



2035 Statewide Transportation Plan

Corridor Visions

TECHNICAL REPORT

March 2008



TABLE OF CONTENTS

	<u>Page</u>
Introduction.....	1
Purpose of Corridor Visions	1
Corridor Vision Concept.....	2
Transportation Commission Policy Direction	3
Corridor Vision Elements	6
Primary Investment Category	6
Community Values	6
Primary Type of Travel.....	6
Goals and Strategies.....	7
Environmental Resources	7
Corridor Visions Linkage To Transportation Planning Processes	8
Corridor Visions and Regional Planning Process	8
Coordinating Corridor Visions between TPRs	9
Corridor Visions and Previous Plans and Studies	10
Linkage to the Statewide Transportation Improvement Program (STIP).....	10
Example Corridor Vision I-70	11
Analysis of Corridor Visions.....	35
Corridors with Substantial Changes.....	35
Primary Investment Category	37
Goals	41
Strategies.....	45
Conclusion	49

Appendix A Potential Corridor Goals and Strategies

Appendix B TPR Corridor Visions

LIST OF FIGURES

	<u>Page</u>
Figure 1. Statewide and Inter-regional Corridors.....	5
Figure 2. Transportation Planning Regions.....	8
Figure 3. RTP Development Process	9
Figure 4. I-70 Community Values.....	12
Figure 5. I-70 Environmental Resources.....	13
Figure 6. I-70 Goals.....	14
Figure 7. I-70 Strategies	15
Figure 8. Corridors by Primary Investment Category	37
Figure 9. Statewide Primary Investment Categories	38
Figure 10. Primary Investment Categories by Geographic Area	39
Figure 11. Primary Investment Categories by TPR	40
Figure 12. Top Ten Goals – All Corridors	41
Figure 13. Top Ten Goals – Mobility Corridors	42
Figure 14. Top Ten Goals – Safety Corridors	43
Figure 15. Top Ten Goals – System Quality Corridors	44
Figure 16. Top Ten Strategies – All Corridors.....	45
Figure 17. Top Ten Strategies – Mobility Corridors.....	46
Figure 18. Top Ten Strategies – Safety Corridors.....	47
Figure 19. Top Ten Strategies – System Quality Corridors.....	48

LIST OF TABLES

Table 1. Corridor Visions with Substantial Changes.....	35
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INTRODUCTION

