report. CDOT provided a segment-by-segment analysis for the planning process, which showed a crash rate, an injury rate, and a fatality rate on each section of highway. This data provided information for the prioritization of corridors and about the type of work that should be done in the Alternatives Analysis chapter of this report. In addition, year 2001 crash data has been plotted in the following map to provide an overview, for one year, of the distribution and concentration of crashes in the region.

Map 12: Accident Locations

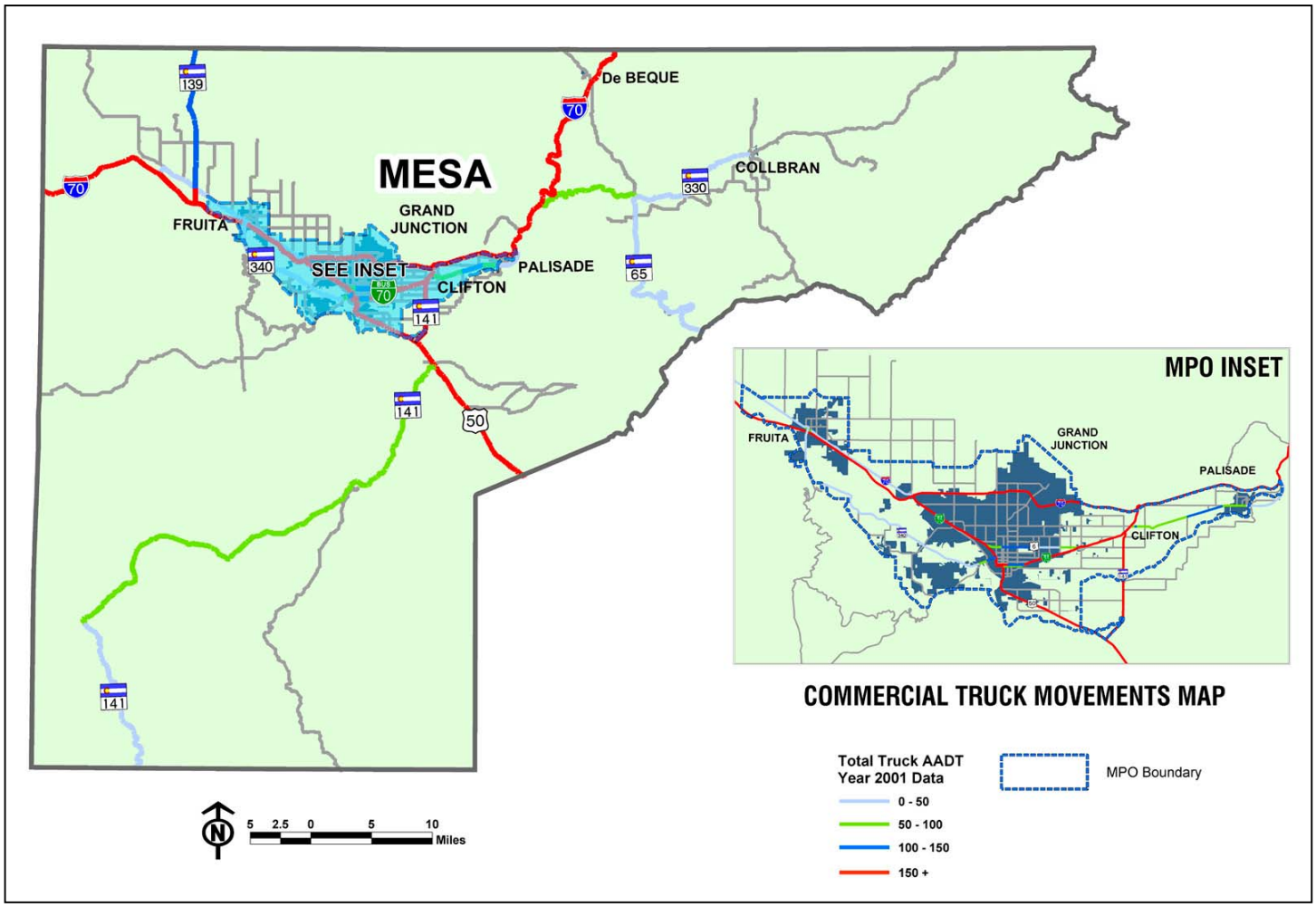


Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Freight

The two following maps provide a picture of the level of commercial truck use on regional highways. First, Total Truck AADT, shows the actual volume of trucks on highways This shows that the heaviest used highways, more than 150 trucks per day, include US 50, I-70, and SH 141 between US 50 and I-70.

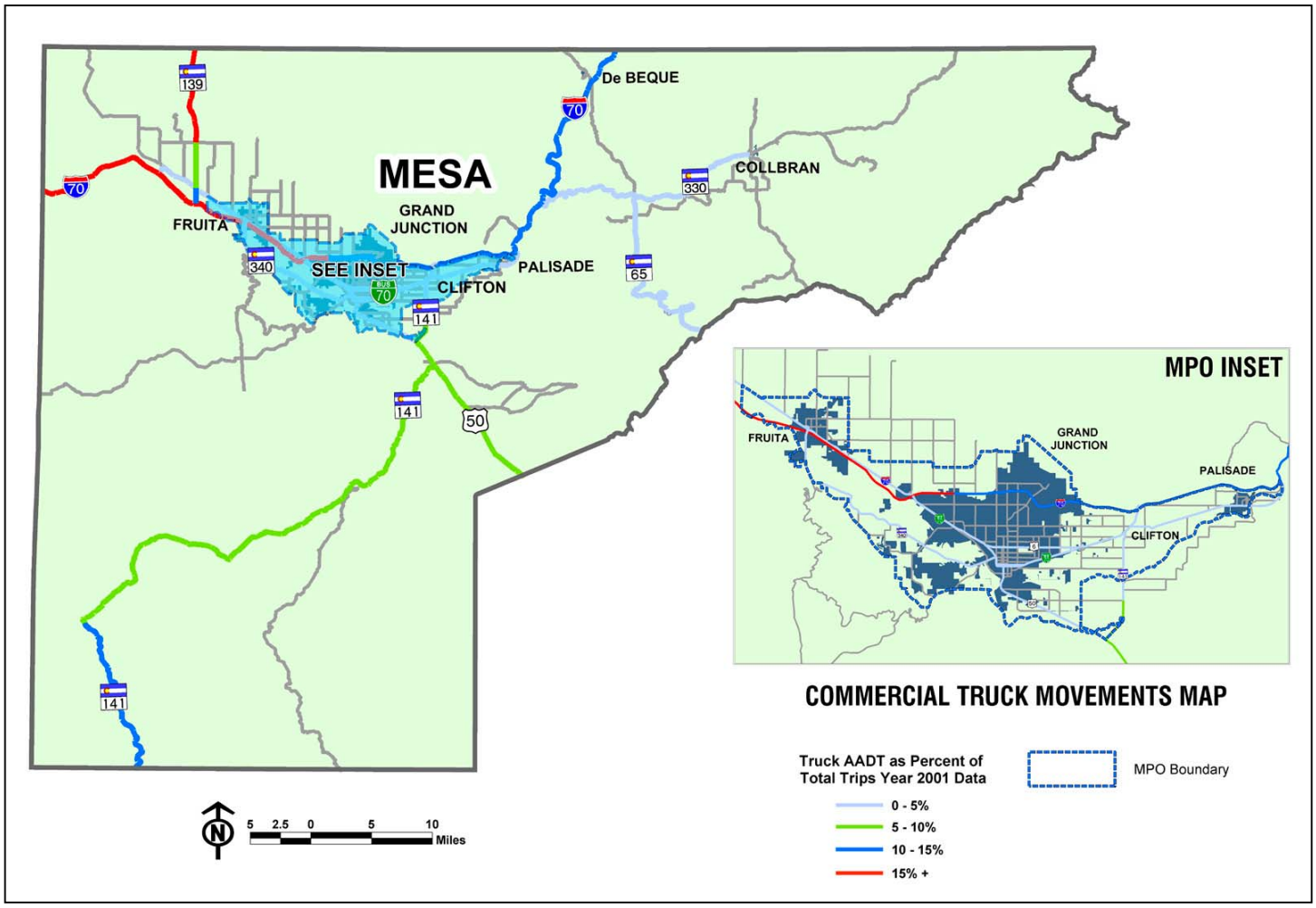
Map 13: Commercial Truck Average Annual Daily Traffic – 2001



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Map 14: Commercial Trucks Percent Total AADT – 2001

This map, Truck AADT as Percent of Total AADT, shows the volume of trucks relative to the total traffic stream. In other words, higher or lower total vehicle traffic affects the percentage of trucks. I-70 is indicated as a significant truck route, especially west of Grand Junction when paired with the relatively lower all traffic volume. SH 139 shows a relatively high percentage of trucks due to the very low all traffic volume.



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Freight Analysis Framework

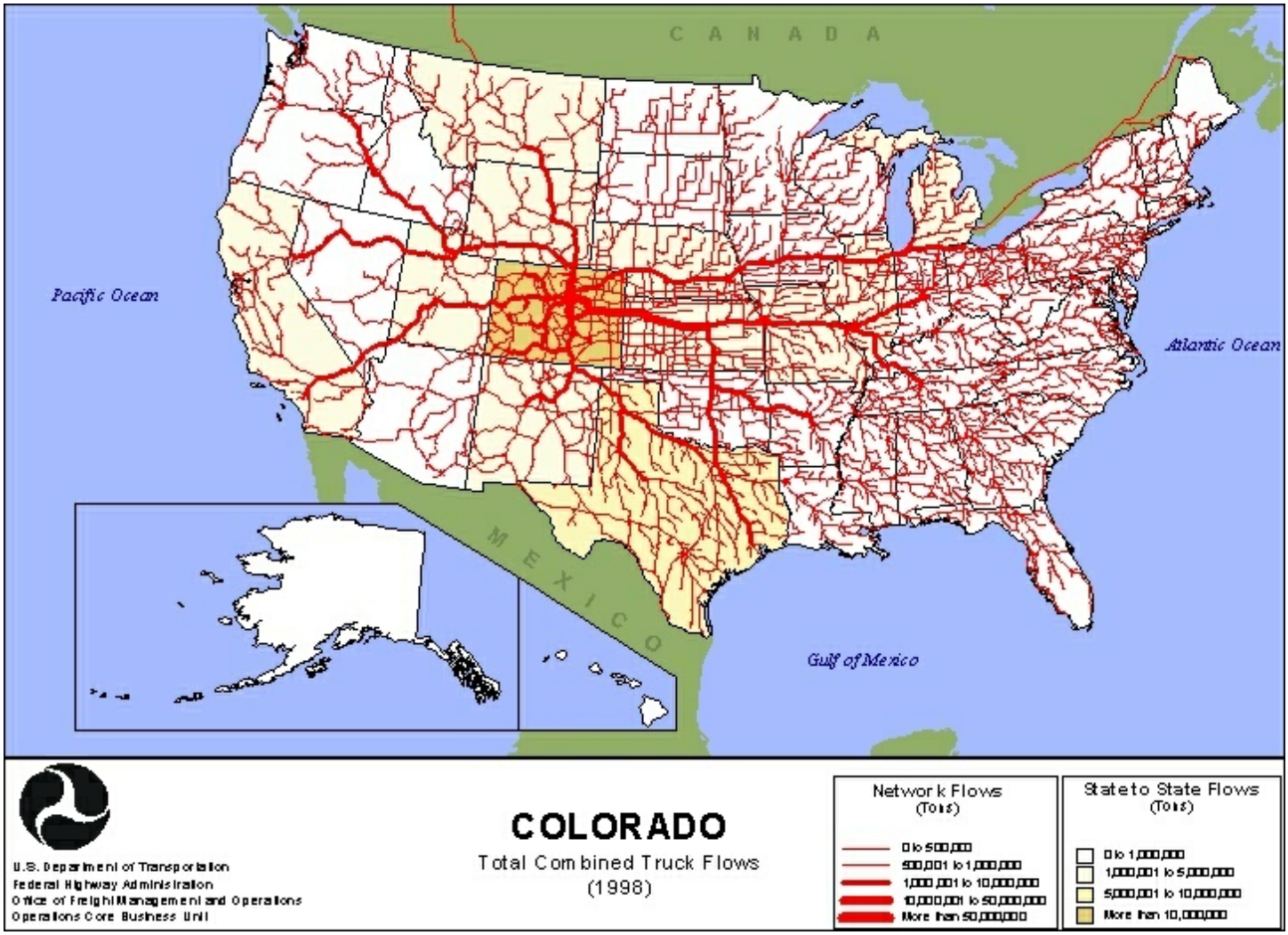
Additional information was acquired from existing federal and local databases as appropriate. For instance, a new federal database reporting model, the ***Freight Analysis Framework***, is available to assist us in understanding commercial vehicle movements in relationship to inter-regional and interstate travel on the state highway system.

"Understanding future freight activity is important for matching infrastructure supply to demand and for assessing potential investment and operational strategies. To help decision makers identify areas in need of capacity improvements, the U.S. Department of Transportation developed the Freight Analysis Framework (FAF), a comprehensive national data and analysis tool, including county-to-county freight flows for the truck, rail, water, and air modes. FAF also forecasts freight activity in 2010 and 2020 for each of these modes. Information about the methodology used in developing FAF is available on the Office of Freight Management and Operations' website www.ops.fhwa.dot.gov/freight.

The U.S. freight transportation network moves a staggering volume of goods each year. Over 15 billion tons of goods, worth over $9 trillion, were moved in 1998. The movement of bulk goods, such as grains, coal, and ores, still comprises a large share of the tonnage moved on the U.S. freight network. However, lighter and more valuable goods, such as computers and office equipment, now make up an increasing proportion of what is moved. FAF estimates that trucks carried about 71 percent of the total tonnage and 80 percent of the total value of U.S. shipments in 1998. By 2020, the U.S. transportation system is expected to handle about 23 billion tons of cargo valued at nearly $30 trillion.

The following map show the relative flows on a national basis that originate or terminate in Colorado. I-70 shows up as a major interstate and interregional trucking corridor providing linkages from southern California through Denver to the Midwest when viewed at this scale.

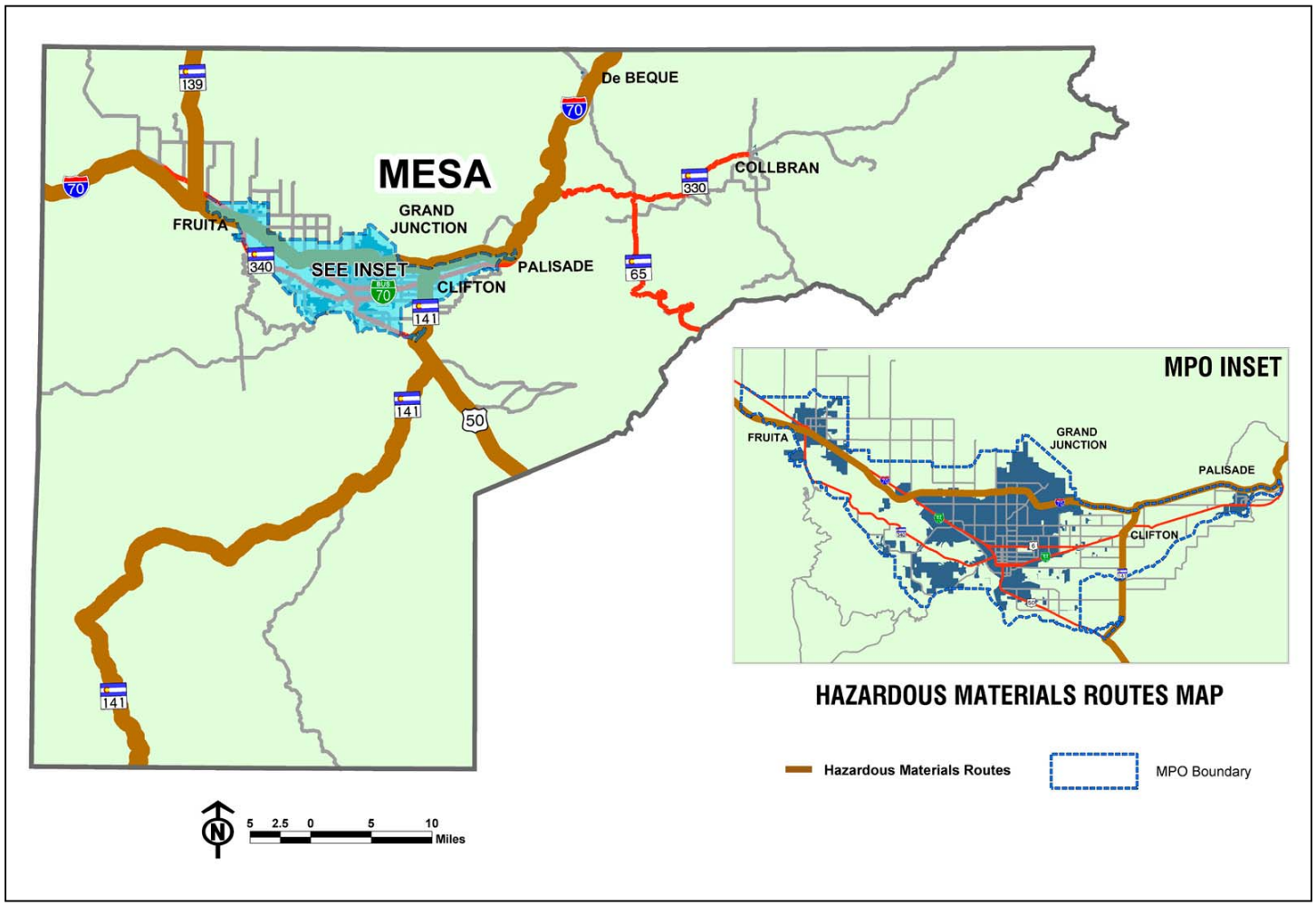
Map 15: Map Freight Flows to, From, and Within Colorado by Truck: 1998 (tons)



Hazardous Materials Routes

Hazardous Materials Routes in the TPR include I-70, SH 139, SH 141, and US 50. Transporters of all hazardous materials in Table 1 of the Colorado Code of Regulations, Part 172 must adhere to these routes. Transporters of hazardous materials in Table 2 of the Code must adhere to the designated routes if the quantities being transported are over certain regulated amounts or in certain types of containers. Exceptions may be granted under some conditions. Information, permits, and complete regulations are available for the Colorado State Patrol at http://csp.state.co.us/HazMat.htm.

Map 16: Hazardous Materials Routes



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

TRANSIT SYSTEM

This section discusses transportation providers within the Mesa County study area. The information includes public, private, and nonprofit transportation providers. The Mesa County 2030 Transit Element was completed in August 2003. The following information is from that Final Report. Detailed information for the transit agencies is shown in the 2030 Transit Element.

Mesa County residents are currently provided with a host of private and public transportation services, ranging from agencies providing transportation services ancillary to the organization's core mission to larger, more-focused public transportation programs. Grand Valley Transit provides the majority of general public transit services in Mesa County, provided under contract by MesAbility, Inc.

Grand Valley Transit

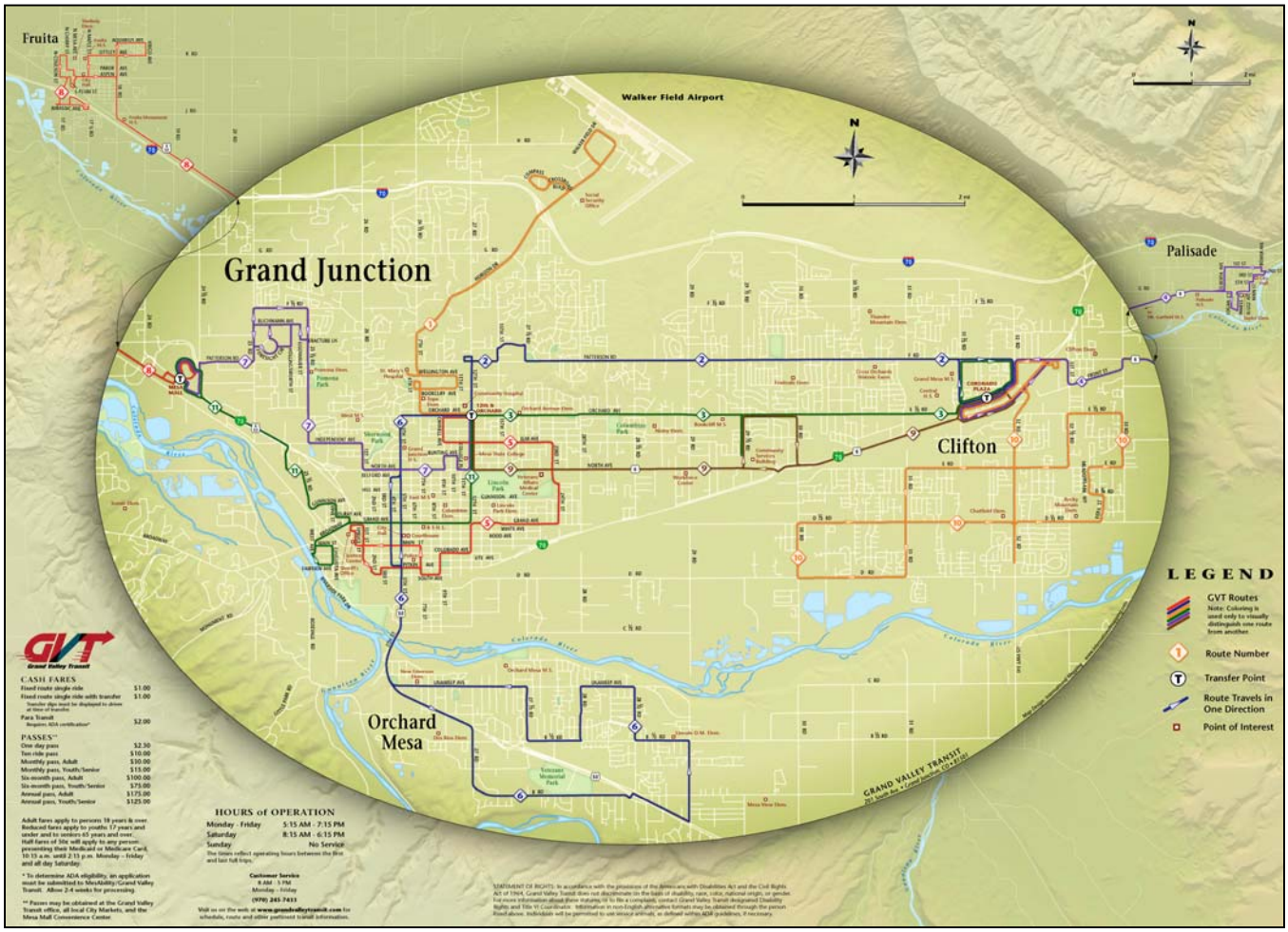
MesAbility, Inc., a private non-profit organization, operates Grand Valley Transit under a contract with Mesa County. Grand Valley Transit began operations under MesAbility, Inc. in 2000. Prior to 2000, MesAbility provided prescheduled and demand-responsive transportation services to seniors and persons with disabilities in the urbanized areas of Mesa County.

Grand Valley Transit operates Monday through Saturday from 5:15 a.m. until 7:15 p.m. GVT operates from 8:45 a.m. to 6:16 p.m. on Saturdays. GVT operates a mix of fixed-route, dial-a-ride, and paratransit service. There are currently 11 fixed routes serving Grand Junction, Fruita, and Palisade. Dial-A-Ride stops are provided throughout the urban area and are charged a higher fare than fixed-route passengers. Complementary paratransit service is offered during the times that the fixed-route service is offered.

Grand Valley Transit operates three transfer centers at Mesa Mall, 12th & Orchard, and Coronado Plaza. Bike racks are available on all buses. No official park'n' ride lots are in use by GVT.

Grand Valley Transit provided over 545,110 one-way trips in 2002. This includes 530,600 trips for the fixed-route system, 3,410 Dial-A-Ride trips and 11,100 paratransit trips. GVT operates at a fully allocated rate of $36.17 per hour with a cost of approximately $3.51 per one-way passenger-trip. Mesa County currently provides 19 vehicles to MesAbility for operation of GVT services. Total operating costs for the service are $1,953,674.

Map 17 -Grand Valley Transit Route Map



Center for Independence

The Center for Independence is a private non-profit agency serving 13 counties. The agency provides numerous services to assist persons with disabilities, including transportation for clients. Transportation services are funded through federal grant programs for vocational rehabilitation and vision-impaired programs.

Colorado West Mental Health

Colorado West Mental Health is a private non-profit agency serving persons with chronic mental illnesses across western Colorado. Transportation services are provided to clients in Mesa County during both daytime and evening hours, Monday through Friday. The agency provides approximately 10,000 annual one-way passenger-trips.

Disabled American Veterans (DAV)

Disabled American Veterans (DAV) is a private non-profit agency, which offers a nationwide network of services — free of charge to all veterans and members of their families. The DAV in Grand Junction offers free, demand-response transportation services to veterans for medical appointments. All clients must be ambulatory patients, and reservations are preferred three days in advance. Transportation services are offered from 8:00 a.m. to 4:00 p.m., Monday through Friday, year-round. The DAV has nine year-round volunteer drivers and eight seasonal volunteer drivers.

The DAV operates two vehicles—a seven passenger 2001 Ford Windstar and a seven passenger 1995 Chevy Astro Van, neither of which is equipped with a wheelchair lift. The DAV is funded by the Department of Veteran Affairs General Fund. The DAV operated 48,857 vehicle-miles and 2,936 vehicle-hours in 2001. The DAV provided 3,259 annual one-way passenger-trips in 2001.

Family Health West

Family Health West is a private non-profit agency that owns and operates several retirement housing complexes. The agency provides demand-response service on Tuesdays and Thursdays to both residents and non-residents who are seniors or disabled persons. Service is also provided to residents as part of prescheduled program activities. Family Health West provides transportation using four vehicles — one van, two minivans with lifts, and one sedan. An estimated 12,800 one-way passenger-trips are provided annually.

Foster Grandparent Program

Foster Grandparent Program is a program sponsored by St. Mary's Hospital. The program only transports senior volunteers to and from the volunteer's home to placement locations. Volunteers are seniors working with children with special needs in Mesa County. The volunteers no longer drive their own vehicles. Services are provided five days per week, year-round. Typical hours of transportation is from 7:15 to 9:15 a.m. and 11:45 a.m. to 2:15 p.m. daily, through the use of one 6-passenger GMC Minivan reported to be in good condition. Operating expenses are covered through various donations and grants. Approximately 3,100 annual passenger-trips are provided in approximately 11,000 vehicle-miles.

Grand Junction Regional Center

The Grand Valley Regional Center is a state agency, which operates a state home with 11 dormitories and 11 group homes. The Regional Center provides transportation to elderly and disabled residents. The Regional Center does not limit the type of trips they provide. The Center provides both fixed-route and demand-responsive transportation services 24 hours per day, seven days per week, year-round. The Regional Center operates 28 vehicles and does not charge any fare for trips. Most residents are not capable of using public transportation, and therefore rely on the Center's vehicles for travel. The Grand Junction Regional Center budgeted approximately $85,000 for transportation expenses in 2002.

Hilltop Community Resources, Inc.

Hilltop Community Resources, Inc. is a private non-profit agency that provides numerous programs including residential services for persons who have suffered head injuries, juvenile shelter and detention, and senior retirement and assisted living. Hilltop Community Resources provides program-related transportation to all clients. Hilltop Community Resources operates 20 demand-response vehicles to serve clients. Reservations are preferred 24 hours in advance, and the agency does not charge a fare for service. Annual operating costs for 2002 were approximately $160,272, which is funded through resident fees. An estimated 35,000 trips are provided in 86,000 miles annually. Transportation is also provided at The Atrium retirement residence. In 2000, two vehicles were used to provide service to residents for medical, shopping, and other trips as needed.

Mesa Developmental Services

Mesa Developmental Services provides a variety of services to persons with developmental disabilities. Transportation services are provided to clients for both program and personal needs. In 2001, the agency reported operating 28 vehicles serving the areas of Grand Junction and Clifton. An estimated 72,000 trips are provided annually, and Mesa Development Services operates approximately 250,000 vehicle service miles annually. The agency does not charge a fare for clients and has no trip purpose restrictions. The operating budget reported in 2001 was approximately $326,000 annually.

Rocky Mountain HMO Time Bank

The Rocky Mountain HMO Time Bank is a private non-profit agency that operates the Time Bank program designed to enable clients to live independently. Transportation services are provided seven days per week generally for medical, shopping, and other various needs. In 2001, the agency reported approximately 3,100 trips are served annually with an estimated 2,900 vehicle-hours. The operating budget for transportation services in 2000 was approximately $1,800 annually. Funding for transportation is from the HMO and donation.

Sunshine Taxi, Inc. (TAZCO, Inc.)

Sunshine Taxi is a private for-profit company, which provides general taxicab services as well as package delivery and tours. Service is provided in Mesa County 24 hours per day, seven days per week. Sunshine Taxi is often contracted by local agencies to provide needed transportation to clients. The Department of Human Services provides taxi vouchers for clients who cannot use GVT for one reason or another. Service is provided to clients of Collbran Job Corps, the VA Hospital, and Mesa Developmental Services, which are billed directly for the service.

Greyhound Bus Lines

Intercity transit providers typically provide a fixed-route service to serve different cities or over much longer distances. Greyhound Bus Lines provides regularly scheduled service to and from the region. Six daily departures are available to Denver; these departures serve eastern destinations. From Grand Junction, four daily departures serve western destinations.

School Districts

Laidlaw Education Services is a private transportation provider for the Mesa County Valley School District, and also provides charter services. The agency contracts with the school district to provide transportation for students to and from school and activities. Laidlaw operates both fixed-route school bus service and charter demand-response service seven days per week, year-round. The contractor employs 30 year-round full-time drivers and 150 seasonal full-time drivers to operate the 163-vehicle fleet owned by Laidlaw. Laidlaw typically operates from 6:00 A.M. to 6:00 P.M. daily. The provider charges $35.00 per hour for charter service in town with a two-hour minimum. 2002 capital costs were $855,656. The agency provided 92,472 annual trips, with 2,144,462 annual miles and 10,655 annual revenue hours. Revenues for Laidlaw included $3,178,000 from the School District, $20,671 from other School District Activities; $67,000 for chartered services, $44,200 for contract services and $15,800 for leasing – for a total of $3,325,671.

AVIATION SYSTEM

Commercial passenger service is available at Walker Field in Grand Junction. The airport enplaned over 132,000 passengers in 2001. It provides valuable access from the region to Denver, Salt Lake City and other southwestern destinations.

The General Aviation airport at Fruita contributes to the region's mobility and access to services as well as helping to support economic activity. Aviation services include fixed base operators, flight instruction, fueling, aircraft repair and maintenance, air taxi/charter, corporate flight departments, airport maintenance and administration, etc.

General Aviation airports also accommodate many visitors to the region. Like commercial service visitors, those who arrive via private aircraft partake in various recreational activities as well as business activities. The following table describes the regional airports' facilities and operations.

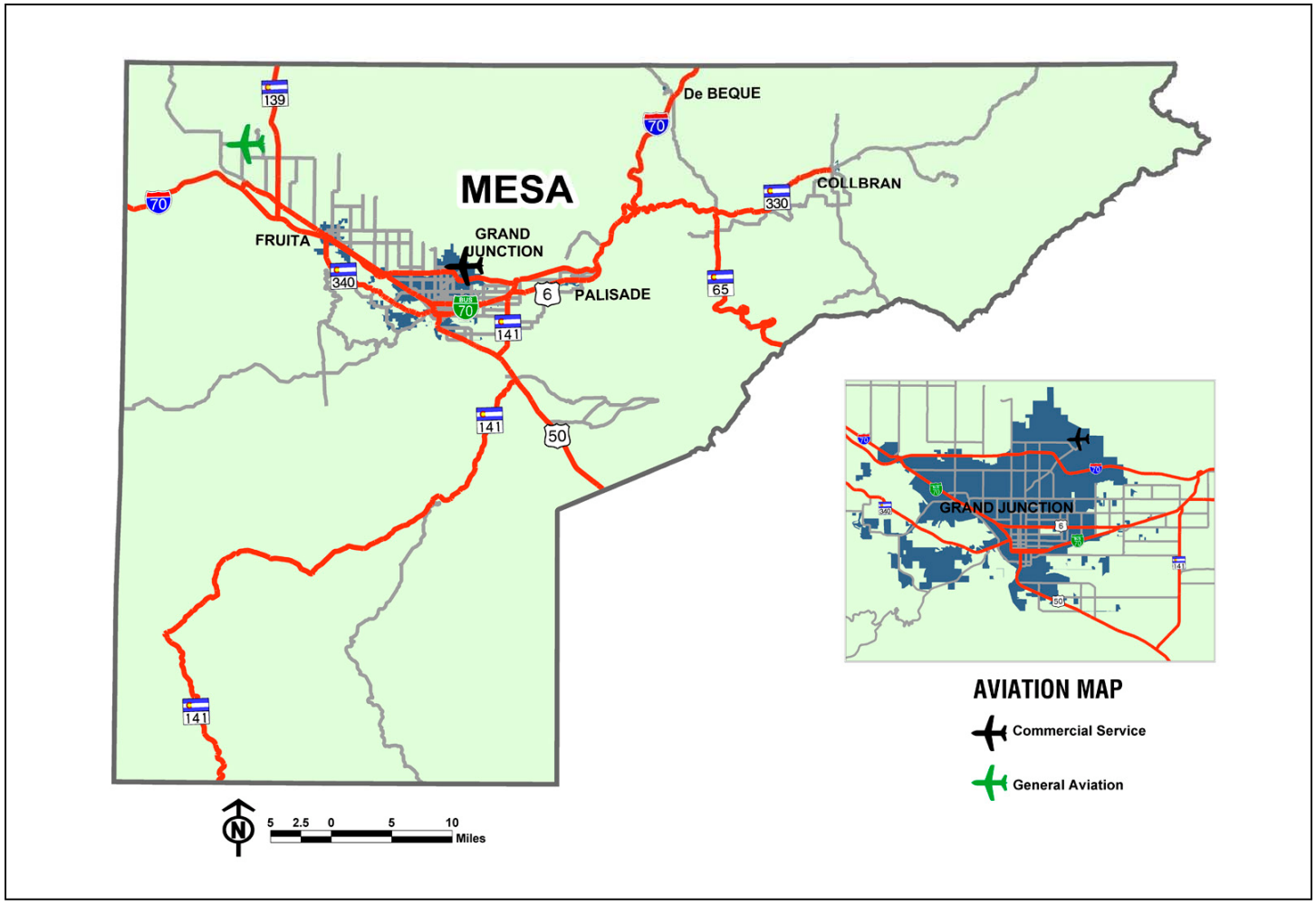
Table 6: Airport Operations

Regional Airport Operations			
Characteristic	**Municipality in Mesa County**		
	Grand Junction		**Fruita**
Airport	Walker Field		Mack Mesa
FAA Classification	Commercial		General Aviation
Functional Level	Major		Minor
Annual Enplanements	132,930		N/a
Based Aircraft	152		37
Annual Operations *	103,816		6,010
Runway ID	11/29	4/22	7/25
Length in Feet	10,501	550	4724
Width in Feet	150	75	60
Surface Type	Asphalt	Asphalt	Asphalt
# of Runways	1	1	1
Lights	HIRL	MIRL	None
Approach Lights	Yes	Yes	None

* Annual Operation = 1 take off, approach, or landing
Source: CDOT, Division of Aeronautics, 2001

The following map locates the two airports in the Grand Junction - Mesa County TPR

Map 18: Aviation



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

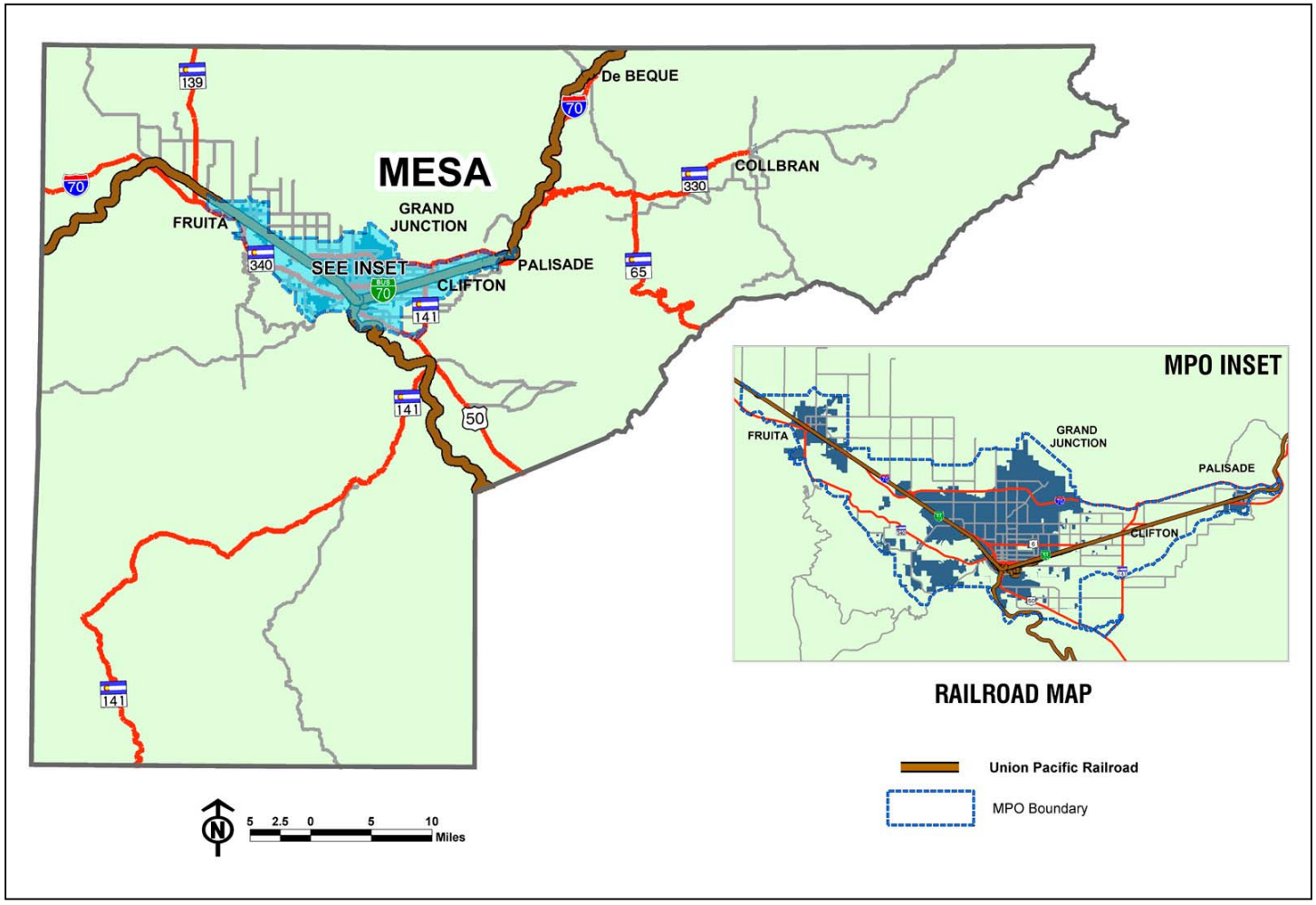
RAIL SYSTEM

The Union Pacific Railroad has lines in the TPR generally situated along I-70, and also between SH 141 and US 50.

The historic Grand Junction Railroad Station, listed on the National Register of Historic Places, was rehabilitated. Alternative uses were evaluated for the station and emphasis was given to the concept of relocating AMTRAK back into this station.

Increased use of rail passenger transportation nationwide, especially on the California Zephyr, may lead to demand for improved facilities close to the station such as taxi service, bike rentals, hotels, and shuttle vans.

Map 19: Railroad Map Grand Junction - Mesa County TPR



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Passenger Rail

A grant has been recently awarded to the City of Grand Junction, in conjunction with the Museum of Western Colorado to replace the roof of the historic railroad facility using ISTEA Transportation Enhancement funding.

AMTRAK provides passenger rail service with one eastbound and one westbound train daily with boarding facilities in Grand Junction. AMTRAK's passenger volume has remained steady at approximately 20,000 passengers annually, providing a much needed alternative to highway or air travel to Colorado's Front Range, the Salt Lake City area, and points beyond (Chicago and California). The route also provides a unique tourism component for the area due to its scenic route through Glenwood Canyon and over the Rockies, as well as traversing the intermountain plateau and desert country of the southwest.

Freight Rail

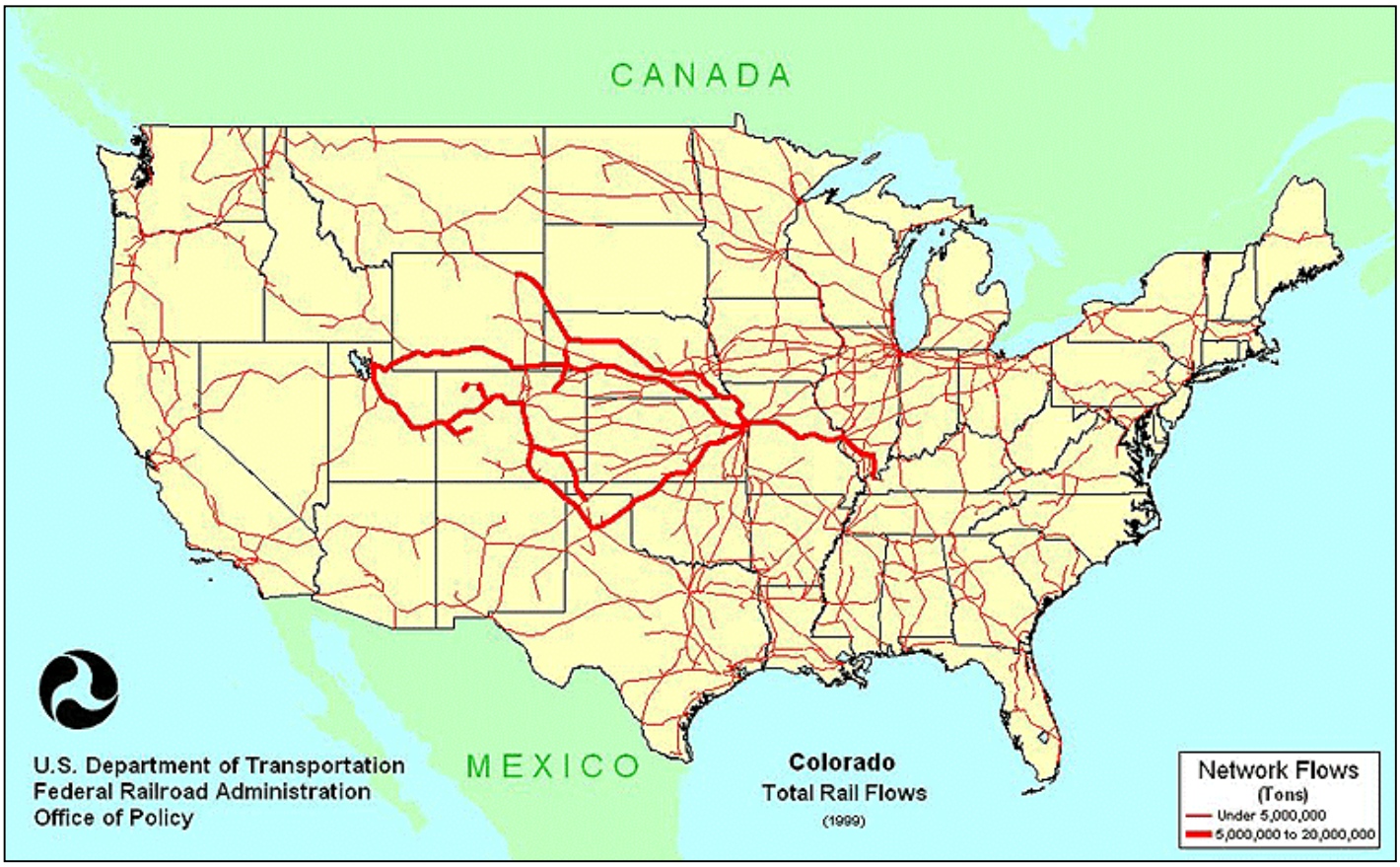
Grand Junction is a major rail freight center for the Union Pacific Railroad. The commodities shipped through Grand Junction include mixed freight, automobiles, produce and coal. Approximately 12-15 trains per day come through Grand Junction on the UP line between Utah and Denver. Approximately one train per week uses the UP branch from Delta, primarily hauling coal.

The UP operates a major rail freight yard in Grand Junction, which sorts freight trains from the west (Salt Lake City, the Pacific Northwest, and California), from the east (Denver, Pueblo) and from the south (Paonia, Montrose, Delta).

Rail freight loading sidings only exists in small number in Mesa County. The largest is the Powderhorn and Cameo Power Plant locations in DeBeque Canyon. The railroad also operates a public siding off of US 6 and US 50 near Fruita.