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

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

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

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

Purpose of Corridor Visions

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

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

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

Corridor Vision Concept

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

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

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

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

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

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

Transportation Commission Policy Direction

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

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

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

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

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

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

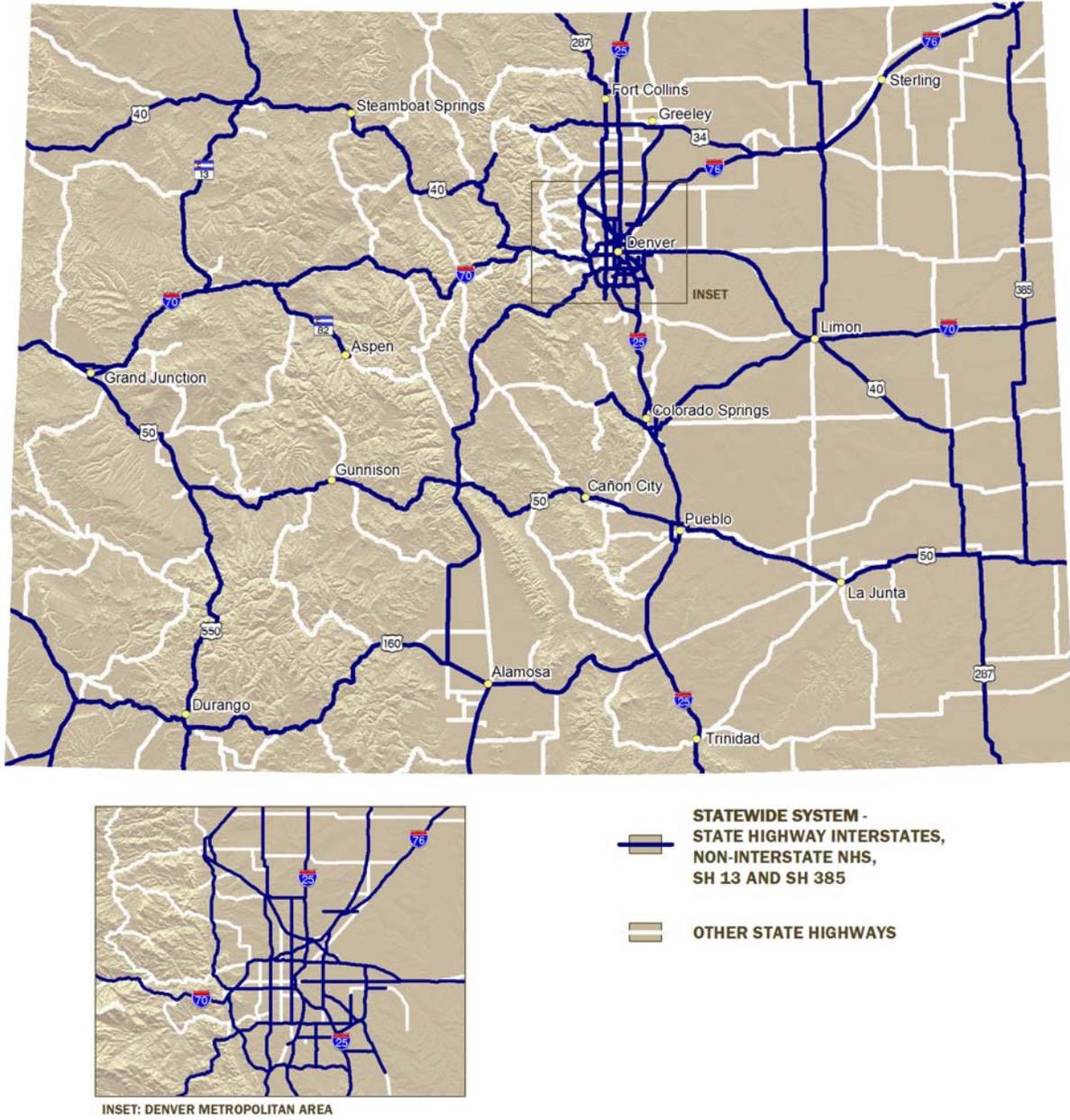
The Transportation Commission provides additional guidance for the development of corridor visions for interstate, non-interstate national highway system, and the remaining state highway corridor visions in the 2035 Plan. Common themes of the commission's corridor vision guidance include:

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

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

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

Figure 1. Statewide and Inter-regional Corridors



CORRIDOR VISION ELEMENTS

Each corridor vision includes four elements:

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

Primary Investment Category

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

Community Values

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

Primary Type of Travel

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

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

Goals and Strategies

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

Environmental Resources

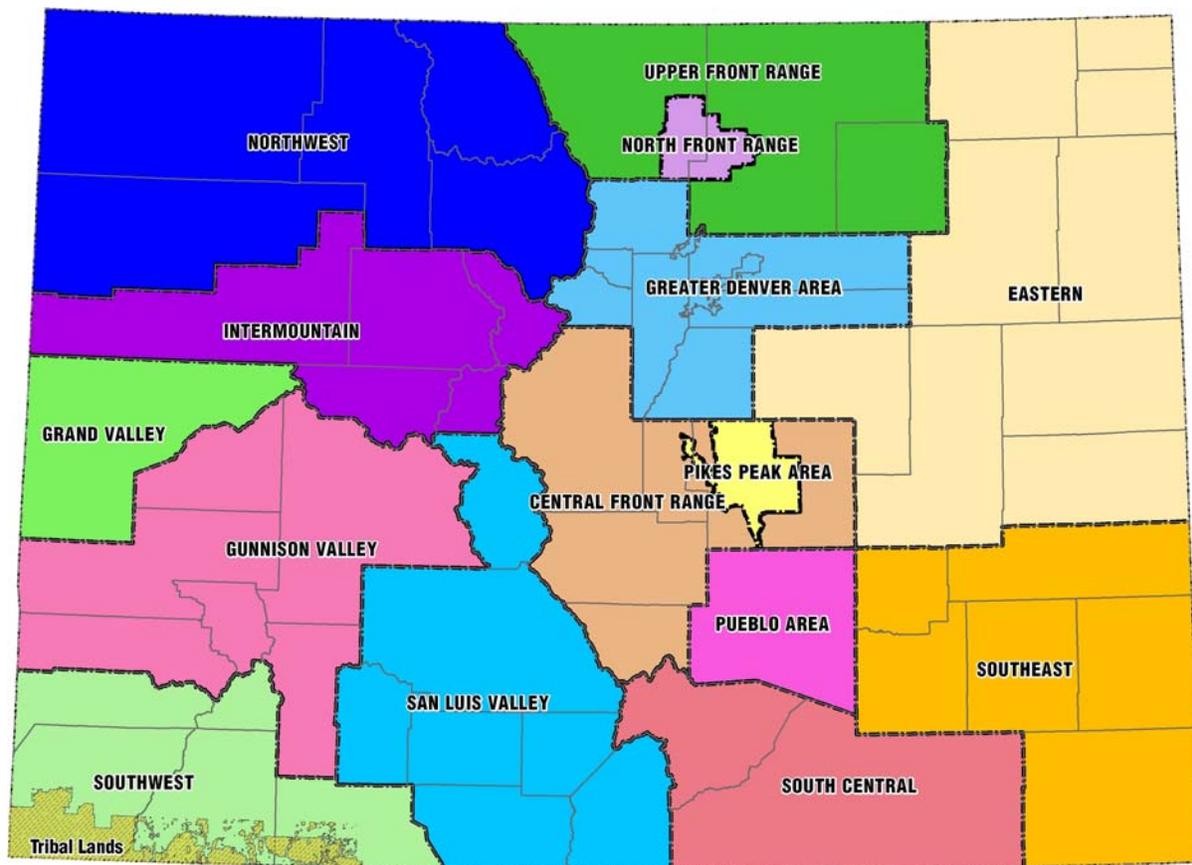
Environmental resources have been identified within each corridor. Potential mitigation strategies and environmental conservation plans are also provided for each corridor. The environmental data can be accessed on the web (www.dot.state.co.us/StatewidePlanning/PlansStudies/2035Plan.asp) or CD-ROM, both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