The following map from the Freight Analysis Framework, shows the relative volume in tons of rail freight originating in or destined to Colorado.

Map 20: Map Freight Rail Flows To, From, and Within Colorado by Rail: 1998 (tons)



Rail Abandonments

No known rail abandonments are in process.

Railroad Grade Crossings

The following table shows the top 20 rated Railroad grade crossings along with the Accident Prediction Value as established by the US Department of Transportation. The Accident Prediction Value is a relative prediction of the likelihood of an accident within any one year and is based on type of crossing protection, number of trains, traffic volumes on the intersecting road, and train speed.

See "Guidance On Traffic Control Devices At Highway-Rail Grade Crossings," U.S. Department Of Transportation, Federal Rail Administration, Highway/Rail Grade Crossing Technical Working Group, November 2002 for more information about threshold levels for improvements and other procedures.

Table 7: Railroad Grade Crossings

Top 20 Railroad Crossings by Accident Prediction Value				
Crossing #	Highway	Street	Trains per Day	Accident Prediction Value
253607Y	CR 36	CR 36 NO US 6	16	0.074005
253606S		G ROAD & US 6	22	0.059297
253602P		MAIN ST NO 2ND ST	22	0.032919
253436A		9TH ST & 4TH AVE	2	0.028261
253781H		CR 24.75 NO CRI.8	16	0.027147
253600B		CR G7 NO ALT US 6	22	0.021487
253774X		CR 30 SO US 6	16	0.019837
253776L		9THST SO SOUTHAVE	16	0.017945
253790G		CR 20 SO US 6	16	0.016722
253775E		D RD EO 12TH ST	0	0.016560
253437G		7TH ST & 4TH AVE	2	0.014801
253800K	SH 139A	SH 139 NO I70	23	0.014121
253803F	US 6A	US 6 NO I70	23	0.012929
253791N		MESA ST SO US 6	16	0.012667
253772J		CR 31.5 SO US 6	16	0.012638
253434L		CR 25.3 &CR 26.38	2	0.011923
253597V		CR I.9 AT CAMEO	22	0.011294
253770V		CR32.5 SO FRONTST	16	0.011191
253778A		7THST SO SOUTHAVE	16	0.010555
253603W		KLUGEAVE NO 3RDST	22	0.009876

Source: Federal Rail Administration

BICYCLE/PEDESTRIAN

Major activity centers for cycling in the TPR include Grand Junction, Fruita, Mid Valley, Palisade, and Lower Valley

High profile trail needs in the region include:

- Colorado River Greenway from 24 Road west to the Loma Boat Docks along the Colorado River
- Horizon Drive Trail
- S. Camp Road/Monument Road Trail
- Redlands Parkway trail
- Bicycle Lanes on new street construction projects in the Grand Junction area

Trail Eligibility Policy

It shall be the policy of the Mesa County/Grand Junction Regional Planning Commission that bicycle and pedestrian facilities that are included in local plans and are consistent with the Regional Vision Values, and Goals in Chapter III and the Corridor Visions in Chapter VII shall be eligible to compete for Transportation Enhancement Program funds through the CDOT Region 3 selection process. Projects put forward for the Transportation Enhancement Program must be consistent with, not necessarily contained in the regional long-range plan.

Enhancement Projects

This plan does not list individual potential Transportation Enhancement projects. Enhancement projects that are consistent with this plan or have been identified in other locally adopted plans are eligible for consideration for CDOT's Transportation Enhancement Program. Examples of plans that are incorporated by reference in the 2030 plan include the Mesa County Multi-modal Plan (1994), the Fruita Community Plan, the Mesa County 2020 Regional Transportation Plan, Preferred Alternative, Section V (1999), and the 2001 Urban Trails Master Plan.

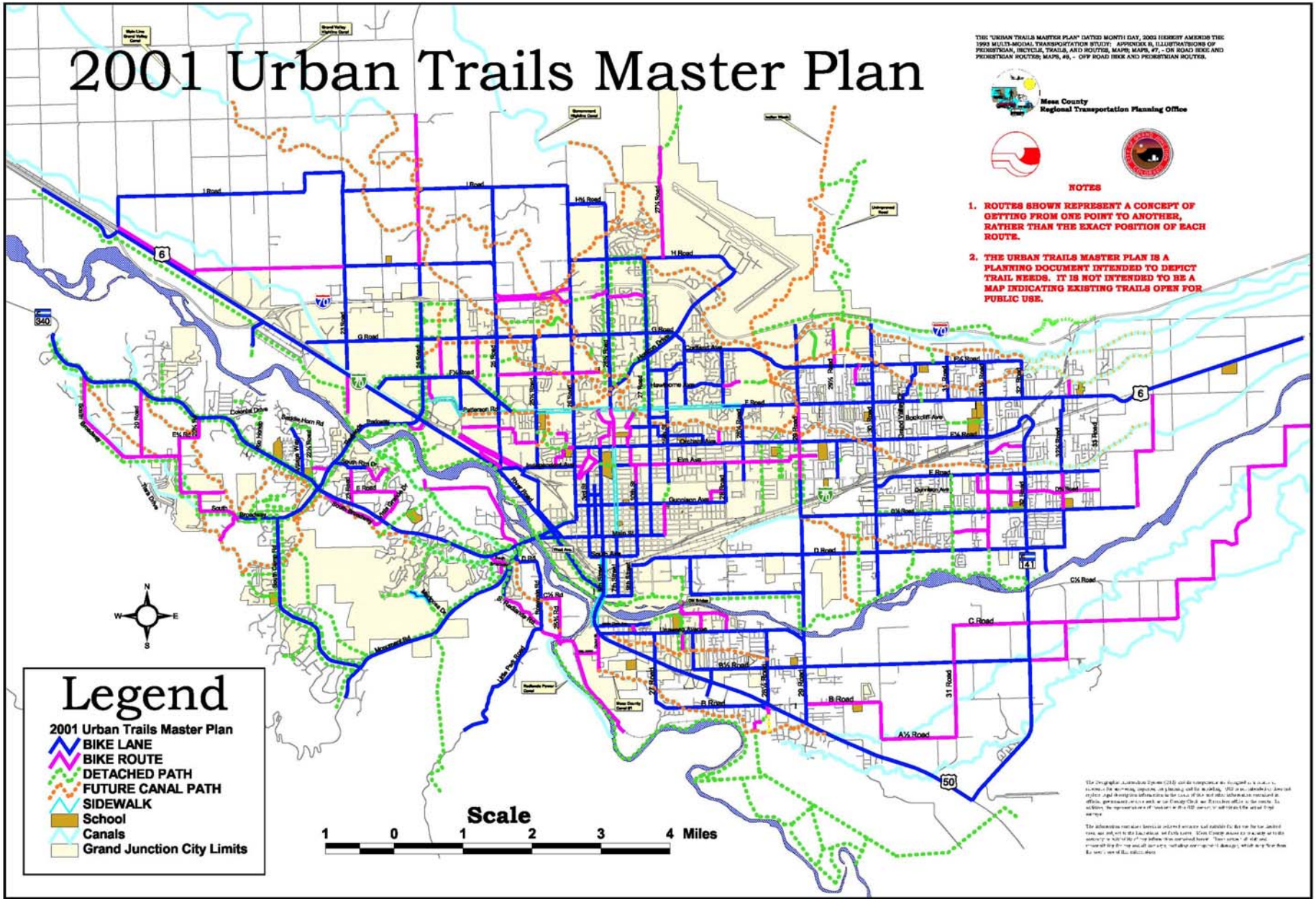
Map 21 – Grand Junction Urban Trails

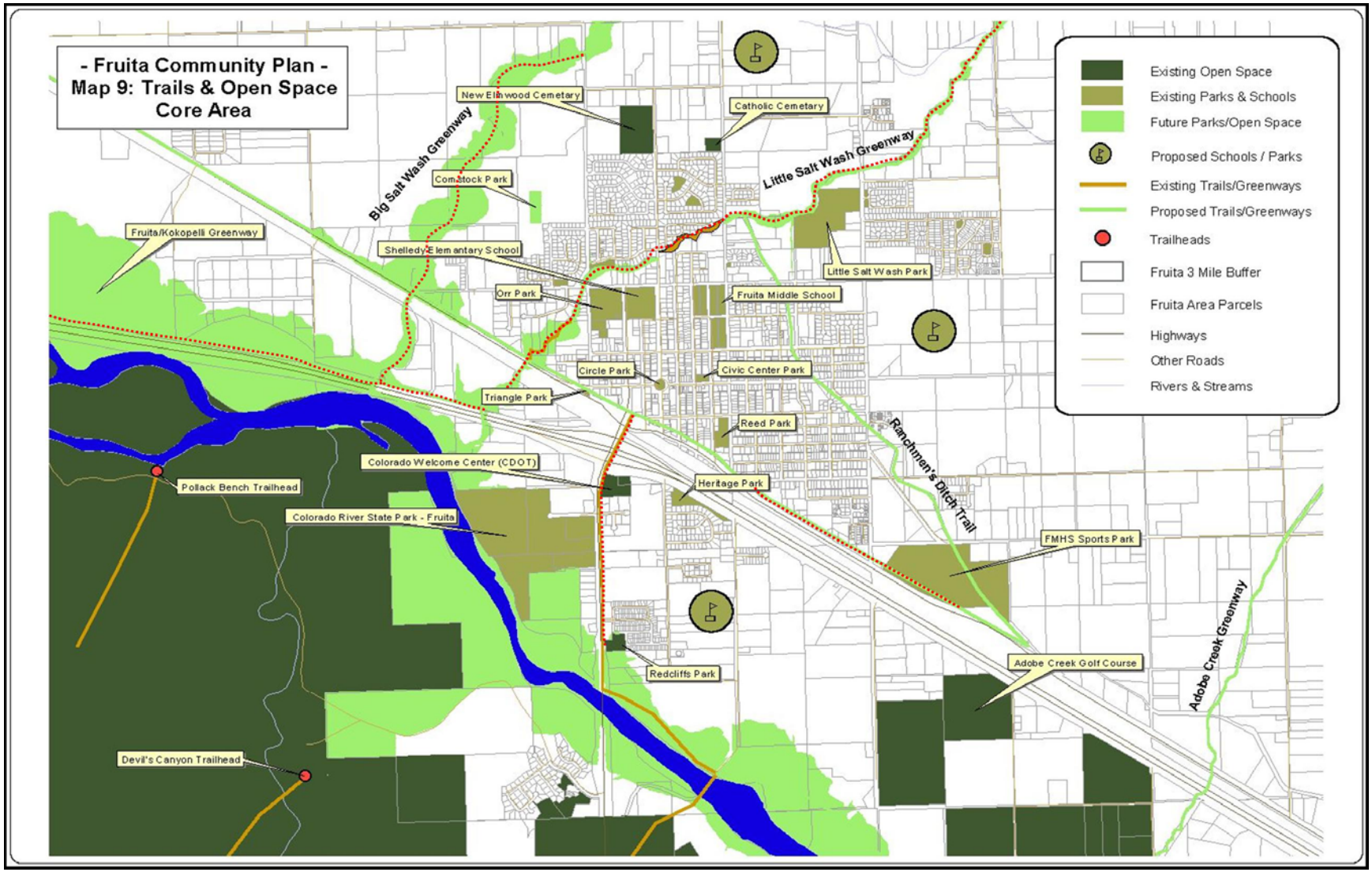
Map 21 shows existing and planned bike lanes, bike routes, and detached paths in the Grand Junction urban area as described in the 2001 Urban Trails Master Plan (UTMP).

The 2001 UTMP is effective within the areas that are annexable by the City of Grand Junction per the "Persigo Agreement." Outside of the areas governed by the "Persigo Agreement," but within the Urban Growth Boundary, the 1997 Urban Trails Master Plan (not shown) governs.

Map 22 - Fruita Trails and Open Space

Map 22 shows existing and planned parks, open space, trails and greenways in Fruita from the Fruita Community Plan 2020, adopted in 2001.

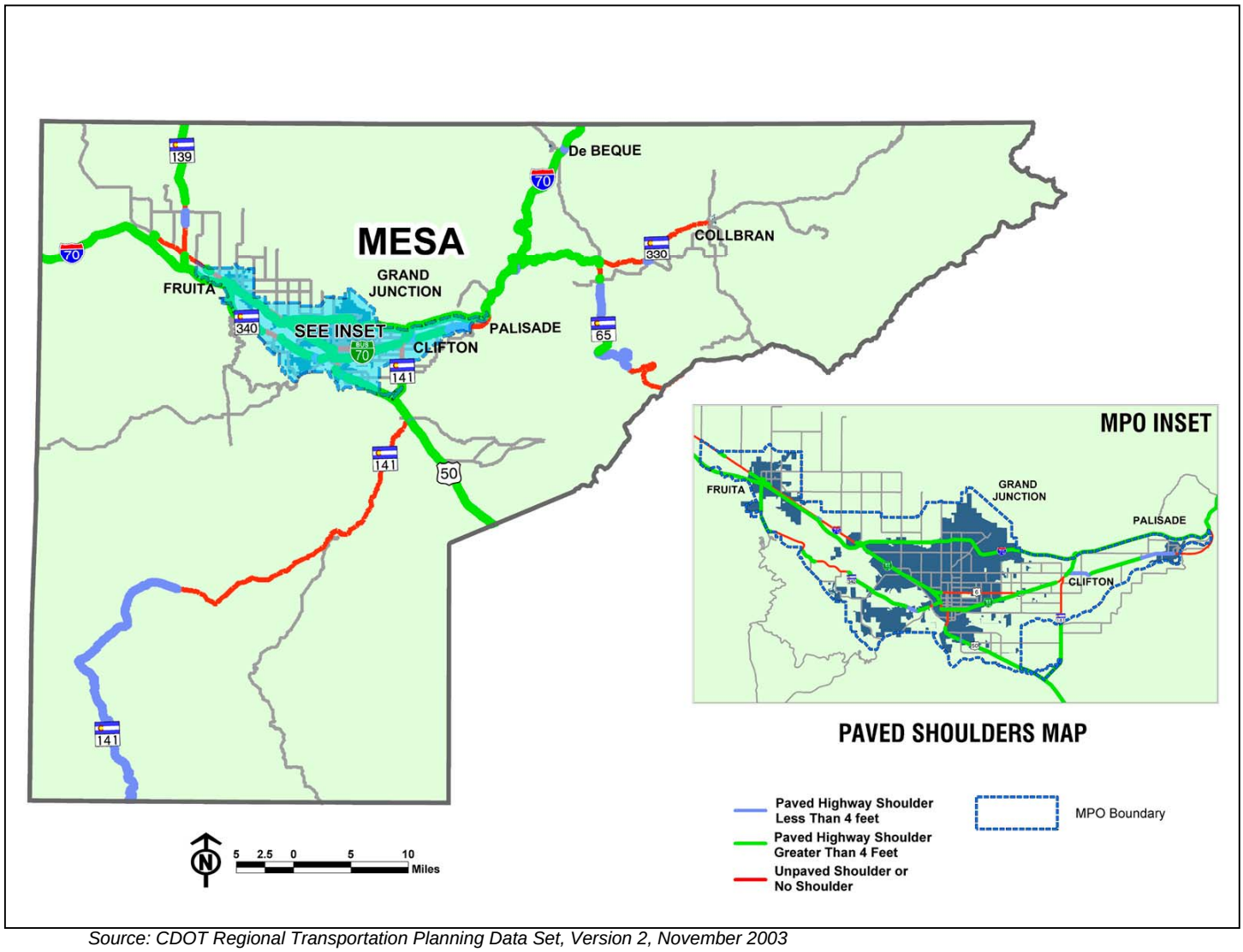

2001 Urban Trails Master Plan
THE "URBAN TRAILS MASTER PLAN" DATED MONTH DAY, 2003 HEREBY AMENDS THE 1993 MULTI-MODAL TRANSPORTATION STUDY: APPENDIX B, ILLUSTRATIONS OF PEDESTRIAN, BICYCLE, TRAILS, AND ROUTES; MAPS; MAPS, #7, - ON ROAD HIKE AND PEDESTRIAN ROUTES; MAPS, #8, - OFF ROAD HIKE AND PEDESTRIAN ROUTES.
Mesa County
Regional Transportation Planning Office
NOTES
1. ROUTES SHOWN REPRESENT A CONCEPT OF GETTING FROM ONE POINT TO ANOTHER, RATHER THAN THE EXACT POSITION OF EACH ROUTE.
2. THE URBAN TRAILS MASTER PLAN IS A PLANNING DOCUMENT INTENDED TO DEFICT TRAIL NEEDS. IT IS NOT INTENDED TO BE A MAP INDICATING EXISTING TRAILS OPEN FOR PUBLIC USE.
Legend
2001 Urban Trails Master Plan
BIKE LANE
BIKE ROUTE
DETACHED PATH
FUTURE CANAL PATH
SIDEWALK
School
Canals
Grand Junction City Limits
Scale
1 0 1 2 3 4 Miles


- Fruita Community Plan -
Map 9: Trails & Open Space
Core Area
New Elmwood Cemetary
Catholic Cemetary
Big Salt Wash Greenway
Little Salt Wash Greenway
Comstock Park
Fruita/Kokopelli Greenway
Shelledy Elementary School
Little Salt Wash Park
Orr Park
Fruita Middle School
Circle Park
Civic Center Park
Triangle Park
Reed Park
Ranchmen's Ditch Trail
Colorado Welcome Center (CDOT)
Heritage Park
Pollack Bench Trailhead
Colorado River State Park - Fruita
FMHS Sports Park
Adobe Creek Greenway
Redcliffs Park
Adobe Creek Golf Course
Devil's Canyon Trailhead
Existing Open Space
Existing Parks & Schools
Future Parks/Open Space
Proposed Schools / Parks
Existing Trails/Greenways
Proposed Trails/Greenways
Trailheads
Fruita 3 Mile Buffer
Fruita Area Parcels
Highways
Other Roads
Rivers & Streams

Highway Shoulders

Many cyclists enjoy riding on the region's highways. These trips are made safer and more convenient for cyclists and motorists alike when a substantial paved shoulder is available for riding. The following map shows state highways with paved shoulders wider than or narrower than four feet, the minimum perceived safety margin.

Map 23: Paved Shoulders



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

MAJOR INTERMODAL FACILITIES

The Grand Junction Rail Freight intermodal facility was closed many years ago due to low volume and high operation costs. Existing major intermodal facilities for the TPR are indicated in the table below.

Table 8 - Major Intermodal Facilities

Major Intermodal Facilities	
Facility	Modes
Walker Field Airport – Grand Junction	Air, rental car, taxi, vans
AMTRAK Station 2nd and South , Grand Junction	Rail, taxi, vans, pedestrian
Greyhound Bus Station, Grand Junction	Bus, taxi, vans, pedestrian

INTELLIGENT TRANSPORTATION SYSTEM

CDOT has done much work with planning, implementing and operating ITS in Colorado. Several regional and project level architectures have been developed and many corridors now have incident management plans.

In 2000, an ITS Architecture was developed for the I-25 Southeast Corridor Project in Denver, also known as T-REX. This project identified the roles and responsibilities of CDOT and the required interfaces with adjacent jurisdictions. Using this ITS Plan as a foundation, the Denver Regional Council of Governments then developed a Strategic Plan and Regional Architecture for the area. In addition, this same year CDOT developed an ITS Architecture focused primarily on the I-25 corridor from Pueblo to Colorado Springs. CDOT has recently completed an ITS Architecture effort in Region 4 (Northeastern Colorado). With the completion of this Region 4 effort, all of the CDOT Regions on the Front Range now have ITS Architectures in place.

In 2001, the CDOT ITS branch, in consultation with an ITS Steering Group, developed an ITS Strategic Plan setting forth the vision and strategic goals for ITS investments, describing organizational roles and responsibilities, and establishing strategies and implementation actions to achieve the CDOT goals for ITS investment. This plan also established a Performance Measures program to drive business based investments decisions for ITS.

Gaps in coverage of ITS Architecture include the Eastern Plains and much of the western slope, with the exception of Glenwood Canyon on I-70. Several ITS elements are deployed there including the Hanging Lake Tunnel System, which includes a major Traffic Operations Center. This system is currently being upgraded. There are also a number of dynamic message signs and closed circuit television cameras in the Canyon. Additionally, incident management plans have been developed for I-70. However, Strategic Plans and Architectures have not been developed for the entire corridor.

The City of Grand Junction completed the Grand Valley Area Traffic Signal Communications Feasibility Study in 1998 which made recommendations for upgrading the traffic signal system with fiber optic cable. The County has been implementing the system and now has 39 signals on-line with fiber optic and more planned. CDOT is currently underway with a statewide system architecture study. The Mesa County System should be incorporated into this system when complete.

V - SOCIOECONOMIC & ENVIRONMENTAL PROFILE

The Socioeconomic and Environmental Regional Profile provides the human and natural environment background necessary to help in estimating future transportation demand through 2030. It also provides the framework to assess the potential impacts of proposed transportation investments on the human and natural environment within the Grand Junction - Mesa County TPR.

The plan compiles socioeconomic projections for 2030 for the TPR based on U.S. Census projections, Colorado Department of Local Affairs projections and locally generated projections. Since population is integrally related to travel demand, reviewing current demographic information in relation to projected future growth will give a broad indication of future travel demand potential within the TPR.

The environmental scan provides a broad overview of the human and natural environment. Its main purpose is to identify potential areas where transportation projects may have an adverse impact on the environment. The approach used in this task will *not* result in a NEPA document, but it will provide enough information to inform the regional planning commission and citizens within the TPR that a proposed transportation project may result in "unacceptable or significant detrimental environmental impacts." The environmental scan will identify areas of concern for both the natural and human environment. Natural environment related concerns may include air quality, wetlands, parklands, historic areas, archeological sites, threatened and endangered species sites, noise and hazardous material sites.

This chapter also identifies minority and low-income populations as required by the Environmental Justice initiative and a series of demographic factors such as age, vehicle ownership, and income that are traditional indicators of transit dependence.

POPULATION

Grand Junction is the largest city in the county with a current population of about 42,000. Other incorporated areas include about 9,900 residents. Unincorporated areas of the county are home to nearly 25,600 people. The county as a whole has grown significantly between 1990 and 2000, with a county wide total growth of 24.8%. Incorporated areas have grown much faster than unincorporated areas over the last several years. The following table enumerates Mesa County, the incorporated areas of Fruita, Palisade, De Beque, Collbran, and Grand Junction, the unincorporated portions of Clifton, Redlands, Fruitvale, and Orchard Mesa, and Other Unincorporated Areas.

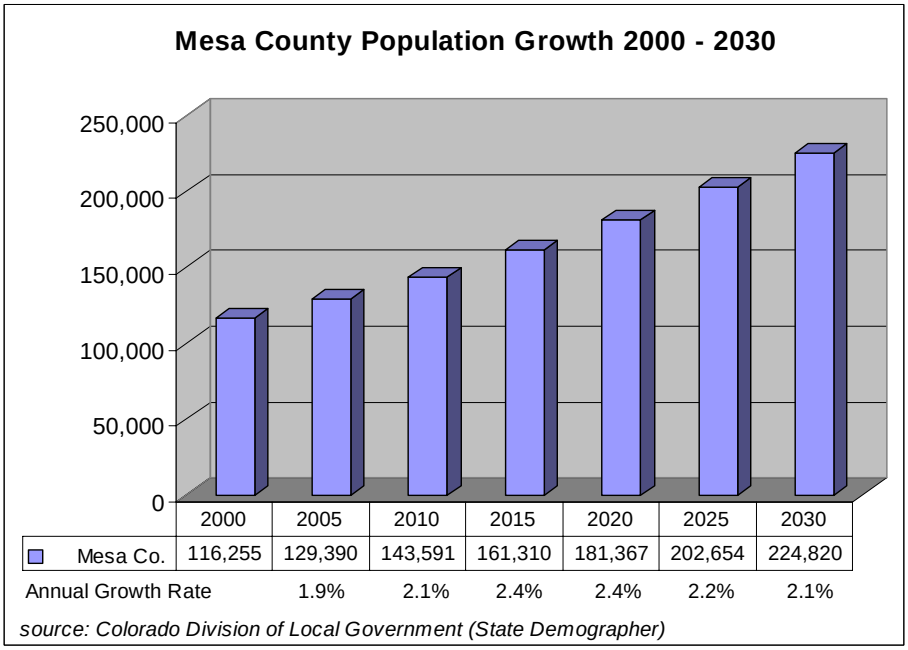
Table 9 – Mesa County Population Growth by Area (1990 – 2000)

Mesa County Population Growth by Area (1990 – 2000)			
County Area	1990 Population	2000 Population	Percent Change
Mesa County	93,145	116,255	24.8
Fruita City	4,045	6,478	60.1
Palisade Town	1,871	2,579	37.8
De Beque Town	257	451	75.4
Collbran Town	228	388	70.2
Grand Junction City	29,034	41,986	44.6
Unincorp. Clifton Area	12,671	17,345	36.9
Unincorp. Redlands Area	9,355	8,035 *	-14.0
Unincorp. Fruitvale Area	5,222	6,936	32.8
Unincorp. Orchard Mesa Area	5,977	6,456	8.1
Unincorporated Areas (other)	24,485	25,593	4.52

* annexation
Source: 2000 US Census

Total population of the county is anticipated to grow from 116,000 in 2000 to nearly 225,000 in 2030, with the annual growth rate ranging from 1.9% to 2.4%.

Figure 3: Mesa County Population Growth 2000 - 2030



source: Colorado Division of Local Government (State Demographer)

Map 24- Mesa County Population Density by Census Block

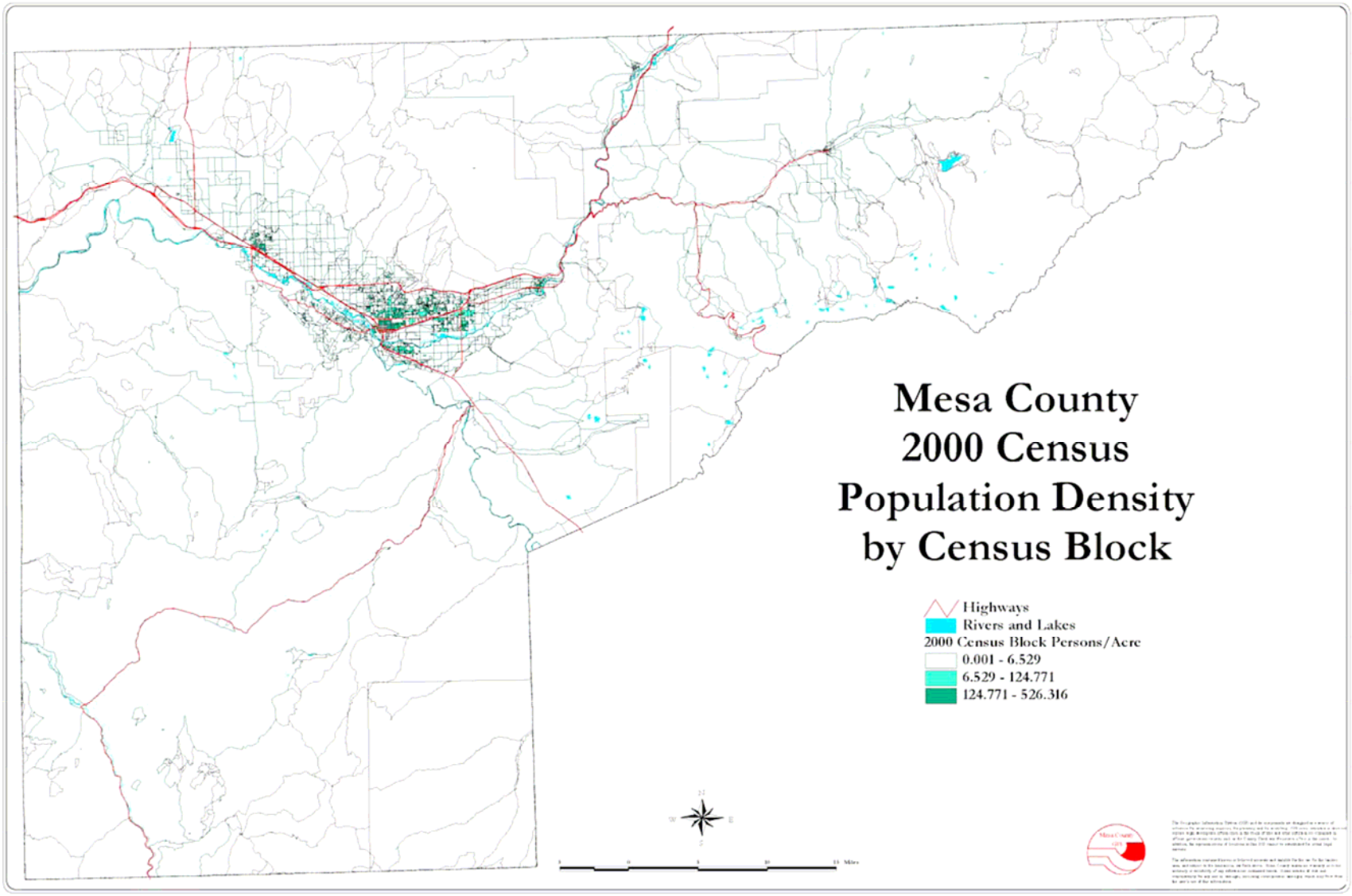


Table 9 illustrates household characteristics for Mesa County and for each census place. The average household size in Mesa County is 2.47 Approximately 34% of households have children under the age of 18; 26% of households have individuals aver the age of 65.

Table 10 - Household Characteristics

Household Characteristics				
County	Total HH	Avg HH Size	% HH Individuals < 18	% HH Individuals > 65
Mesa County	45,823	2.47	33.9 %	26.1 %
Grand Junction City	17,865	2.23	27.6 %	28.8 %
Clifton Area	6,327	2.73	45.6 %	19.2 %
Redlands Area	3,137	2.55	31.0 %	32.6 %
Fruitvale Area	2,656	2.61	35.7 %	30.3 %
Fruita City	2,447	2.55	39.1 %	25.4 %
Orchard Mesa Area	2,421	2.66	39.0 %	22.7 %
Palisade Town	1,051	2.35	32.4 %	29.0 %
De Beque Town	167	2.70	40.1 %	26.3 %
Collbran Town	145	2.50	38.6 %	24.1 %

Source: US Census 2000

EMPLOYMENT

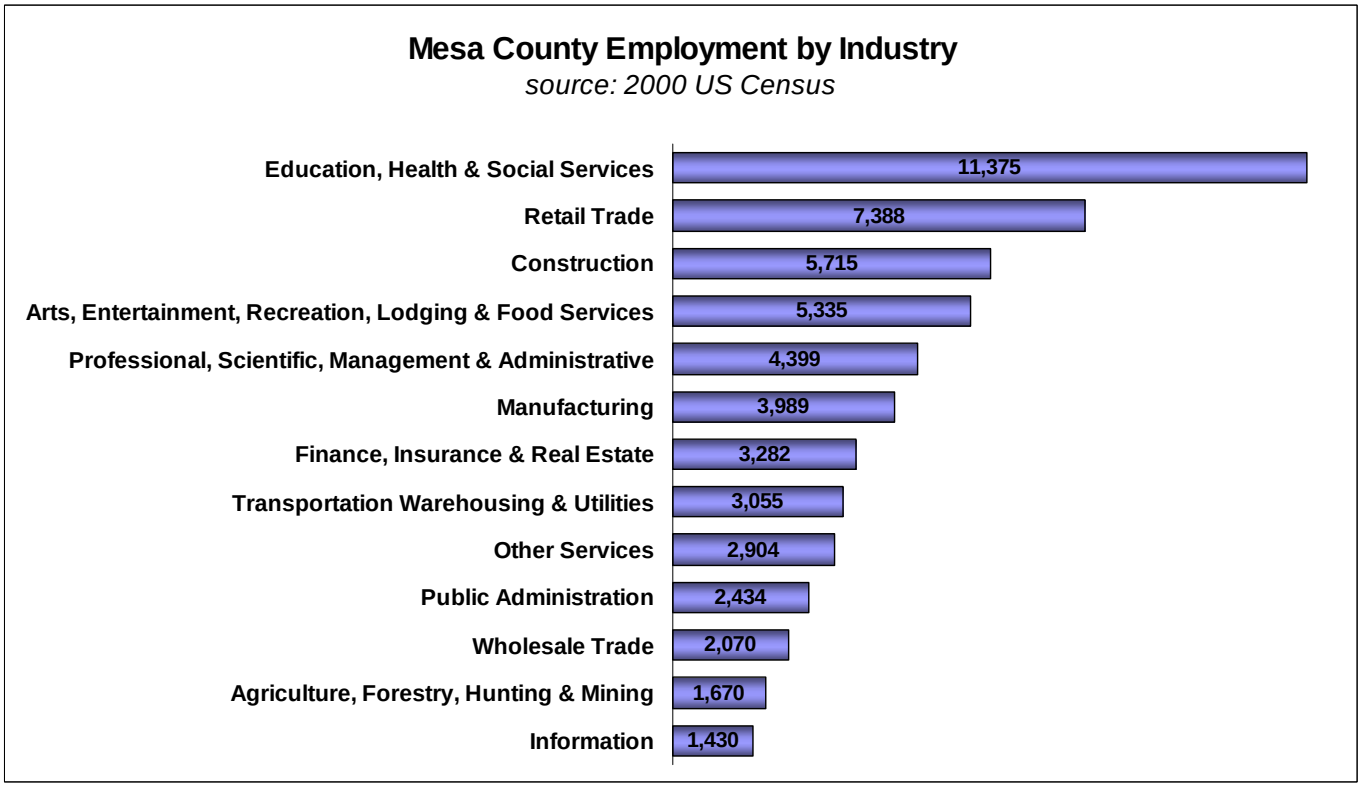
The total Labor Force in Mesa County is 90,939, with an unemployment rate of 5.7%, somewhat higher than the state as a whole at 4.3%. The largest employment sector is Education, Health, and Social Services, followed by Retail Trade.

Table 11: Labor Force and Unemployment

Labor Force & Unemployment			
County Area	Population >16 Years	Labor Force	% Unemployed
Grand Junction City	34,257	21,149	5.9
Clifton Area	12,435	8,402	6.0
Redlands Area	6,472	3,956	4.0
Fruitvale Area	5,305	3,453	3.2
Fruita City	4,987	3,137	7.5
Orchard Mesa Area	4,833	3,244	7.2
Palisade Town	2,091	1,352	6.7
De Beque Town	372	230	4.3
Collbran Town	306	175	5.7
Mesa County	90939	58,371	5.7
Colorado	3,325,197	2,304,454	4.3

Source: US Census 2000

Figure 4: Employment by Industry Chart



In 2000, 95.7% of workers lived and worked in the Mesa County, as compared to 67.0% of workers statewide who work in the county of residence. This fact highlights the position of Grand Junction as a major residential, employment and service center. However, over 1,760 workers did travel to a different county in Colorado for their job, presumably commuting on the region's highways.

Table 12: Place of Work 2000

Place of Work							
Area	Workers 16 and Over	Worked in State of Residence	Percent Worked in State of Residence	Worked in County of Residence	Percent Worked in County of Residence	Worked Outside County of Residence	Worked Outside State of Residence
Mesa	54,101	53,528	98.9%	51,768	95.7%	1,760	573
Colorado	2,191,626	2,170,593	99.0%	1,468,010	67.0%	702,583	21,033

Source: US Census 2000

The following table provides more information about how people travel to work. Approximately 77% of the county's residents drove alone in their car to work, compared to 75% statewide. Carpooling is the next most common means of transportation to work, with 12% riding in a multiple occupant vehicle. Public transportation provides only minimal work trips.

Table 13: Means of Transport to Work

Means of Transport to Work								
Travel Mode	Mesa County		Grand Junction		Fruita		Colorado	
	#	%	#	%	#	%	#	%
Drove alone in car, truck, or van	41,701	76.8%	14,768	75.1%	2,328	82.3%	1,646,454	75.1%
Carpooled in car, truck, or van	6522	12.0%	2,327	11.8%	230	8.1%	268,168	12.2%
Public transportation	465	0.9%	275	1.4%	0	0.0%	69,515	3.2%
Motorcycle	174	0.3%	94	0.5%	14	0.5%	2,582	0.1%
Bicycle	526	1.0%	383	1.9%	8	0.3%	16,905	0.8%
Walked	1,512	2.8%	804	4.1%	118	4.2%	65,668	3.0%
Other means	543	1.0%	155	0.8%	10	0.4%	14,202	0.6%
Worked at home	2,854	5.3%	868	4.4%	120	4.2%	108,132	4.9%
Total	54,297	100.0%	19,674	100.0%	2,828	100.0%	2,191,626	100.0%
Mean Travel Time to Work (min)	18.4		15.2		18.3		24.3	

Source: 2000 US Census

ENVIRONMENTAL JUSTICE

The public involvement plan considered the needs of those persons or groups that may be considered traditionally under-served or that could potentially be impacted by future transportation decisions. All meetings were held in locations accessible to those with disabilities. Provisions were made to translate meeting notices and documents as needed, but no requests were received.

CDOT has developed recommendations for its **Environmental Justice** initiative that give specific guidance on its three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

These **Environmental Justice** principles and other guidance on implementing the **Federal Title VI** elements with respect to income, race, ethnicity, gender, age and disability have been central parts of the planning process.

Transit Dependency

The following table shows the number of mobility limited, below poverty level, elderly, youth and households with no vehicle for each county, for the region as a whole, and for the state. Transit dependence can be defined as a person or household without the ability to own or operate a vehicle. This may result from a physical disability, lack of financial resources, or the inability to obtain a drivers license due to age (either young or old). This information helps provide background on those who might traditionally be dependent on public transportation, rather than a private vehicle. For instance, nearly 5.0% households in the county have no vehicle available. However, Grand Junction (8.5%) and Collbran (9.5%) have significantly higher percentages of zero vehicle households than the county average. Age is

also a standard measure of transit dependency; over 36% of the county is either under 15 or over 60 years of age. Over 10% of the county's residents fall below the poverty level. Not all persons enumerated in the following table are known to be transit dependent. This table gives an overview of those who **may** be transit dependent. For more information about the location of transit dependent populations, see the ***Transit Element***, published separately.

Table 14 - Selected Demographic Characteristics

Selected Demographic Characteristics						
	Mesa County	Grand Junction	Fruita	Collbran	De Beque	Palisade
Total Population	116,255	41,986	6,478	388	451	2,579
<15 Years	23,709	7,274	1,492	93	117	526
> 65	17,642	7,496	1,040	64	63	520
Median Age	38.1	38.8	36.5	38.5	33.9	39.5
Minority	13.0%	14.1%	14.7%	5.2%	2.7%	9.9%
Average Household Size	2.47	2.23	2.55	2.50	2.70	2.35
Disability	22,750	9,063	1,333	81	109	597
Speak English Less Than Very Well (+5 yrs)	2.8%	3.5%	2.9%	0.8%	0.6%	1.2%
Employed (+16 yrs)	55,046	19,892	2,902	165	220	1,261
Unemployed	3.7%	3.7%	4.7%	3.3%	2.7%	4.4%
Median Household Income	$ 35,864	$ 33,152	$ 32,929	$ 32,500	$ 29,632	$ 27,739
Per Capita income	$ 18,715	$ 19,692	$ 16,024	$ 17,080	$ 14,181	$ 15,539
Poverty Status (individuals)	10.2%	11.9%	12.9%	14.7%	7.3%	14.0%
Zero Vehicle Households	5.1%	8.5%	4.2%	9.5%	1.0%	6.1%

Source: US Census 2000

Low Income Areas

The following chart shows the percentage of the population with household income below the Census-defined poverty level for each Census Designated Place. The 1999 definition of poverty for a family of four was income under about $17,000, depending on relative age of the residents and other factors. About 7% of families and 10% of individuals of the region falls below this line, significantly more than the statewide average of 9.3%. For more information about how the Census defines poverty, see http://www.census.gov/hhes/poverty/povdef.html.

Table 15: Poverty Level Chart

Poverty Status of Families & Individuals (1999)				
County Area	Number of Families	% Below Poverty Level	Number of Individuals	% Below Poverty Level
Grand Junction City	10,675	7.5%	40,394	11.9%
Clifton Area	4,746	10.4%	17,071	12.6%
Redlands Area	2,446	2.0%	7,951	4.1%
Fruitvale Area	2,165	2.8%	6,814	2.7%
Fruita City	1,796	8.3%	6,612	12.9%
Orchard Mesa Area	1,828	4.6%	6,293	5.8%
Palisade Town	699	11.0%	2,514	14.0%
De Beque Town	145	6.2%	520	7.3%
Collbran Town	101	5.9%	360	14.7%
Mesa County	31,729	7.0%	114,225	10.2%
Colorado	1,092,352	6.2%	4,182,279	9.3%

Source: US Census 2000

Minority Status

Minority status as defined for the purposes of this report is all residents who are not White/Non-Hispanic. The Hispanic/Latino population of the region is slightly lower than compared to the state, with very small populations of Black, Asian, American Indian and other groups.

Table 16: Race and Ethnic Origin as a Percentage of Population

Race and Ethnic Origin as a Percentage of Population							
County Area	Population	% White	% African American	% American Indian	% Asian	% Hispanic	% Other
Grand Junction City	41,986	91.8%	0.6%	0.9%	0.8%	10.0%	5.9%
Clifton Area	17,345	89.1%	0.6%	1.4%	0.4%	14.1%	8.5%
Redlands Area	8,035	95.9%	0.1%	0.4%	0.5%	5.2%	3.1%
Fruitvale Area	6,936	93.4%	0.2%	0.7%	0.6%	6.8%	5.0%
Fruita City	6,478	90.6%	0.4%	1.2%	0.3%	11.9%	7.5%
Orchard Mesa Area	6,456	93.5%	0.4%	0.9%	0.3%	8.7%	4.9%
Palisade Town	2,579	93.9%	0.2%	1.0%	0.1%	6.2%	4.4%
De Beque Town	451	98.4%		0.7%		2.0%	0.9%
Collbran Town	388	98.2%		0.3%		4.1%	1.6%
Mesa County	116.255	92.3%	0.5%	0.9%	0.5%	10.0%	5.8%
Colorado	4301261	82.8%	3.8%	1.0%	2.2%	17.1%	10.5%

Source: US Census 2000

MAJOR EMPLOYERS

The following major employers have been identified by the Grand Junction Area Chamber of Commerce.

Table 17: Mesa County Major Employers (2002)

Mesa County Major Employers (2002)		
Employer	Type of Business	Number of Employees
Mesa County School District	School	2,607
St. Mary's Hospital	Healthcare	2,100
Mesa State College	School	1,225
Mesa County	Government	852
City Markets, Inc.	Retail	783
Wal Mart	Retail	600
State of Colorado	Government	575
StarTek	Manufacturing	544
City of Grand Junction	Government	537
Rocky Mountain HMO	Healthcare	434
Hilltop Community Resources	Service	400
Choice Hotels	Service	390
Community Hospital	Healthcare	370
Family Health West	Healthcare	350
Albertson's/Max Foods	Retail	325
Grand Junction VAMC	Healthcare	307
West Star Aviation	Transportation	289
Mesa Developmental Services	Service	277
Hamilton Sundstrand	Manufacturing	255
U.S. Postal Service	Government	250
Qwest	Communications	238
The Daily Sentinel	Media	225
Target	Retail	204
Home Depot	Retail	201

Source: Grand Junction Area Chamber of Commerce

MAJOR ACTIVITY CENTERS

Major destinations are important in terms of land use, trip generation rates, and their ability to be served by the road and transit systems. The following map locates 31 major activity centers as identified in the *Transit Element*. Many of these destinations are clustered together into what can be termed "activity centers. Two main groupings occur in central Grand Junction and in Fruita.

Table 18 – Major Activity Centers

Major Activity Centers		
Dinosaur Journey	Fruita City Hall	Fruita Post Office
Fuita Civic Center	Fuita Library	Fuita Museum
Fuita/Monument High School	Fuita City Market	Visitor Center
St. Mary's Hospital	Community Hospital	Walker Field Airport
Hilltop Community Resources	Mesa State College	Sam's Club
Grand Junction Chamber of Commerce	Mesa Mall	Shopping Park
Grand Junction City Hall	Avalon Theatre	County Court House
Shopping Park	Doo Zoo	County Public Library
Grand Junction City Market	Occupational Center	Career Center
V.A. Medical Center	Coronado Plaza	Peach Tree Shopping Center
Palisade High School		

Source: 2030 Transit Element, LSC, 2003

SUMMARY OF IMPACTS OF POPULATION & EMPLOYMENT CHARACTERISTICS

General population growth in Mesa County will average about 2.0% to 2.4% annually to 2030, nearly doubling in size from the year 2000. Obviously, the transportation system will need to keep pace in order to maintain current transportation related quality of life. The most dramatic effects will be felt in the urban areas near Grand Junction, Clifton, and Fruita. New roadway capacity will be required on regional arteries as well as secondary streets built to accommodate the growth. New or improved connections interchanges, intersections, and traffic control systems will be required to handle increased traffic volumes safely and efficiently.