CORRIDOR VISIONS LINKAGE TO TRANSPORTATION PLANNING PROCESSES

Corridor Visions and Regional Planning Process

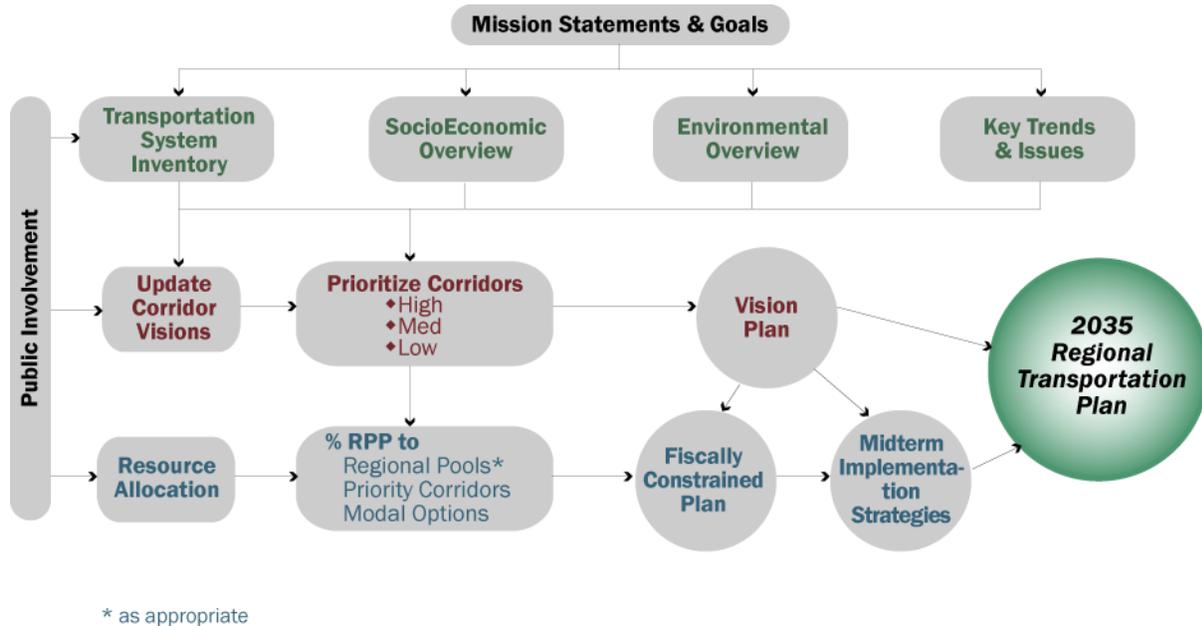
The ten rural Transportation Planning Regions (TPRs) and the five Metropolitan Planning Organizations (MPOs), as shown in **Figure 2**, have each developed a 2035 Regional Transportation Plan. The TPR level is the grassroots planning and information gathering venue. During the 2035 Plan process, the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

Figure 2. Transportation Planning Regions



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

Figure 3. RTP Development Process



Coordinating Corridor Visions between TPRs

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

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

Corridor Visions and Previous Plans and Studies

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

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

Linkage to the Statewide Transportation Improvement Program (STIP)