Mesa County has become a major regional employment center. Many people travel to the county from other locations for work. The Place of Work data from the US Census shows that while 96% of Mesa County residents live and work in the county, only 67% of Colorado residents do so. This daily flow of commuters is expected to continue, and may even increase, as people become more willing to drive further for work.

Only about 1% of workers use public transportation, indicating the need to develop more robust commuter transit options. In addition, with 10% of individuals in the county identified as living below the poverty level, and 5% of households not having a vehicle, well operated and funded transit services are necessary to provide transportation across the spectrum of a diverse population.

AGRICULTURE

The Grand Junction - Mesa County TPR has a substantial amount of land dedicated to farming. According to 1997 data provided by the U.S. Department of Agriculture's Natural Resource Conservation Service (NRCS), 19 percent (651 square miles out of 3,346 square miles) of the land in the Grand Junction - Mesa County TPR is farmland. For more specific information on farmland see the NRCS website for Colorado at the following address - http://www.co.nrcs.usda.gov.

Table 19: Farmlands

Grand Junction - Mesa County TPR Farmland		
Farm Attributes	Mesa County	Total Acres
Number of farms	1,489	1,489
Acreage in farms	416,613	416,613
Average acreage/farm	280	280

Source: Colorado County Profiles, Colorado Department of Agriculture, 2002

For transportation projects identified within the Grand Junction - Mesa County TPR, project specific surveys will be required to determine the types of farmland and amounts of farmland impacts that would result from construction and plan implementation. Whenever feasible, impacts to farmlands should be avoided and/or mitigated.

Table 20 - Major Crops in Mesa County

Major Crops in Mesa County		
Crop	Acres Harvested	Rank in Colorado
Corn for Grain	1,900	19
Dry Beans	600	13
Hay, Alfalfa	27,000	9
Hay, Other	12,000	15
Winter Wheat	2,500	17
Cattle & Calves (number of)	38,000	14

Source: Colorado County Profiles, Colorado Department of Agriculture, 2002

HISTORIC/CULTURAL RESOURCES

The Grand Junction - Mesa County TPR has a wealth of cultural resources within its 3,346 square miles. Any transportation project identified for this region would require field surveys to determine which resources have cultural/archaeological significance and/or potential eligibility for listing on the National or State Register of Historic Places. The Colorado Office of Archaeology and Historic Preservation tracks sites considered significant that are listed. Within the Mesa TPR there are a number of sites listed as indicated below. For more information on these properties see http:www.coloradohistory-oahp.org/programareas/register/1503/cty/ga.htm.

Table 21: Historic and Cultural Resources

Historic And Cultural Resources			
City	Resource	Location	National/State Register
Clifton	Clifton Community Center And Church	F & Main Streets	NR 6/3/1982, 5ME.1180
Clifton	Kettle-Jens House	498 32nd Rd.	NR 5/6/1983, 5ME.4518
Collbran	Stockmen's Bank	111 Main St.	SR 3/8/1995, 5ME.2221
De Beque	Colorado River Bridge	Interstate Hwy. 70 Frontage Road DeBeque Vicinity	NR 10/15/2002, 5ME.11803
De Beque	De Beque, Wallace, House	233 Denver Ave.	NR 7/28/1995, 5ME.1705
De Beque	IOOF Hall / Crest Theater	4th & Curtis	NR 3/25/1993, 5ME.6937
Fruita	Circle Park	Fruita Park Sq.	SR 5/14/1997, 5ME.11263
Fruita	Colorado National Monument Visitor Center Complex	Colorado National Monument, Fruita Vicinity	NR 7/15/2003, 5ME.11658
Fruita	Fruita Bridge	County Rd. 17.50, Over Colorado River	NR 2/4/1985, 5ME.4532
Fruita	Fruita Elementary	325 E. Aspen St.	SR 3/10/1993, 5ME.4600
Fruita	Fruita Museum	432 E. Aspen	NR 10/10/1996, 5ME.7041
Fruita	Harry And Lilly Phillips House	798 N. Mesa St.	NR 11/13/1997, 5ME.7381
Fruita	Weckel House	1620 Highway 6 & 50	SR 3/13/1996, 5ME.7384
Glade Park	Coates Creek Schoolhouse	D S Rd., 16 Miles West Of Glade Park	NR 2/3/1993, 5ME.6985
Glade Park	Pipe Line School	101 16.5 S Rd.	SR 5/14/1997, National Register 4/29/1999, 5ME.7362
Grand Junction	Denver & Rio Grande Western Railroad Depot	119 Pitkin Ave.	NR 9/8/1992, 5ME.4163
Grand Junction	Devils Kitchen Picnic Shelter	Colorado National Monument	NR 4/21/1994, 5ME.1173
Grand Junction	Grand Junction Country Club (Redlands Women's Club)	2463 Broadway	SR 9/13/1995, 5ME.7370
Grand Junction	Cross Land & Fruit Company	3079 F Road	NR 3/28/1980, 5ME.298
Grand Junction	Handy Chapel	202 White Ave.	NR 8/19/1994, 5ME.4157
Grand Junction	Hotel St. Regis	359 Colorado Ave.	NR 10/22/1992, 5ME.4142
Grand Junction	Margery Building	519-527 Main St.	NR 2/24/1993, 5ME.4130
Grand Junction	North 7th Street Historic Residential District	7th Between Hill & White Aves.	NR 1/05/1984, 5ME.4001
Grand Junction	Rim Rock Drive Historic District	Colorado National Monument	NR 4/21/1994, 5ME.5944
Grand Junction	Saddlehorn Caretaker's House And Garage	Colorado National Monument	NR 4/21/1994, 5ME.1170
Grand Junction	Saddlehorn Comfort Station	Colorado National Monument	NR 4/21/1994, 5ME.1174
Grand Junction	Saddlehorn Utility Area Historic District	Colorado National Monument	NR 4/21/1994, 5ME.7084
Grand Junction	Serpents Trail	Colorado National Monument	NR 4/21/1994, 5ME.100

Historic And Cultural Resources			
City	Resource	Location	National/State Register
Grand Junction	U.S. Post Office/Wayne N. Aspinall Federal Building / U.S. Courthouse	400 Rood Ave.	NR 1/31/1980, 5ME.299
Loma	Hurlburt-Knowles House	1151 13 Rd.	SR 8/9/2000, 5ME.500
Loma	Loma Community Hall	1341 13 Rd.	SR 7/13/1994; NR 11/22/1995, 5ME.7055
Molina	Convicts' Bread Oven	Colo. Hwy. 65, West Of Molina	NR 12/31/1974, 5ME.300
Palisade	Crissey House	218 W. First St.	SR 12/11/2002; NR 5/18/2003, 5ME.4536
Palisade	Grand Valley Diversion Dam	On Colorado River, 8 Miles Northeast Of Palisade	NR 10/8/1991, 5ME.301
Palisade	Harlow Gravesite	869 Rapid Creek Rd.	SR 9/13/1995, 5ME.7367
Whitewater	Bloomfield Site	Whitewater Vicinity	NR 1/20/1983, 5ME.395
Whitewater	Coffman House	4000 US Hwy. 50, Whitewater Vicinity	SR 12/12/2001, 5ME.12464
Whitewater	Land's End Aboriginal Site	Land's End Rd., Whitewater Vicinity	SR 3/11/1998, 5ME.1057
Whitewater	Land's End Observatory	Land's End Rd., 10 Miles West Of Highway 65, Whitewater Vicinity	NR 2/28/1997, 5ME.4936
Whitewater	Raber Cow Camp	Land's End Rd., East Of Grand Junction	SR 3/10/1993, 5ME.6918

NATURAL ENVIRONMENT

CDOT's Environmental Ethic states: "*CDOT will support and enhance efforts to protect the environment and the quality of life for all of Colorado's citizens in the pursuit of the best transportation systems and services possible*." It encourages CDOT to consider environmental issues at the earliest stage practicable. As part of the 2030 plan, corridor-visioning process, the Transportation Planning Regions should identify the environmental context of the TPR and the corridors.

General Environmental Issues

Many people associate environmental issues with natural resources like air, water, or wildlife. However, environment actually refers to the whole context of an area. It includes the natural environment and the human environment. The natural environment would refer to a broad range of issues like wildlife, wetlands, clean air, and clean water to name just a few. Factors associated with the human environment would include historic properties, public parks and recreational facilities, communities, human and natural history resources, and cultural facilities as well as clean air and clean water issues.

Many environmental resources are protected by local, state, or federal agencies; impacts to these protected resources require consultation with the regulating agency. Other resources have no legal protection, but are still important to the community.

The regional planning process does not require a complete inventory of all potential environmental resources within the corridor. Many resources are difficult to identify, and all resources will require a more in depth analysis as part of the project planning process. However, the corridor visioning process provides the opportunity to identify the general environmental context within the corridor. Establishing this context at the corridor visioning stage provides valuable information to the project planners and designers to enable the transportation system to be more sensitive to the environment. There are three components to this analysis:

- Known regulated resources with in the TPR or corridor that have the potential to be impacted by projects.

- Known agencies with responsibilities for resources within the TPR or corridor, examples may include the US forest Service, the State Historical Preservation Office, or the City Parks Department.
- Known resources of value to the community that do not necessarily have legal protection.

The information that follows identify general environmental issues within the TPR or along a corridor. The fact that an issue is not identified in these comments should not be taken to mean that the issue might not be of concern along the corridor. This section focuses on issues that are easily identifiable or which are commonly overlooked. The purpose is to encourage the planning process to identify issues that can be acted upon proactively, to identify components of the environment that can be incorporated into the values of the people and communities the TPR serves. The CDOT Environmental Stewardship guide is an excellent resource and source of guidance about ways to accomplish this.

The Grand Junction TPR is made up of Mesa county. Included in this TPR is the Grand Mesa, which is the largest flat top mountain in the US. The TPR is within the area that is part of the ancestral home of the Ute Nation and possibly other Native Nations. The Colorado River flows through the TPR and is covered by the Colorado River programmatic agreement to protect two endangered fish that have habitat in that river

General Natural Context

- This TPR incorporates three major drainage systems.
- The Colorado River basin has water depletion limits to protect endangered fishes.
- There are other threatened and endangered species in the TPR.
- There are threatened or imperiled stream reaches in the TPR.
- The Colorado National Monument is in the TPR.
- Many of the corridors cross rivers and riparian zones.

General Human Context

- There are historically eligible sites in the TPR.
- There are scenic byways in the TPR.
- This is the historical territory of the Ute Nation.
- There are known archeological resources within the TPR.
- There are known to be paleontogical resources with in the TPR.

Mineral Resources

The Grand Junction - Mesa County TPR contains a number of economically valuable mineral resources. The Colorado Department of Mining and Geology monitors mining activity throughout the state. For the Grand Junction - Mesa County TPR the table below indicates the number of mines containing the referenced commodity.

Table 22: Mineral Resources Mined

For more information on the location of mines throughout Colorado see:

http//:www. mining.state.co.us/operatordb/report.asp.

Grand Junction - Mesa County TPR	
Commodity	Mesa County
Borrow Pits	13
Coal Mines	15
Sand, Gravel, Aggregate, Stone	154
Blank	2
Uranium/Vanadium	29
Silver, Gold, Copper	3
Quartz	2
Other Minerals/Metals Mined	3
Total	221

AIR QUALITY

The Grand Junction - Mesa County Region is considered an air quality attainment region of the state and is not listed by CDOT as an Air Quality At-Risk Area according Air Quality Non-Attainment Areas.

However, future air quality in the Mesa TPR is a concern due to the high elevation of the topography, which results from the presence of the Rocky Mountains. The following information is included as background and as a reference for planners and residents of the area. Major sources of air pollution found within the region result from the use of or activities related to: wood stoves, unpaved roads and street sanding, coal mining, and power plants. Coal bed methane gas production is an emerging industry.

The 1990 Clean Air Act (CAA) renewed and intensified national efforts to reduce air pollution in the United States. These amendments presented a monumental challenge for regulatory officials, regulating industries, and others involved in this environmental control undertaking. The primary purposes of the actions mandated by the CAA were to improve public health, preserve property, and benefit the environment.

The CAA addresses interstate movement of air pollution, international air pollution, permits, enforcement, deadlines, and public participation. The CAA identifies air pollutants and sets primary and secondary standards for each. The primary standard protects human health, and the secondary standard is based on potential environmental and property damage. An area that meets or exceeds the primary standard is called an attainment area; an area that does not meet the primary standard is called a non-attainment area. An estimated 90 million Americans live in non-attainment areas.

The main or "criteria" air pollutants covered by the CAA are ozone, sulfur dioxide (SO_2), particulate matter (PM), lead, nitrogen oxides (NO_x), and carbon monoxide (CO). The CAA includes specific limits,

timelines, and procedures to reduce these criteria pollutants. The CAA also regulates what are called "hazardous air pollutants" (HAPs). HAPs are released by chemical plants, dry cleaners, printing plants, and motor vehicles. They can cause serious health and environmental effects.

The CAA includes specific goals for reducing emissions from all mobile sources. The comprehensive approach to reduce pollution from mobile sources includes requiring cleaner fuels; manufacturing cleaner cars, trucks, and buses; establishing inspection and maintenance (I/M) programs; and developing regulations for off-road vehicles and equipment.

Air pollution is the contamination of air by the discharge of harmful substances. Air pollution can cause health problems, including burning eyes and nose, itchy irritated throat, and difficulty breathing. Some contaminants found in polluted air (e.g., benzene, carbon dioxide, carbon monoxide, lead, nitrogen oxide, particulate matter, and sulfur dioxide) can cause cancer, birth defects, brain and nerve damage, and long-term injury to the lungs and breathing passages. Above certain concentrations and durations, air pollutants can be extremely dangerous and can cause severe injury or death.

The Colorado Air Quality Control Commission, under the Colorado Department of Health and Environment, distributed a “Report to the Public 2002-2003” addressing air quality issues and attainment designations in the state of Colorado. When discussing air quality in Colorado, the Air Quality Control Commission separates the state into six regions to more clearly address each region’s air quality conditions and activities. The Grand Junction - Mesa County TPR falls within the boundaries of the Western Slope Region. The monitoring site for Western Slope with the highest level reading for carbon monoxide (CO)is located at Stocker Stadium in Grand Junction. The highest reading was 16% of the 1-hour standard and 38% of the 8-hour standard for CO.

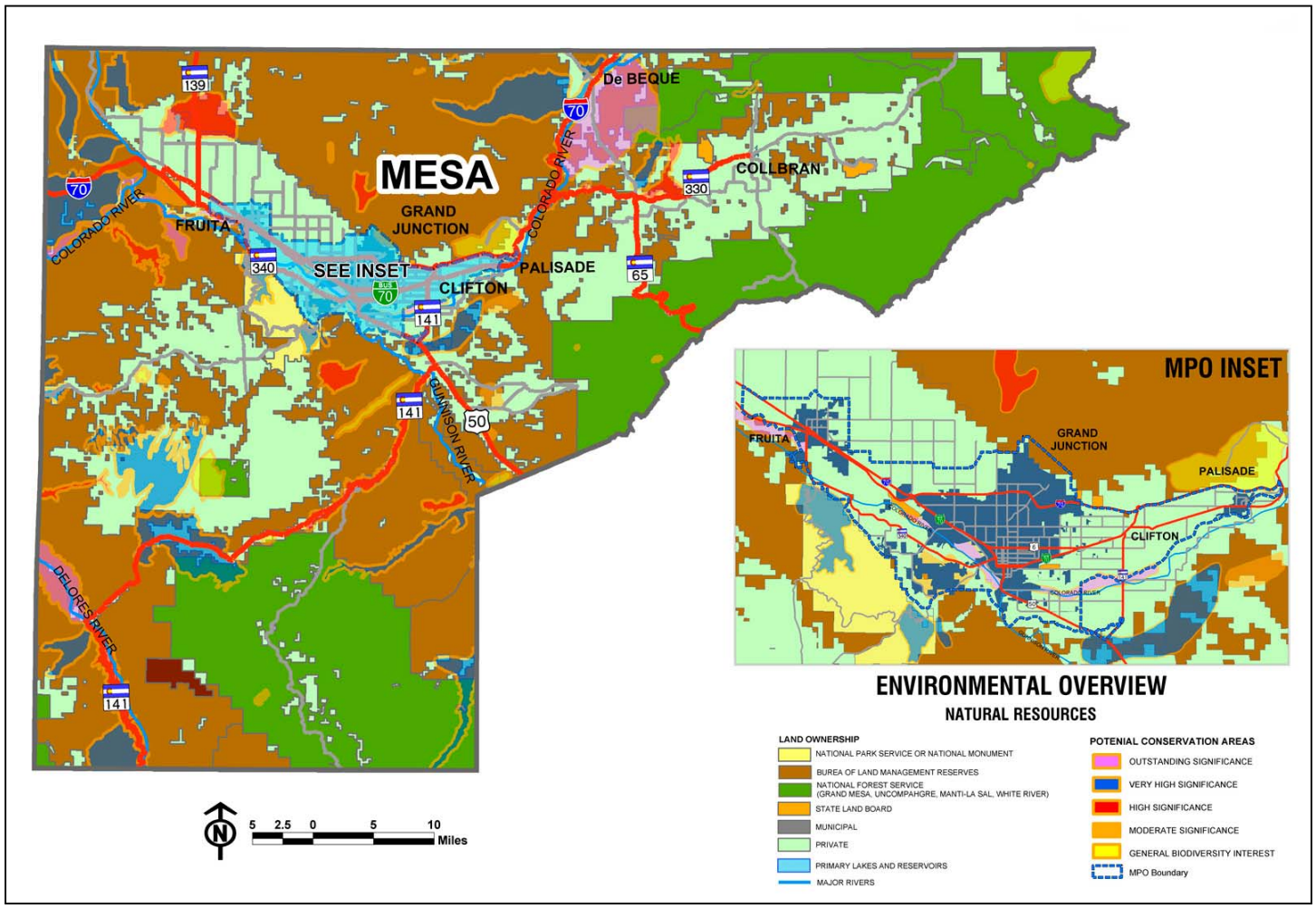
Within the Western Slope air quality region, the pollution comes from various sources including: fugitive dust (area contribution), mobile sources, and stationary sources. The major sources that have been identified as contributors to air pollution for this region are mobile and area sources. Mobile sources are motor vehicle emissions. Area sources are those related to open burning and dust from unpaved roads. Other sources in the region are point sources such as power plants, concrete batch plants, and sand/gravel mining and processing operations.

For more specific details on Colorado Air Quality Regulations see www.cdphe.state.co.us/regulate.asp.

Environmental Overview Natural Resources

The following map utilizes the Colorado Natural Diversity Information Source (NDIS) database. This database and mapping facility is commonly used within CDOT and other state agencies to identify areas of environmental concern. The NDIS is a combined effort of the Colorado Division of Wildlife, the Colorado Department of Natural Resources, the Colorado Natural Heritage Program, and Colorado State University. Several tools are available within the NDIS, including the System for Conservation Planning, which identifies specific sites of concern with respect to Threatened and Endangered (T& E) species and the Species Occurrence and Abundance Tool, which lists occurrences by location of T & E species.

Map 25: Environmental Overview Natural Resources



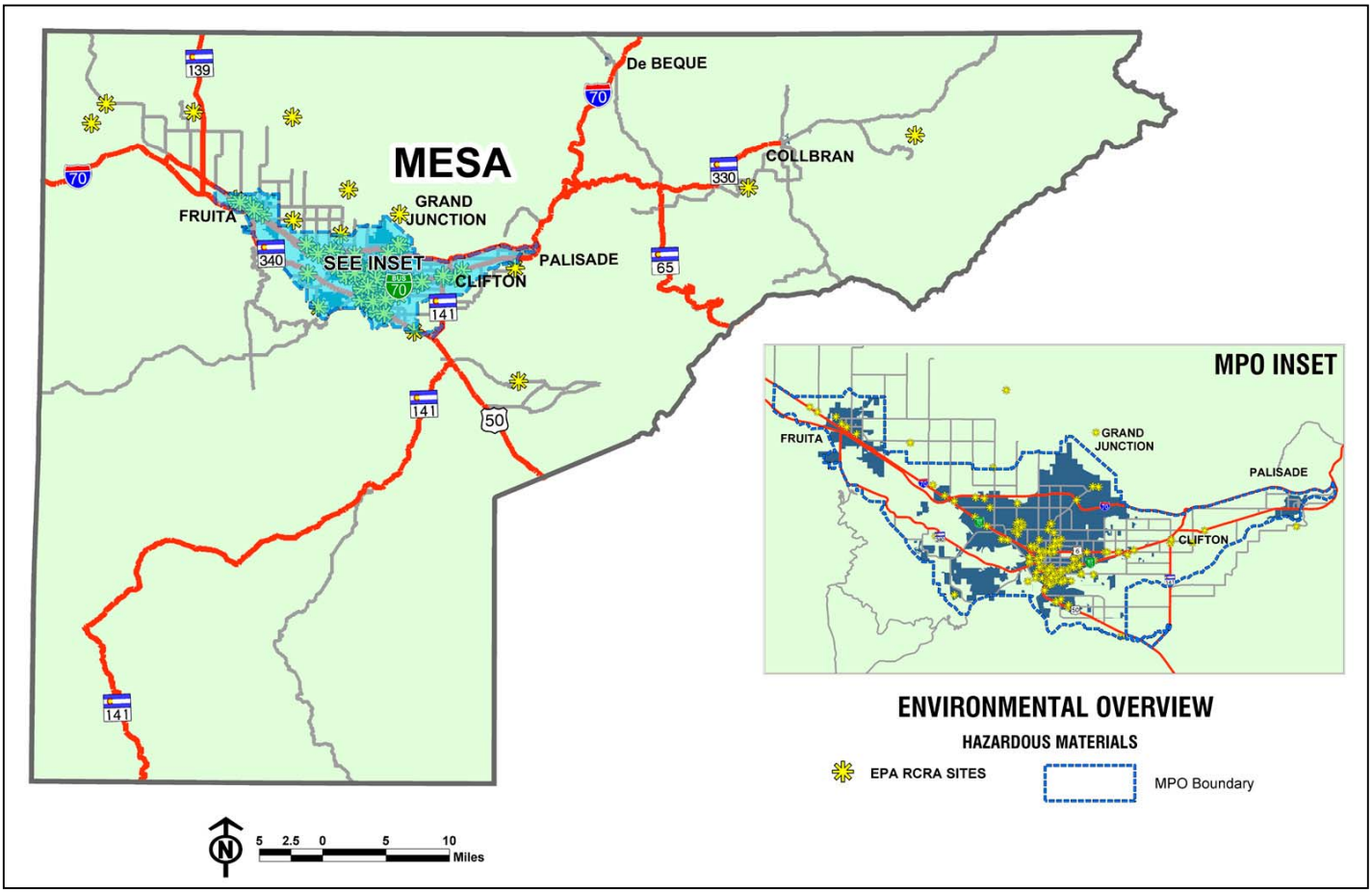
Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Hazardous Waste Areas

The Grand Junction - Mesa County TPR encompasses a land area of approximately 3,346 square miles. Until specific transportation corridors and/or improvement projects are identified, no specific data collection at hazardous material sites is recommended at this time. Certain land uses frequently result in a higher potential for location of hazardous waste or materials. Examples of land uses often associated with hazardous materials include industrial and commercial activities such as existing and former mining sites; active and capped oil and gas drilling operations and pipelines; agricultural areas using chemical fertilizers, insecticides, and pesticides; and railroad crossings which have experiences accidental cargo spills. Active, closed and abandoned landfill sites are also potential problem areas for transportation facility construction as are gasoline stations that potentially have leaking underground storage tanks.

The Colorado Department of Health & Environment tracks Federally listed Superfund sites within the state of Colorado. The Environmental Protection Agency (EPA) designates Federal Superfund sites in Colorado. There are no federally listed superfund sites within the Grand Junction - Mesa County TPR. For more details on Colorado Federal Superfund sites see www.chphe.state.co.us/hmsf_sites.asp. The following map shows locations of EPA designated Resource Conservation Recovery Sites (RCRA) in the Grand Junction - Mesa County TPR.

Map 26: Hazardous Waste Areas



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Additional Resources

General Statewide Issues:

- CDOT Environmental Stewardship Guide:

  All environmental laws and regulations outlined in the CDOT Environmental Stewardship Guide apply to all CDOT related projects.
  - http://www.dot.state.co.us/environmental/StandardsForms/Guide%207-14-03.pdf
- Other regulatory information or guidance:
  - http://www.dot.state.co.us/environmental/Forms.asp#GuidanceandStandards
  - http://www.fhwa.dot.gov/environment/index.htm
  - http://environment.fhwa.dot.gov/histpres/resources.htm

Some Natural Environment Issues

- Invasive plants/noxious weeds:
  - http://www.state.co.us/gov_dir/govnr_dir/exec_orders/d00699.pdf
  - http://www.fhwa.dot.gov/environment/greenerroadsides/fal01p9.htm
- Wetlands:
  - http://www.usace.army.mil/inet/functions/cw/cecwo/reg/sec404.htm
  - http://www.epa.gov/owow/wetlands/facts/fact10.html
- Clean water act and state imperiled waters:
  - http://www.epa.gov/region5/water/cwa.htm
  - http://www.cdphe.state.co.us/wq/wqhom.asp
  - http://www.cdphe.state.co.us/wq/waterqualitybooklet.pdf
- Hazardous materials
  - http://www.epa.gov/epaoswer/osw/hazwaste.htm
  - http://www.epa.gov/superfund/action/law/cercla.htm
- Clean Air
  - http://www.epa.gov/oar/oaqps/peg_caa/pegcaain.html
  - http://www.cdphe.state.co.us/ap/attainmaintain.asp
- Endangered species
  - http://ecos.fws.gov/tess_public/TESSWebpageRegionLists?lead_region=6 - CO
- Local, State and Federal public lands (requires coordination at the minimum, may invoke 4(f))
  - http://www.fhwa.dot.gov/environment/4_f.htm
- Wildlife Refuges
  - http://mountain-prairie.fws.gov/refuges/co/
  - http://www.fhwa.dot.gov/environment/4_f.htm
- Central flyway, migratory birds
  - http://migratorybirds.fws.gov/intrnltr/treatlaw.html

Some Human Environment Issues

- Community values
- Environmental justice/title IV
  - http://www.fhwa.dot.gov/environment/ej2.htm
  - http://www.fhwa.dot.gov/environment/title_vi.htm
- Ancestral home to many first nations/indigenous peoples
  - http://environment.fhwa.dot.gov/histpres/resources.htm
- History, Archeology, and Paleontology
  - http://coloradohistory-oahp.org/index.html
  - http://www.coloradohistory-oahp.org/compassinfo/compassinfo.htm
  - http://www.coloradohistory-oahp.org/FAQ/106.htm
  - http://environment.fhwa.dot.gov/histpres/index.htm

Summary Potential Environmental Concerns by Corridor

Table 23 - Summary Potential Environmental Concerns by Corridor

Summary Potential Environmental Concerns by Corridor		
Highway	Corridor Name	Potential Environmental Concerns
I-70	I-70	Without mile posts I am assuming this covers the entire length of I-70 within the TPR. Much of the corridor runs through public lands owned by the BLM. Portions of the corridor are designated scenic byway. Portions of the corridor are adjacent to the Colorado River. Island Acres State Park may be adjacent to the corridor.
I-70 Business Loop	I-70 Business Loop	possible EJ issues
SH 50	SH 50	BLM, Recovery agreements for endangered fish, archaeology, paleontology, Uintah hookless cactus, other T& E plants
I-70 Business Loop	I-70 Business Loop	possible EJ issues
SH 141	SH 141	The corridor appears to be entirely within Public Lands either BLM or USFS. The corridor is a scenic byway. Stream reaches intersected by the corridor may be habitat for one of four endangered fishes. The corridor crosses Grand Mesa which is a unique geologic feature and possesses unique habitat, archaeology, paleontology
US 6	US 6 from Fuita to I-70	Recovery agreements for endangered fish, other T & E species
US 6	US 6 from Mack at the I-70 access road to Fruita	Recovery agreements for endangered fish, other T & E species, archaeology
US 6	US 6 from I-70 BL to Palisade	Colorado River and Colorado River Fish
SH 65	SH 65 from I-70 to Mesa/Delta County line	Scenic Byway, Grand Mesa, Public Lands USFS,
SH 330	SH 330 from SH 65 to Town of Colbran city limits	BLM Lands, Grand Mesa
SH 141	SH 141 from SH 50 in Whitewater to SH 145	The corridor appears to be entirely within Public Lands either BLM or USFS. The corridor is a scenic byway. Stream reaches intersected by the corridor may be habitat for one of four endangered fishes. The corridor crosses Grand Mesa which is a unique geologic feature and possesses unique habitat
SH 139	SH 139 from US 6 to Mesa Garland County line	Scenic Byway, Highline State Park, Public Lands BLM, Wild Horses?, archaeology, paleontology
US 6	US 6 North Ave in the center of Grand Junction	Business district, limited ROW

Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

VI – MOBILITY DEMAND ANALYSIS

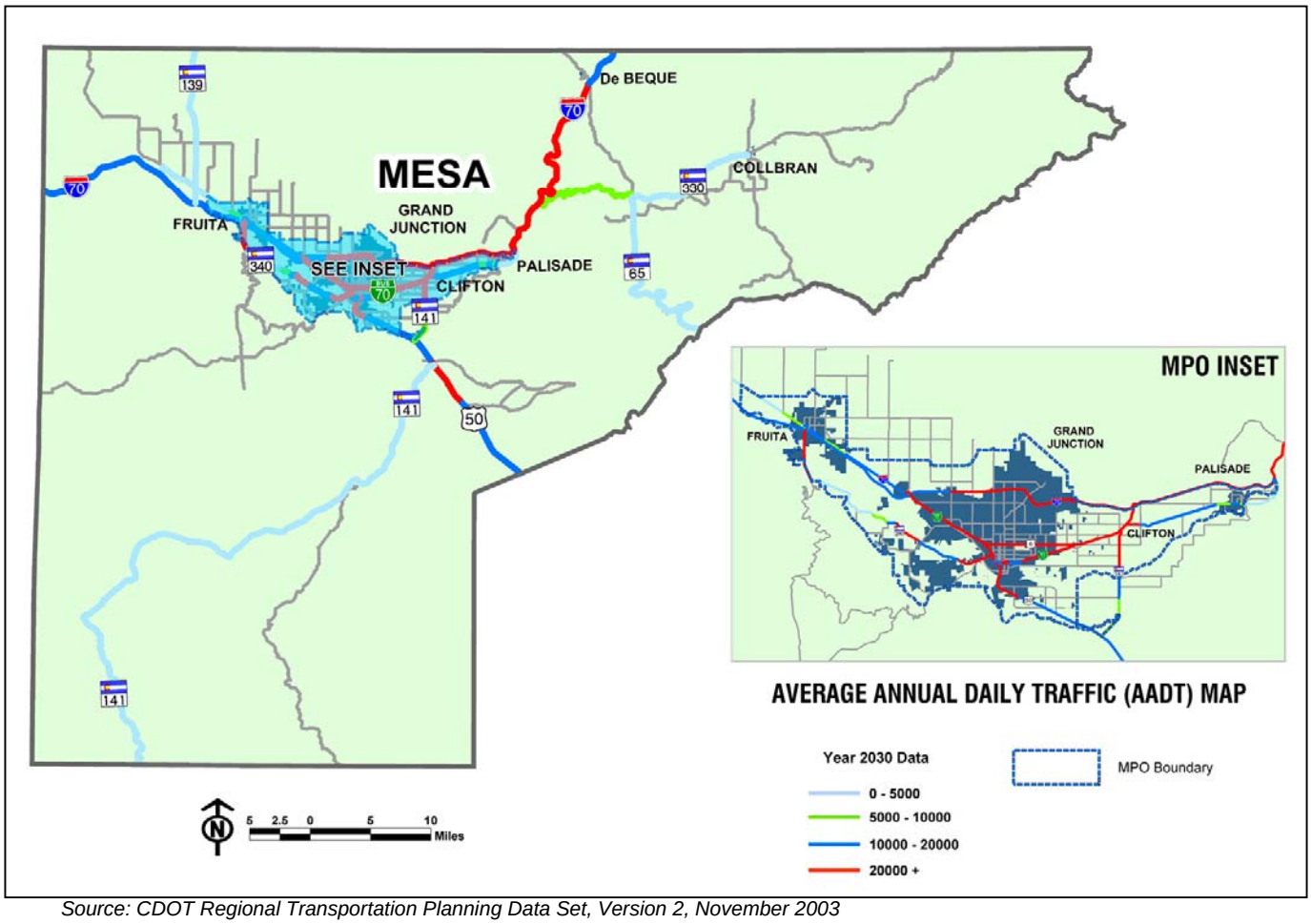
MOBILITY DEMAND PROCESS

This purpose of this section is to estimate future travel demand for each mode through 2030. Results from the Mobility Demand Analysis provide the necessary information for the *Alternatives Analysis* task to develop transportation alternatives to serve future mobility needs.

Highway

The 2030 traffic volumes are based on CDOT's "expansion factor," the best available statewide tool to predict traffic volumes over the long term and for large areas. It is based on a regression analysis equation developed by CDOT that uses past traffic trends in forecasting future traffic volumes. This method helps provide a relative measure of growth for planning purposes.

Map 27: Average Annual Daily Traffic 2030

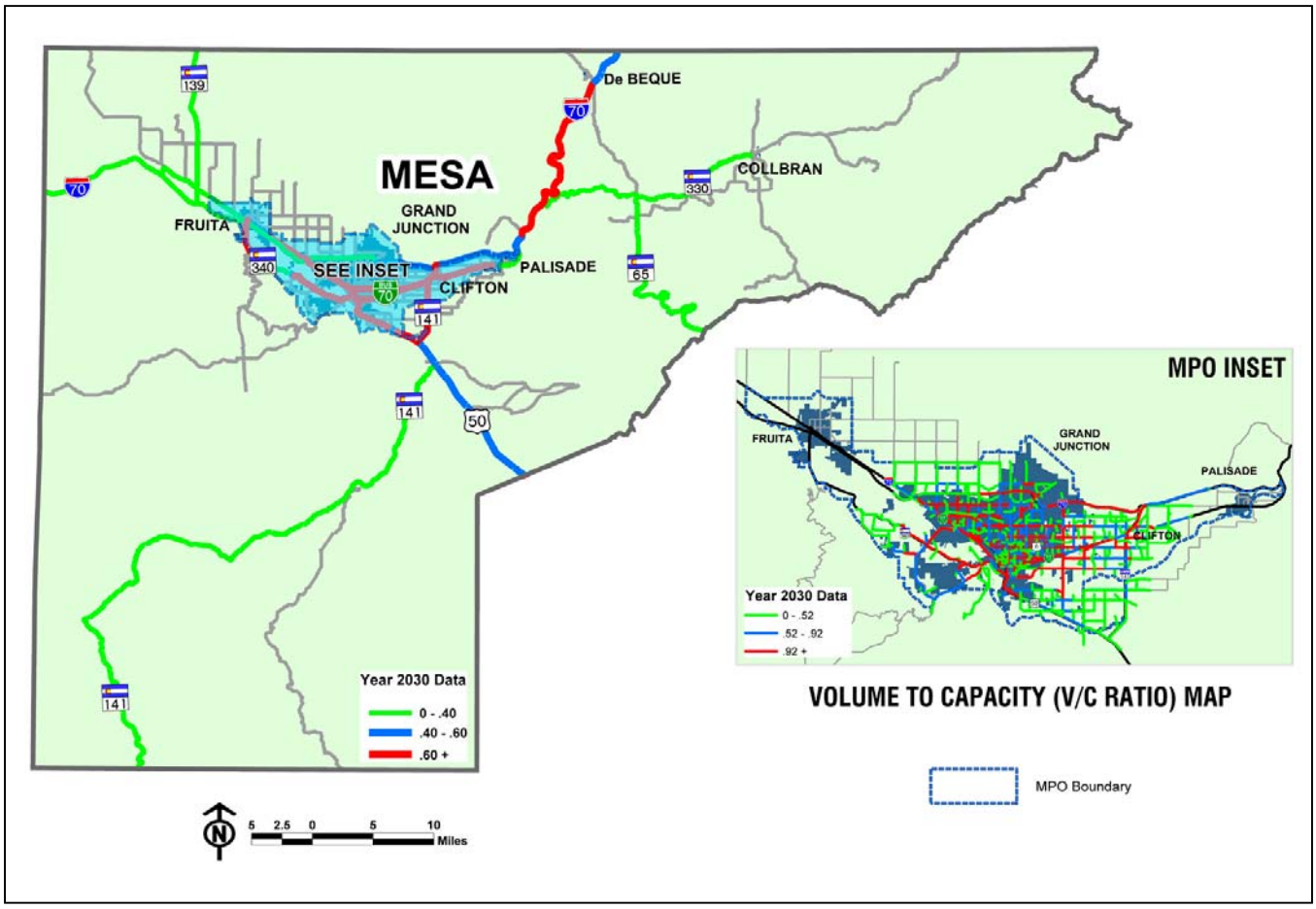


Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Volume to Capacity Ratio

Non-urban areas may experience congestion at levels above 0.60 volume to capacity ratio (v/c). The following map show that volume to capacity ratios will exceed 0.60 on I-70 northeast of Grand Junction, SH 141 near US 50, and SH 340 by 2030. Due to a higher expected level of traffic volume in urban areas, congestion may be noticeable above 0.92 v/c. The county map is based on average annual daily traffic (AADT) compared to capacity, a measure that averages peaks and lows over the year, using CDOT data. The MPO inset is drawn from the travel demand model used by the MPO. It also expresses AADT as compared to capacity.

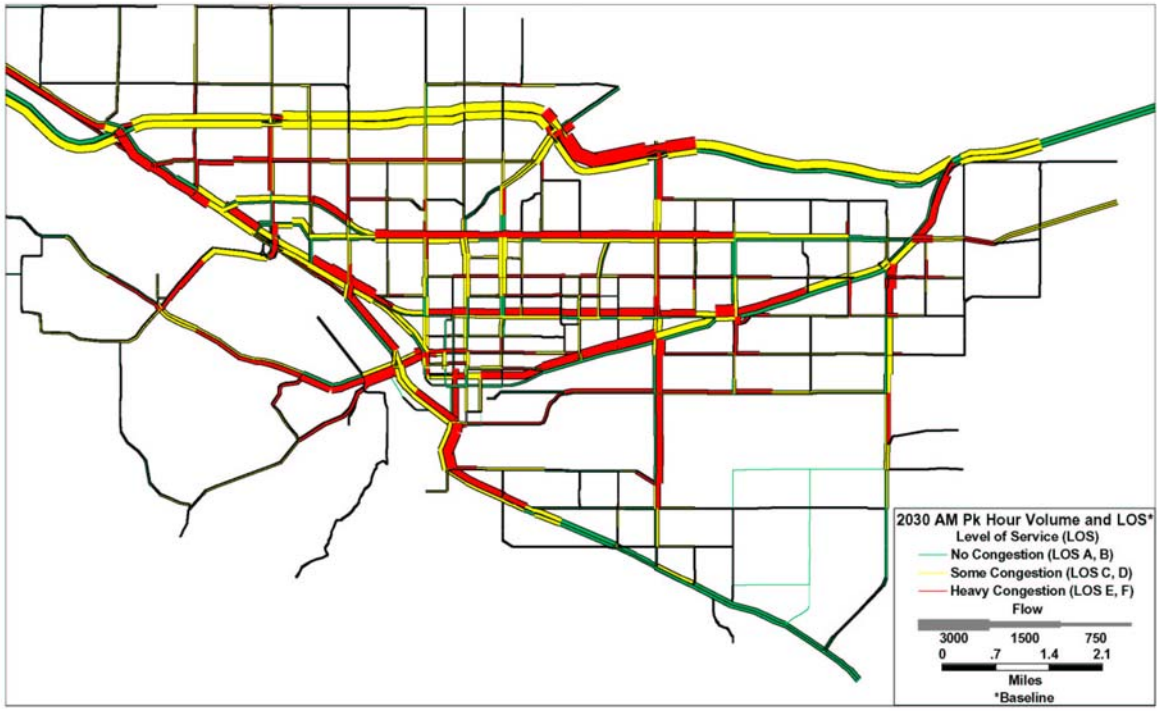
Map 28: Volume to Capacity Ratio 2030



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

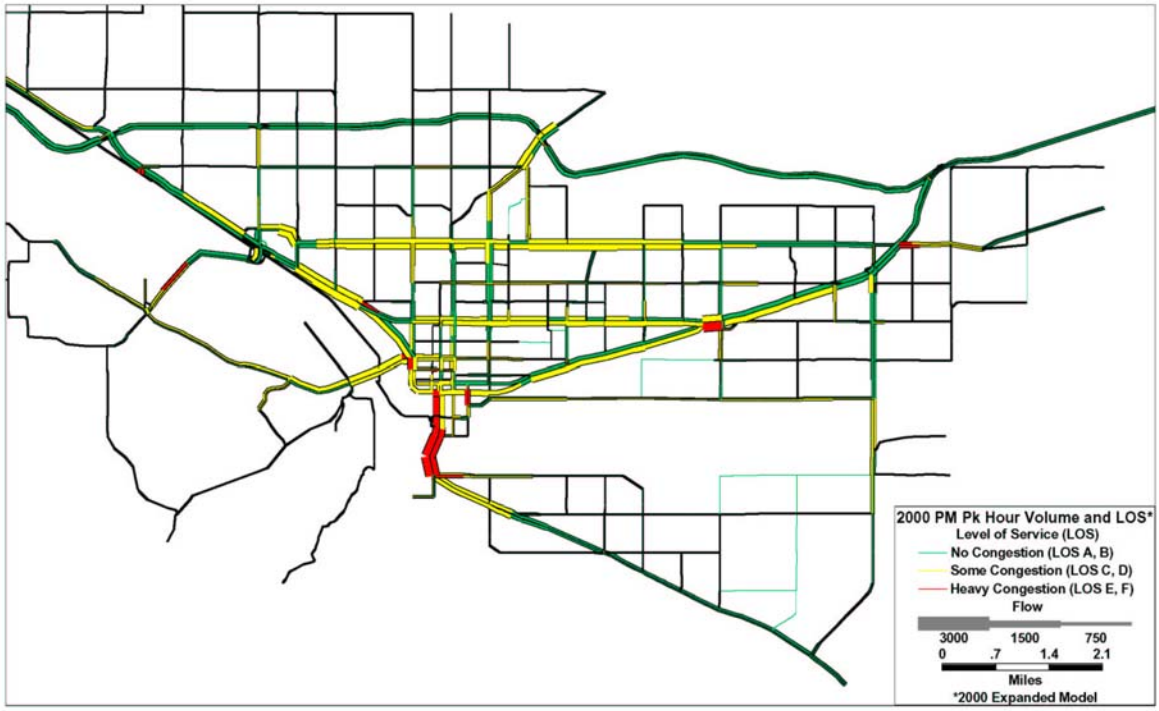
The two following maps show v/c in 2030 during the morning and afternoon peak periods in the urban area. This information is also drawn from the MPO model and uses v/c to describe Level Of Service (LOS).

Map 29: Urban Area A.M. Peak Hour Level of Service (2030)



Source: Grand Valley Travel Demand Model, 2004

Map 30: Urban Area P.M. Peak Hour Level of Service (2030)

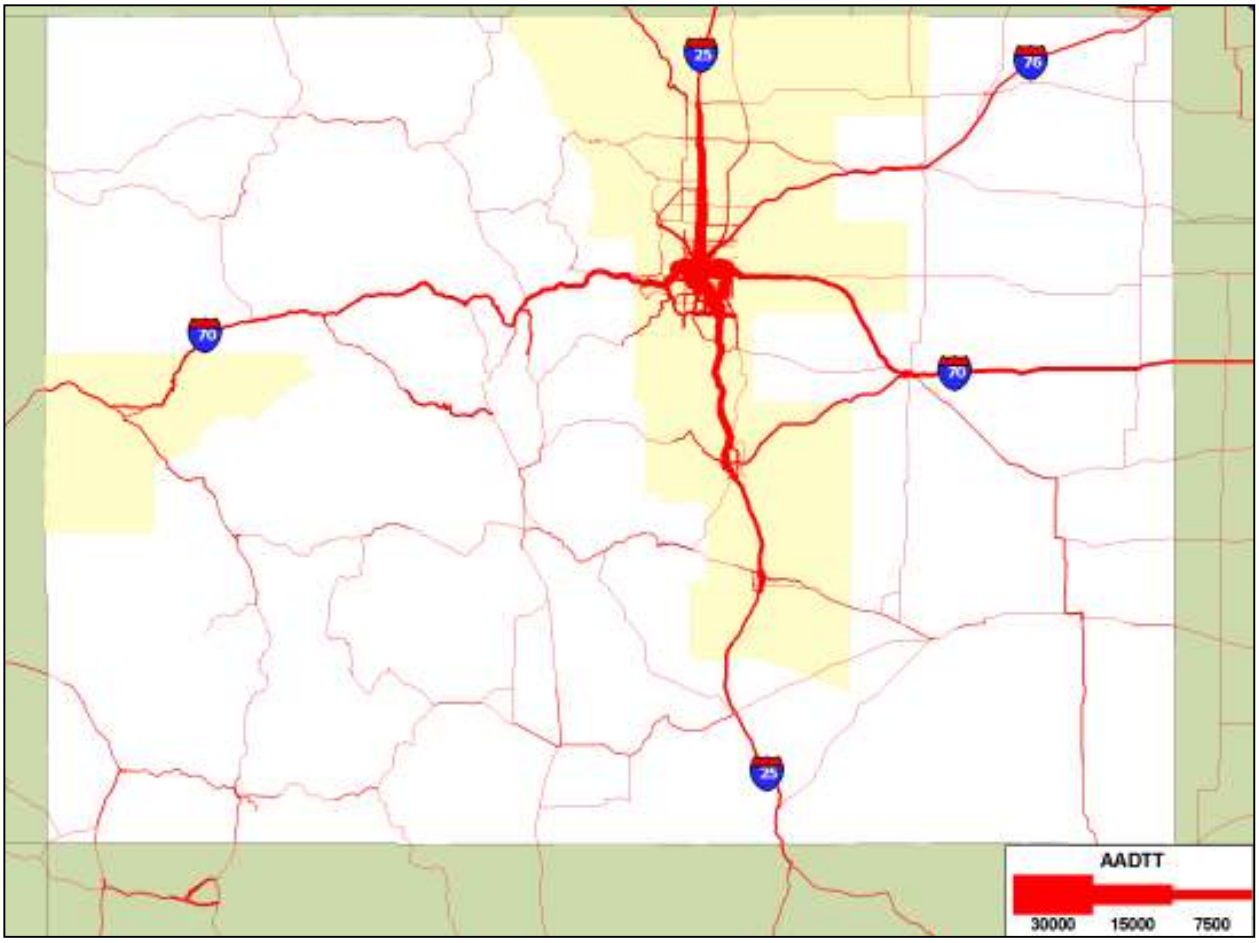


Source: Grand Valley Travel Demand Model, 2004

FREIGHT

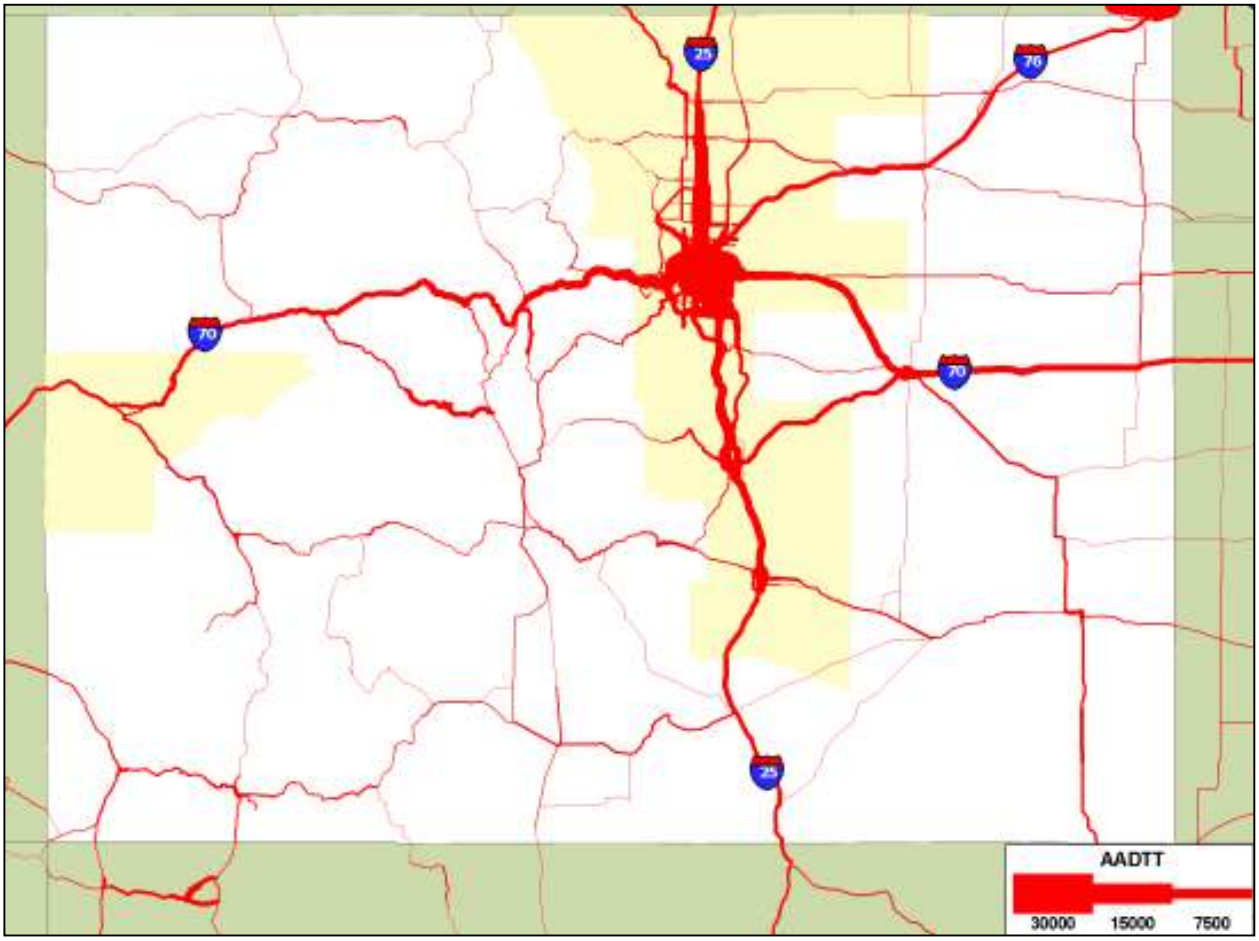
The following two maps show the estimated growth in daily truck traffic from 1998-2020 from a statewide basis as determined by the FHWA's Freight Analysis Framework. The growth of truck traffic on I-70 and to a lesser extent US 50 as major truck routes is evident in this analysis.

Map 31: Estimated Average Annual Daily Truck Traffic: 1998



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Map 32: Estimated Average Annual Daily Truck Traffic: 2020



Source: CDOT Regional Transportation Planning Data Set, Version 2, November 2003

Freight Shipments To, From, and Within Colorado: 1998, 2010, and 2020

The following table presents information on freight shipments that have either an origin or a destination in Colorado. As shown in the table, in 1998 trucks moved a large percentage of the tonnage (73%) and value (68%) of shipments, followed by rail (26% tonnage, 7% value) and air (<1% tonnage, 25% value).

Table 24: Freight Shipments To, From and Within Colorado

Colorado	Tons (millions)			Value (billions $)		
	1998	2010	2020	1998	2010	2020
By Mode						
Air	<1	1	2	33	84	147
Highway	142	208	257	90	178	296
Other[a]	<1	<1	<1	<1	<1	<1
Rail	51	67	76	9	17	26
Water	0	0	0	0	0	0
Grand Total	194	276	335	132	279	469
By Destination/Market						
Domestic	190	270	327	127	268	447
International	4	6	8	5	11	22
Grand Total	194	276	335	132	279	469

Note: Modal numbers may not add to totals due to rounding.

a The "Other" category includes international shipments that moved via pipeline or by an unspecified mode.

Source: Federal Rail Administration

Truck traffic is expected to grow throughout the state over the next 20 years. Much of the growth will occur in urban areas and on the Interstate Highway System. Truck traffic moving to and from Colorado accounted for 10 percent of the average annual daily truck traffic (AADTT) on the FAF road network. Approximately 10 percent of truck traffic involved in-state shipments, and 20 percent involved trucks traveling across the state to other markets. About 60 percent of the AADTT were not identified with a route-specific origin or destination.

Top Five Commodities Shipped to, From, and Within Colorado by All Modes: 1998 and 2020

The following table shows the top 10 commodity groups shipped to, from, and within Colorado by all modes. The top commodities by weight are nonmetallic minerals and coal. By value, the top commodities are transportation equipment and mail or contract traffic." *(Freight Transportation Profile – Colorado Freight Analysis Framework)*

Table 25: Top 10 Commodities Shipped To, From and Within Colorado

Colorado Commodity	Tons (millions)		Colorado Commodity	Value (billions $)	
	1998	2020		1998	2020
Nonmetallic Minerals	40	44	Transportation Equipment	17	24
Coal	35	42	Mail or Contract Traffic	15	47
Farm Products	26	30	Food or Kindred Products	13	26
Clay, Concrete, Glass or Stone	24	47	Freight All Kinds (FAK)	11	23
Food or Kindred Products	15	23	Chemicals or Allied Products	10	21

a U.S. mail or other small packages.

b The "Freight All Kinds" category refers to general freight shipments.

Source: Federal Rail Administration

TRANSIT NEEDS ASSESSMENT

The following section presents an analysis of the demand for transit services in Mesa County based upon standard estimation techniques and public commentary from residents. The transit demand identified in this chapter was used in developing alternative scenarios. Different methods are used to estimate the maximum transit trip demand in Mesa County. The following three methods were used to estimate transit demand:

- Rural Transit Demand Methodology
- Transit Needs and Benefits Study
- Employee Transit Use Estimates

Feedback from residents within the community also plays a critical role in the regional planning process. Public meetings throughout the region allow citizens to express their ideas and provide suggestions to the planning document.

For more detailed information on transit needs, please see the ***Mesa County Transit Element***, LSC Transportation Consultants, Inc., August 15, 2003. The Transit Element forms an integral part of this long-range transportation plan. Summary information from the Transit Element is included in the following section.

Rural Transit Demand Methodology

An important source of information and the most recent research regarding demand for transit services in *rural areas* and for persons who are elderly or disabled is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC, represents the first substantial research into demand for transit service in rural areas and small communities since the early 1980s.

The TCRP Methodology is based on *permanent* population. Thus, the methodology provides a good look at transit demand for the county. The LSC Team determined the transit demand for 2000 and 2025, based on population projections from the Colorado Department of Local Affairs. Combining the rural program estimates and rural non-program estimates—the total existing reasonable rural transit demand for Mesa County, using the TCRP Methodology, is approximately 86,940 annual one-way passenger-trips, not

including program trips for agencies like Head Start and Mental Health Services. The Transit Element provides detailed information for the TCRP transit demand.

Transit Needs And Benefits Study (TNBS)

The Colorado Department of Transportation completed a *Transit Needs and Benefits Study* (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis.

The LSC Team updated the TNBS transit need estimates using the recently released 2000 census numbers. The following table provides a summary of the needs using the 1996, 1999, and 2000 data. The TNBS approach used a combination of methodologies and aggregated the need for Mesa County. However, the approach used factors based on statewide characteristics and is not specific to this region. The TNBS level of need should be used as a guideline to the level of need and as a comparison for the other methodologies.

Table 26 - TNBS Updated Transit Need Estimates

TNBS Updated Transit Need Estimates – Mesa County (TNBS Methodology)							
Methodology	Rural General Public	Disabled	Program Trips	Urban Area	Annual Trips	Annual Trips Provided	Unmet Need
Grand Junction/Mesa Co	44,789	2,609	415,110	1,295,500	1,758,017	681,928	61%

Source: LSC, 2002

Potential Employee Transit Demand

Demand estimates assume that the percentage of employees using transit as derived from mode split data from the Census. Total demand based upon employment for the urban core is approximately 182,270 annual transit trips in 2000. Estimated demand for 2010 is approximately 217,800 annual one-way passenger-trips. Estimated county demand in 2000 is approximately 555,290 annual one-way passenger-trips for employees.

Welfare-To-Work Estimates

The Department of Human Services currently contributes funding to Grand Valley Transit through Temporary Assistance for Needy Families (TANF) funds. Currently, the department contracts with GVT in the amount of approximately $400,000 for client transportation. Using the average cost per passenger-trip for GVT would equate to approximately 76,000 annual one-way passenger-trips for client job access.

VII – CORRIDOR VISIONS – ALTERNATIVES ANALYSIS

CORRIDOR VISION PROCESS

The highway corridors within the Mesa County/Grand Junction TPR were evaluated individually in terms of establishing corridor visions. Roadway attribute data were input into a Microsoft Access based software program called *Corridor Visions – Version 1* that generated visions, goals, and strategies based on issues identified via the entered data. The next phase of the process involved meeting with the Grand Junction - Mesa County Regional Planning Commissioners to obtain feedback on the output of the computer software. The comments received from the commissioners were then incorporated into the visions that are presented in this chapter for each corridor. This plan makes a break from past regional planning process. In the past, the plan has been a strictly "project specific" plan, focusing on detailed needs and plans at precise locations. This led to an unwieldy plan that might address very specific needs, but sometimes failed to address regional needs from a systems perspective.

The 2030 Long Range Transportation Plan begins to build a "corridor-based" plan that will more effectively envision the long term needs on any given corridor, rather than focusing on specific intersections, safety issues or capacity issues from milepost X to milepost Y. This part of the plan examined what the final build-out needs might be given population growth, traffic growth, truck movements, and other operational characteristics of the facility. Then, an effort was made to give some level of priority for implementation. These steps will help guide investment decisions throughout the planning period:

1. Several steps were followed in order to achieve this goal:
2. Identify corridor segments with common operating characteristics and future needs
3. Develop a Corridor Vision for each corridor segment
4. Develop Goals/Objectives for each corridor segment
5. Develop Strategies to achieve the Goals for each corridor segment
6. Assign a Primary Investment Category

Corridor Vision Purpose

- Integrates community values with multi-modal transportation needs
- Provides a corridor approach for a transportation system framework
- Strengthens partnerships to cooperatively develop a multi-modal system
- Provides administrative and financial flexibility in the Regional and Statewide Plans
- Links investment decisions to transportation needs
- Promotes consistency and connectivity through a system-wide approach
- Creates a transportation vision for Colorado and surrounding states

Primary Investment Category

CDOT allocates funds to various programs, including System Quality (Preservation of the Existing System), Mobility, Safety, Program Delivery, Statewide Programs, and Priority Projects. The Corridor Vision process is designed to investigate the first three –System Quality, Mobility, and Safety in terms of regional priorities. The remaining programs are under the authority of CDOT where the Transportation Commission makes programming decisions.

For the purposes of this plan, the RTC examined all the available background data as presented in Chapter IV – Transportation system Inventory, matched unmet needs with the Regional Vision, Values and Goals expressed in Chapter III, and determined what the ultimate needs are on each corridor segment that are consistent with the needs and desires of the community. With this in mind, the RTC assigned a Primary Investment Category to each segment. This does not in any way imply that other types of projects may be needed on any given corridor. For instance, if Safety was determined to be the Primary Investment Category, the most pressing need may be for Safety type projects – passing lanes, straightening, signage, intersection improvements, etc. But, there may also be spot location in the corridor that need to be addressed from a congestion or capacity standpoint, the main focus of the Mobility category. Likewise, if a segment has been selected primarily for System Quality improvements, there may also be a need for spot Safety or Mobility improvements. The goal has been to identify the primary set of needs given the corridor's place in the regional system hierarchy.

Goal Selection

The following types of goals can be achieved within each category:

Mobility

- Increase travel reliability and improve mobility
- Reduce traffic congestion and improve traffic flow
- Maintain statewide transportation connections
- Coordinate transportation and land use decisions
- Support economic development while maintaining environmental responsibility
- Support commuter travel
- Support recreation travel
- Provide for tourist-friendly travel
- Improve access to public lands
- Accommodate growth in freight transport
- Provide improved freight linkages
- Expand transit usage
- Increase bus ridership
- Provide for bicycle/pedestrian travel
- Increase air travel availability
- Increase Transportation Demand Management, i.e., carpool, telecommute
- Provide information to traveling public

Safety

- Reduce fatalities, injuries and property damage crash rate
- Promote education to improve safe driving behavior
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Improve signing/striping

System Quality

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Promote transportation improvements that are environmentally responsible

- Maintain transit vehicles and facilities in good condition
- Maintain airport facilities in good condition
- Maintain responsible water quality procedures

Corridor Vision Discussion Questions

The following questions were used to help facilitate a Corridor Vision discussion to identify local values and transportation needs.

1. What purpose does transportation serve for the community?
2. What are the transportation needs for your community in the future?
3. Do you expect major growth in population, recreation, employment, and or commercial sectors?
4. Are there congested areas?
5. Are there areas with safety problems in the corridor?
6. Are there areas that will need work, i.e., pavement conditions?
7. Is there a need for transit, bicycle/pedestrian, aviation, transportation demand management, and local roadway networks?
8. Are there natural resources, environmental concerns or areas of special interest to protect?

Table 27: TPR Corridor Segments

Mesa County/Grand Junction TPR Corridor Segments				
Highway Corridor	Description From / To	Milepost begin	Milepost end	Primary Investment Category
US 6 A (1)	Jct I-70 access rd (Mack) to Fruita	11.212	20.244	Safety
US 6 A (2)	Fruita to Jct I-70 ramp w/o Grand Junction	20.244	25.998	System Quality
US 6 B (3)	North Avenue – Commercial Street	30.269	34.375	System Quality
US 6 C (4)	Jct I-70 B to 33 Road and 33 Road to Rapid Creek Rd	37.496	45.824	Mobility
US 6 M (5)	Old US 6 – DeBeque to Parachute	65.411	66.258	System Quality
US 50 A (1)	5th St (Grand Jct) to Jct SH 141	32.001	38.744	Mobility
US 50 A (2)	Jct SH 141 to Delta Co line	38.744	70.5	System Quality
SH 65 A	Delta to Jct I-70	0.000	61.387	Safety
I-70 A (1)	Utah State line to Jct SH 139 (Loma)	0.000	15.181	System Quality
I-70 A (2)	Jct SH 139 (Loma) to Jct US 6 (Palisade)	15.181	43.909	Mobility
I-70 A (3)	Jct US 6 (Palisade) to Parachute	43.909	74.000	Mobility
I-70 B (1)	Jct I-70 A (West side of Grand Junction) to US 50 (5th St)	0.000	5.751	Mobility
I-70 B (2)	Jct US 50 (5th St) to Jct I-70 (Clifton)	5.751	13.360	Mobility
I-70 Z	Ute from 15th St to 2nd St (Grand Junction)	0.000	1.269	Mobility
SH 139 A	Jct I-70/US 6 (Loma) to Rangely	0.000	72.005	Safety
SH 141 A	Uravan to Jct US 50 (Whitewater)	75.420	153.999	Safety
SH 141 B (1)	Jct US 50 s/o Grand Junction to Colorado River	156.746	159.436	Safety
SH 141 B (2)	Colorado River to Jct I-70 B (Clifton)	159.436	161.999	System Quality
SH 330 A	Jct SH 65 to Orchard St (Collbran)	0.000	11.395	Safety
SH 340 A (1)	Jct US 6 (Fruita) to 20 Road	0.000	6.916	Mobility
SH 340 A (2)	20 Road to Spruce St (Grand Junction)	6.916	13.341	Mobility

Source: URS 2004

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 while freight volume will remain constant. 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 and there is a house in the corridor that is on the Nation Register of Historic Places. 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.

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
- 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 while freight volume will remain relatively constant. 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.

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

Strategies

- Consolidate and limit access and develop access management plans
- Provide and expand transit service, carpooling and vanpooling
- Improve landscaping
- Construct, improve and maintain the system of local roads
- Construct interpretive facilities
- Provide bicycle and pedestrian facilities including the Colorado River Greenway for Fruita to Loma
- Replace old signs

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 to increase mobility and to 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.

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

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-70 B 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-70 B. 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-70 B 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 limit 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.

Goals / Objectives

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Provide for safe movement of bicycles and pedestrians
- Improve signing/striping

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 - 5th St (Grand Jct) to Jct 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.

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

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

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 70.5**

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.

Goals / Objectives

- Maintain statewide transportation connections
- Support commuter travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

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.

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

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.

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

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 15.181		**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.

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

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 SAFETY**
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	**I-70 B - Jct I-70 A (west side of Grand Junction) to US 50 (5th St)**	
Beg MP 0.000		**End MP 5.751**

Vision Statement

The Vision for **I-70 B - Jct I-70 A (west side of Grand Junction) to US 50 (5th St)** 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 SH 50 and I-70 B. 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.

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

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 (5th 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.

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

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 combing within two way system

Corridor	**I-70 Z**	**Primary Investment Category MOBILITY**
Description	**I-70 Z - Ute from 15th to 2nd Street (Grand Junction)**	
Beg MP 0.000		**End MP 1.269**

Vision Statement

The Vision for the **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.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Increase bus ridership
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)

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 72.005**

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.

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

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.

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

Strategies

- Post informational signs
- Improve geometrics
- Add/improve shoulders
- Add guardrails
- Add surface treatment/overlays
- Replace/repair SD/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.

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

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.

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

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 Mainstreet 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.

Goals / Objectives

- Reduce fatalities, injuries and property damage crash rate
- Support recreation travel
- Support commuter travel
- Provide for bicycle and pedestrian movement
- Provide regional public transportation
- Eliminate shoulder deficiencies

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 20 Road**	
Beg MP 0.000		**End MP 6.916**

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). 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 increase while freight volume will remain constant. The communities along the corridor value 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 is currently underway for the 340-corridor form Fruita to the Colorado National Monument.

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

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.)

Corridor	**340 A (2)**	**Primary Investment Category MOBILITY**
Description	**340 A - 20 Road to Spruce St (Grand Junction)**	
Beg MP 6.916		**End MP 13.341**

Vision Statement

The Vision for the **340 A - 20 Road 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

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

VIII - PREFERRED TRANSPORTATION PLAN

CORRIDOR PREFERRED PLAN

The Preferred Transportation Plan reflects the long-range transportation vision for the TPR. It highlights the interrelated nature of transportation to land use, development, and to the TPR's quality of life including a vital economy and protecting the human and natural environment. The Preferred Plan is an intermodal transportation plan that considers all modes of transportation as having a necessary role in providing mobility for people and freight and is consistent with the Vision, Goals and Strategies expressed in Chapter 3 and with the individual Corridor Visions detailed in Chapter 6. Key features of the plan include an emphasis on maintaining the existing transportation system and providing for future mobility needs.

Based on the alternatives analysis conducted for each corridor, the planning team assisted the RTC in identifying a set of representative projects for each mode to be included in the preferred plan. The projects in the existing (2020) list were reviewed to identify projects that have been completed, that need to be moved forward in the updated plan to address current needs, and include new projects not on the list to address new or developing needs anticipated in the next planning period. All reasonable and appropriate modes were considered. The projects were grouped by corridor.

All projects identified through the planning process were subjected to a preliminary screening process, which included the following questions:

- Does the project aid in the attainment of the vision and goals developed by the RRC?
- Is the project a justifiable need?
- Does the project provide a viable contribution to a system that meets the RTC's transportation needs?
- Is the project realistic based on the human and natural environment and the physical constraints of the area?

The resulting multi-modal preferred project list was entered into CDOT's new on-line project database, PlanSite, which will greatly increase the efficiency and accuracy of project listings. The list comprehensively addresses mobility, safety and system quality needs for the region, while supporting economic growth and development, protecting the human and natural environment, and sustaining the quality of life as defined in the TPR's values, vision, and goal statements.

Each corridor was evaluated during the corridor visioning process to determine the primary investment category. Each was then evaluated in terms of the mobility, safety and system quality needs of the corridor and compared to needs on other categories throughout the region. The total project cost for all modal needs is $496 million.

Available funding is expected to be far short of meeting all the identified needs. Therefore, it is important to provide a Preferred Plan that is not constrained by financial resources. Any unconstrained projects could be advanced through the amendment process to the Constrained Plan if new or additional funds were identified—subject to approved performance and environmental considerations. Under this arrangement, decision-makers have flexibility to consider new projects and to respond to funding opportunities that may present themselves in the future.

Table 28: Preferred Transportation Plan

Grand Junction - Mesa County TPR 2005-2010 STIP and 2030 Preferred Plan				
Corridor	**Project Description**	**Investment Category**	**2005 - 2010 STIP/TIP**	**Preferred Plan**
6	Clifton to Palisade-MP 37.5-45.82	Safety		$ 16,800,000
6	Reconstruct to Add Shoulders/Turn Lanes-Loma to Fruita-MP 15-20	Safety		$ 3,609,000
50	Intersection of Ute/SH 50 to 29 Road - MP 32	Mobility		$ 5,307,000
70	Upgrade Existing I-70 Interchanges (MP 19-49)	Safety	$7,200,000	$ 43,600,000
70	I-70B-24 Road to 15th Street-MP-2.42-6.80 *	Mobility	$7,691,000	$20,881,000
70	1-70B-MP 0-2.42 and 6.80-13.36 *	Mobility		$13,836,000
70	Undefined Capacity/Safety Improvements (Fruita to SH 65) - MP-19.49-49.00 *	Mobility/Safety		$60,000,000
139	Loma to Highline Canal MP-1.26-5.97	Safety		$5,025,000
141	North of Cactus Park-MP-134-151	Safety		$11,381,000
330	SH 330 to State Highway 65 to Collbran -MP-11.4	Safety		$12,874,000
340	Ridges Blvd. To Redlands Parkway-MP 9.5-13.5	Mobility	$300,000	$7,683,000
340	Redlands Parkway West - MP 0.0-9.5	Mobility	$100,000	$5,224,000
Sub-total Highway Corridors			**$15,291,000**	**$206,220,000**
Local	Riverside Parkway-24 Rd. to 29 Rd.	Mobility	$70,000,000	$70,000,000
Local	North South Corridor - I-70 Interchange with 29 Road - MP-33.4	Mobility		$17,000,000
Local	North South Corridor – 29 Rd – Patterson Road to I-70	Mobility		$5,000,000
Local	North South Corridor – I-70 B Viaduct Connect with 29 Rd – MP 8.6	Mobility		$16,000,000
Local	North South Corridor – 29 Rd – D Rd to D ½ Rd	Mobility		$2,000,000
Local	North South Corridor – Colorado R Bridge to D Rd	Mobility		$4,000,000
Local	F1/2 Rd Parkway	Mobility		$ 4,500,000
Sub-total Local Projects			**$70,000,000**	**$118,500,000**
TPR	Transit-Capital	System Quality/Mobility	$10,176,000	$ 11,120,312
TPR	Transit-Operating	System Quality/Mobility	$15,144,000	$126,976,460
Sub-total Transit			**$25,320,000**	**$138,096,772**
TPR	Aviation	All		$33,788,246
Sub-total Aviation				**$33,788,246**
Total Preferred Plan			**$110,611,000**	**$496,605,018**

* 2003 Strategic Investment Program
Source: URS 2004

TRANSIT PREFERRED PLAN

Each provider in the Mesa County study area submitted operational and capital projects for the next 25 years to address long-range transit needs. The Preferred Plan is based on unrestricted funding for the transit providers. The data include costs to maintain the existing system and to enhance the current transit services. The transit information assumes that primary funding will not be available from Regional Priority Project (RPP) funds – however, all of the projects are eligible. The following table presents the regional total for the Preferred Transit Plan.

For more detailed information on transit needs, please see the ***Mesa County Transit Element***, LSC Transportation Consultants, Inc., August 15, 2003. The Transit Element forms an integral part of this long-range transportation plan. Summary information from the Transit Element is included in this section.

Table 29: Transit Preferred Plan

Transit 2030 Preferred Plan		
Project Description	Investment Category	2030 Plan Cost
Operating Costs (Continue Existing Service)	System Quality	$57,799,750
Capital Costs (Continue Existing Service)	System Quality	$ 8,467,000
Operating Costs (New Service)	Mobility	$69,176,710
Capital Costs (New Service)	Mobility	$2,653,312
Total Transit		**$ 138,096,772**

Source: LSC 2004

AVIATION PREFERRED PLAN

The preferred list of airport projects and their associated cost estimates were developed utilizing several sources of information. The total cost of the Aviation Preferred Plan is $33.8 million.

Six Year Capital Improvement Program

Every airport in the State of Colorado that receives either Federal Aviation Administration (FAA) or Colorado Division of Aeronautics grant funds must develop and maintain a current six-year capital improvement program (CIP) list. That list contains major capital projects that the airport anticipates could take place over the six-year planning period. The CIP will show the year the project is anticipated to occur and further identifies anticipated funding sources that will be used to accomplish the project. Those funding sources may include local, FAA and Aeronautics Division funds.

CDOT – Aeronautics and FAA staff work very closely with those airports that anticipate funding eligible projects with grant funds from the FAA. Since the FAA and CDOT – Aeronautics are concerned with the Statewide system of airports, it is very important that individual airport projects be properly planned and timed to fit within the anticipated annual Federal funding allocation.

FAA and CDOT-Aeronautics staff meet on a regular basis to evaluate the Federal CIP program and make any adjustments as may be required. Therefore, projects shown on the individual airport CIP that identify FAA as a source of funding for the project have already been coordinated with FAA and CDOT – Aeronautics for programming purposes.

The costs of the projects are estimates and are typically provided to airports through either their own city staff, consulting firms, engineering firms, planning documents, FAA, CDOT-Aeronautics or other similar sources.

National Plan of Integrated Airport Systems (NPIAS)

The NPIAS identifies more than 3,000 airports nationwide that are significant to the national air transportation system and thus are *eligible* to receive Federal grants under the Airport Improvement Program (AIP). The projects listed in this document include those that have been identified in the near term and have been programmed into individual airport CIP's as well as long term projects that have only been identified as a need but not programmed into the Federal grant process. The plan also includes cost estimates for the proposed future projects. The projects included in the NPIAS are intended to bring these airports up to current design standards and add capacity to congested airports.

The NPIAS comprises all commercial service airports, all reliever airports and selected general aviation airports. The plan draws selectively from local, regional and State planning studies.

Colorado Statewide Airport Inventory and Implementation Plan 2000 (State Airport System Plan)

In 1999, CDOT-Aeronautics contracted with a consulting firm to develop an Airport System Plan. This plan, done by Wilbur Smith and Associates, was completed in 2000.

The State of Colorado is served by a system of 78 public-use airports. These 78 airports are divided into two general categories, commercial service and general aviation. The Statewide Airport Inventory and Implementation Plan was designed to assist in developing a Colorado Airport System that best meets the needs of Colorado's residents, economy and visitors. The study was designed to provide the Division of Aeronautics with information that enables them to identify projects that are most beneficial to the system, helping to direct limited funding to those airports and those projects that are of the highest priority to Colorado's airport system.

The report accomplished several things including the assignment of each airport to one of three functional levels of importance: Major, Intermediate or Minor. Once each airport was assigned a functional level, a series of benchmarks related to system performance measures were identified. These benchmarks were used to assess the adequacy of the existing system by determining its current ability to comply with or meet each of the benchmarks.

Airport Survey Information

As a part of the CDOT 2030 Statewide Transportation Update process, a combination of written and verbal correspondences as well as actual site visits occurred requesting updated CIP information. The CIP list includes those projects that are anticipated to occur throughout the CDOT 2030 planning period. Letters were mailed out to each airport manager or representative that explained the CDOT plan update process. Included with each letter was a Capital Improvement Project Worksheet (copy attached) whereby airports could list their anticipated projects through the year 2030. Follow-up telephone calls as well as several additional site visits were conducted by Aeronautics Division staff to assist airports in gathering this information.

Most airports responded to this information request. Some of the smaller airports with limited or no staff did not respond.

Joint Planning Conferences

One of the methods utilized by the CDOT-Aeronautics Division to assist in the development of Airport Capital Improvement Programs is to conduct what is known as Joint Planning Conference (JPC). A JPC is a process whereby an airport invites tenants, users, elected officials, local citizens, special interests groups, and all other related groups to meet and discuss the future of the airport. CDOT-Aeronautic and FAA staff attend these meetings. The JPC allows an opportunity for all of the aviation community to contribute into the planning process of the airport. Many good ideas and suggestions are generated as a result of these meetings.

Table 30: Aviation Preferred Plan

Aviation 2030 Preferred Plan			
Airport	Projects	CDOT Investment Category	Cost Estimate
Grand Junction - Walker Field	1. Construct Landing View Lane Phase I	Mobility	$1,173,464
	2. Relocate waterline as part of Landing View Lane Construction	Mobility	$333,333
	3. Rehabilitate Taxiway C1-A	System Quality	$1,333,333
	4. Design and develop GA sites	Mobility	$735,000
	5. Construct Landing View Lane Phase II	Mobility	$1,804,865
	6. Ramp expansion between TW A-4 & A-6	Mobility	$1,800,000
	7. Construct Air Cargo Area Phase I	Mobility	$1,133,333
	8. Air Cargo Ramp Ph II	Mobility	$3,417,856
	9. Develop GA Sites	Mobility	$250,000
	10. Air Carrier Ramp Rehab	System Quality	$1,633,333
	11. Rehab RW 11-29 + TW	System Quality	$4,500,000
	12. Air Carrier Ramp Rehab Phase II	System Quality	$1,889,016
	13. Construct and Pave Air Cargo Phase III	Mobility	$3,651,380
	14. Walker Field Drive And Eagle Drive Realignment and rehab	System Quality	$2,000,000
	15. Aviation Development west	Mobility	$1,133,333
	16. Construct north side access road	Mobility	$3,500,000
	17. Construct new air traffic control tower	Safety	$3,500,000
Total Aviation Preferred Plan			**$33,788,246**

*Note: In many cases the projects identified above are local community generated and are not necessarily endorsed or supported by either CDOT or the FAA

** Projects that have been identified in the 2000 Colorado Statewide Airport System Plan (These projects are not necessarily endorsed or supported by either CDOT or the FAA)

***Fiscally constrained considers only those projects that are currently programmed for either Federal of State funds as identified in their current 6-year Capital Improvement Plan (through 2009). Refer to the Statewide Plan for additional information regarding constrained projects for the entire 2030 planning period.

Source: CDOT Division of Aeronautics 2004

IX - PRIORITIZATION PROCESS

In this step in the planning process, costs for the preferred plan list were developed and became part of the analysis. The following criteria were developed to assist the RTC in determining priorities.

CORRIDOR PRIORITIZATION CRITERIA

These criteria reflect the regional vision, goals and strategies and ensure that corridor priorities identify the best improvements to meet those goals. The RTC examined each proposed project or corridor for benefits relative to the following criteria. Each project was assigned a score of 1 – 4 for each criteria; the scores were then totaled to determine the prioritized rank. Criteria listed under "Other Criteria" were perceived as contained in the other elements and were considered in the discussion, but not given a score.

Mobility/Congestion

- Significant current congestion (0.85 v/c urban or 0.60 v/c rural)
- Significant projected congestion (0.85 v/c urban or 0.60 v/c rural)
- Elevated current or projected AADT
- Mobility improvements contribute to significant reduction in congestion
- Mobility improvements contribute to access for low income, elderly, or physically disabled
- Significant interregional or interstate corridor
- High volume interstate or interregional truck route
- Preserve options to anticipate future transportation needs in major mobility corridors

Safety

- High accident rate
- Services and programs that reduce fatalities, injuries and property damage
- Substandard shoulder width
- Sharp curves
- Intersection geometry or operations
- Signalization or other Transportation System Management techniques expected to reduce crashes
- Contributes to bicycle/pedestrian safety

Public Support

- Strategic Project Program (7^{th} Pot)
- Programmed in 2005-2010 STIP
- High-level public support demonstrated through public meetings, letters
- Contributes to geographic equity of transportation improvement expenditures

Documented in 2020 Constrained Plan

- Project was in 2020 Constrained Plan, is not completed, and should be carried forward

Other Criteria

- System Quality
- Ability to Implement
- Environment
- Economic Impact

PLANNING LEVEL RESOURCE PROJECTIONS

This plan deals primarily with funds from CDOT's Regional Priority Program (RPP) as allocated to each of six CDOT Regions. The Grand Junction - Mesa County TPR is in CDOT Region 3. The TPR's target for planning level RPP resource projections is $153 million. While this was acknowledged to be more than the TPR would reasonably expect to receive during the planning period, it was agreed to be an acceptable amount for the prioritization exercise. This allowed the RPC to prioritize funding beyond what is currently projected to be available in an admittedly conservative economic climate. If additional funds are to be made available in the future, it may be possible to draw from this prioritized list without completing a full plan update, depending on the scope of the project and impacts to other priorities. The Prioritized Plan also includes $70 million in local funds for the construction of the Riverside Parkway.

Table 31 –2030 Prioritized Plan

2030 Prioritized Corridor Projects			
Priority	Project Name		Estimated Project Cost
1	I-70 B	24 Road to 15th Street - M.P. 2.4 to M.P. 6.8	$ 20,881,000
2	I-70	Upgrade Existing interstate interchanges Mack to De Beque	$ 43,600,000
3	I-70	Undefined Capacity/Safety Improvements, State line to M.P. 65	$ 60,000,000
4	SH 340	Redlands Parkway West M.P. 0.0 to M.P. 9.5	$ 5,224,000
5	SH 340	Ridges to Redlands Parkway to 1st/Grand, M.P. 9.5 to M.P. - 13.5	$ 7,683,000
6	SH 6	Clifton to Palisade - M.P. 37.5 to M.P. 45.82	$ 16,800,000
7	I-70 B	Both ends of 70B - M.P. 0.0 to M.P. 2.4, M.P. 6.8 to M.P. 13.36	$ 13,836,000
8	US 50	Intersection of Ute/SH 50 to 29 Rd – MP 32	$ 5,307,000
9	SH 330	SH 65 to Collbran – MP 0.0 – 11.4	$ 12,874,000
10	SH 139	Loma to Highline Canal – MP 1.26 – 5.97	$ 5,025,000
11	SH 141	North of Cactus Park – MP 134 - 151	$ 11,381,000
12	US 6	Reconstruct; add shoulders/turn lanes – Loma to Fruita – MP 15 - 20	$ 3,609,000
Total Regional Priority Program			**$206,220,000**
Local	Riverside Parkway - 24 Rd. to 29 Rd.		$ 70,000,000
Local	North/South Corridor - I-70 Interchange with 29 Road - MP-33.4		$ 17,000,000
Local	North/South Corridor – Patterson Rd to I-70		$ 5,000,000
Local	North/South Corridor – I-70 B Viaduct connect with 29 Rd. – MP 8.6		$ 16,000,000
Local	North/South Corridor – 29 Rd. – D Rd. to D1/2 Rd.		$ 2,000,000
Local	North/South Corridor – Colorado River Bridge to D Rd.		$ 4,000,000
Local	F1/2 Rd Parkway		$ 4,500,000
Total Local Projects			**$118,500,000**

Source: URS 2004

X - FISCALLY CONSTRAINED PLAN

This task identifies those transportation projects and programs that can be reasonably expected to receive funding within the planning period through 2030.

The first step in the process of defining a Fiscally Constrained Plan was to obtain an estimate of reasonably expected revenues from CDOT. CDOT provided these financial projections for the entire state as well as by CDOT region based on its Resource Allocation formula.

At a joint meeting of all TPRs within Region 3, CDOT and the other TPRs met to prioritize all projects from the Region based on "reasonably expected" revenues from federal, state, regional, local, and private sources.

HIGHWAY CORRIDORS

The Fiscally Constrained Plan for highway corridors includes $25.5 million in Regional Priority Program funds from CDOT, $70 million in locally bonded funds for the Riverside Parkway, and additional funds in the adopted CIP for the North South Corridor (29 Road). The total Fiscally Constrained Plan for highway corridors is $139.5 million.

Table 32: 2030 Fiscally Constrained Plan – Highway Corridors

2030 Fiscally Constrained Plan – Highway Corridors		
Regional Priority Program	**Location**	**Cost**
I-70 B, 24 Road to 15th Street	MP 2.4 – MP 6.8	$ 11,881,000
I-70, Upgrade Existing interstate interchanges	Mack to De Beque	$ 11,200,000
I-70, Interstate Reconstruction	State line to M.P. 65	$ 2,000,000
SH 340, Ridges Blvd. To Redlands Parkway	MP 9.5 – MP 13.6	$ 300,000
SH 340, Redlands Parkway west	MP 0 – MP 8.6	$ 100,000
Sub-Total Regional Priority Program		**$ 25,481,000**
Locally Funded Projects		
Riverside Parkway 24 Rd. to 29 Rd.	24 Rd. – 29 Rd.	$70,000,000
North South Corridor - I-70 Interchange @ 29 Rd	MP 33.4	$17,000,000
North South Corridor - 29 Rd	Patterson Rd. to I-70	$ 5,000,000
North South Corridor - 29 Rd I-70 Viaduct connect with I-70 B	MP 8.6	$16,000,000
North/South Corridor - 29 Rd	D Rd to D ½ Rd	$ 2,000,000
North/South Corridor - 29 Rd	Colorado River Bridge to D Rd.	$4,000,000
Sub-Total Locally Funded Projects		**$114,000,000**
Total Highway Corridors		**$139,481,000**

Source: URS 2004

TRANSIT

This section of Chapter X presents the funding plan for the Mesa County Transit Long-Range Financially-Constrained Plan. This Financially-Constrained Plan relies on the funding sources that are currently being used by the transit agencies or are likely to be realized over the planning horizon. Funding for transit services within the region will come from federal and local (public and private) sources.

The following section presents the fiscally constrained transit plan and the identified funds. The long-range constrained plan includes the continuation of existing services. Table 33 presents fiscally constrained transit costs and Table 34 shows expected funding sources. The estimated total for the existing transit services over the next 25 years is approximately $66.3 million.

Table 33: Transit Fiscally Constrained Plan

2030 Fiscally Constrained Transit Plan		
Project Description	Investment Category	2030 Plan Cost
Operating Costs (Continue Existing Service)	System Quality	$57,799,750
Capital Costs (Continue Existing Service)	System Quality	$ 8,467,000
Total Transit Costs		$66,266,750

Source: LSC 2004

Table 34: Transit Funding Sources

Transit Funding Sources	
Funding Source	Amount
Local Funding	$33,486,515
FTA 5307	$19,777,950
FTA 5309	$ 5,993,600
FTA 5310	$ 372,000
FTA 5311	$ 699,825
FTA 3037	$ 2,809,200
2030 Total	$63,139,090

Source: LSC 2004

A 4.5% deficit of revenues compared to costs is anticipated due to a reduction in FY 2004 award of FTA 5307 program funds, which formed the base year to project future funds. If future funding levels return to previous levels the deficit may be eliminated.

AVIATION

The Aviation Fiscally Constrained Plan includes $9.3 million in projects at Grand Junction's Walker Field.

Table 35 – Aviation Constrained Plan

2030 Fiscally Constrained Aviation Plan			
Airport	Projects	CDOT Investment Category	Cost Estimate
Grand Junction - Walker Field	1. Construct Landing View Lane Phase I	Mobility	$ 1,173,464
	2. Relocate waterline as part of Landing View Lane Construction	Mobility	$ 333,333
	3. Rehabilitate Taxiway C1-A	System Quality	$ 1,333,333
	6. Ramp expansion between TW A-4 & A-6	Mobility	$ 1,800,000
	7. Construct Air Cargo Area Phase I	Mobility	$ 1,133,333
	10. Air Carrier Ramp Rehab	System Quality	$ 1,633,333
	12. Air Carrier Ramp Rehab Phase II	System Quality	$ 1,889,016
Constrained Projects Total Estimated Cost			**$ 9,295,812**

Source: CDOT Division of Aeronautics

SUMMARY

The table below provides a summary of Highway Corridors, Transit, and Aviation for the 2030 Fiscally Constrained Plan.

Table 36: 2030 Fiscally Constrained Plan - Summary

2030 Fiscally Constrained 2030 Plan – Summary *	
Highway Corridors	$ 139,481,000
Transit	$ 66,266,750
Aviation	$ 9,295,812
Total Fiscally Constrained Plan	**$ 215,043,562**

** includes 2005-2010 STIP*

Source: URS 2004

ASSESSMENT OF IMPACTS OF PLAN IMPLEMENTATION

The impacts from implementation of this plan are mixed. The currently acute shortage of transportation funding will continue to provide challenges for the TPR. The most positive result is that CDOT has made a firm $10 million commitment to upgrade the I-70 facility, including certain interchanges. CDOT also expects to invest in the heavily traveled I-70 B business route to address congestion, signalization and other traffic management issues. The local bond issue for the Riverside Parkway will provide a much-needed connection in the southwest part of Grand Junction, as well as a new bridge crossing for the Colorado River. The combination of these projects will certainly help address certain specific congestion issues in this growing community.

While CDOT Region 3 will continue to address safety, bridge and resurfacing needs on many of the region's highways, other major work will have to wait for the funding scenario to improve. Limited funds available for interchange reconstruction will continue to provide challenges for access in the northern part of the city. Other state highway improvements, including SH 141 in the Clifton area must necessarily wait for the funding scenario to improve. As a result, congestion will continue to deteriorate in spot locations and many of the region's highways will continue to operate without adequate shoulders providing challenges to the trucking industry and cyclists.

Reasonably expected transit funding will keep existing transit providers operating at existing levels, with little opportunity for expansion of services beyond the current clientele.

Funded construction programs at Walker Field will continue to ensure that this regionally vital airport can continue to serve as the major air hub for western Colorado.