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

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

EXAMPLE CORRIDOR VISION I-70

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

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

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

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

Figure 4. I-70 Community Values



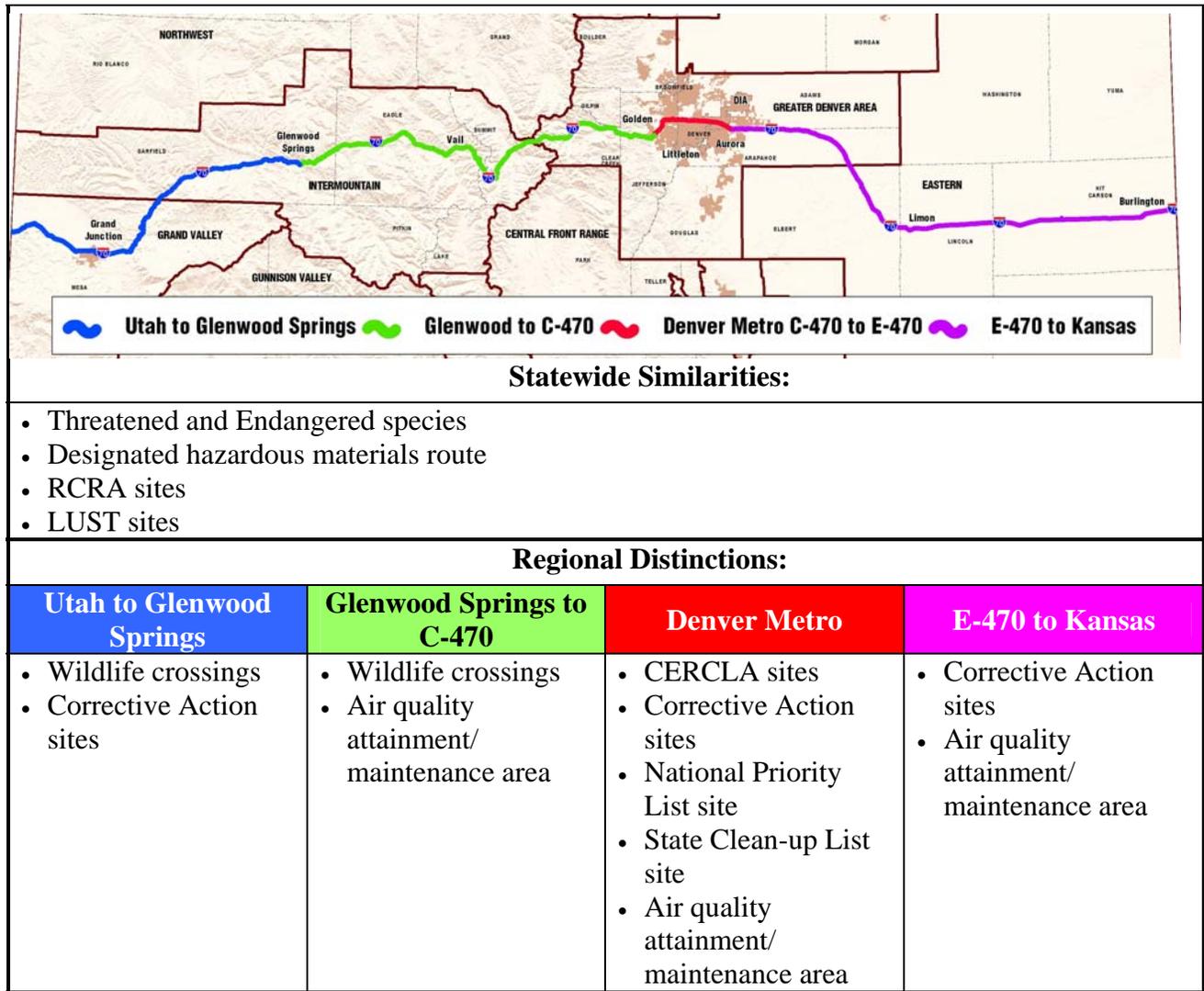
Statewide Similarities:

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

Regional Distinctions:

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

Figure 5. I-70 Environmental Resources



Definitions

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

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

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

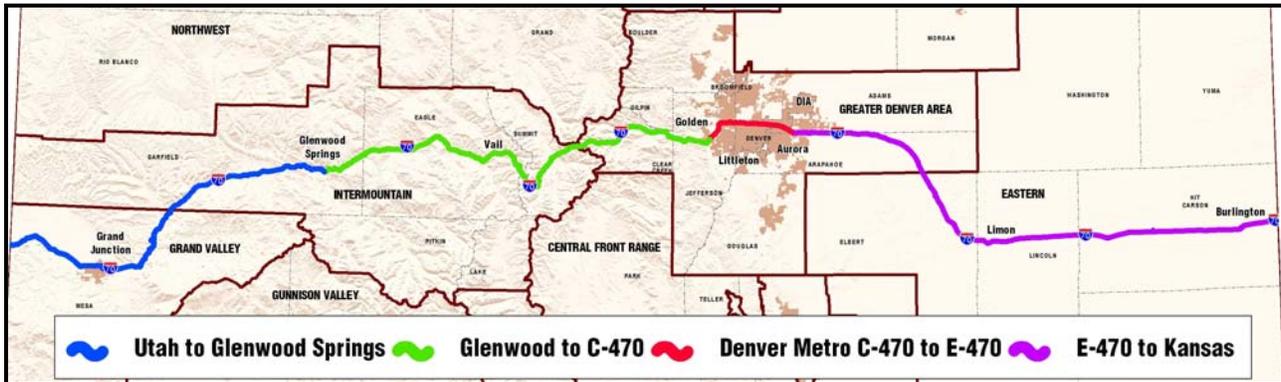
National Priority List – There are currently 1,240 Superfund sites on the list requiring remedial actions

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

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

State Clean-up List -

Figure 6. I-70 Goals



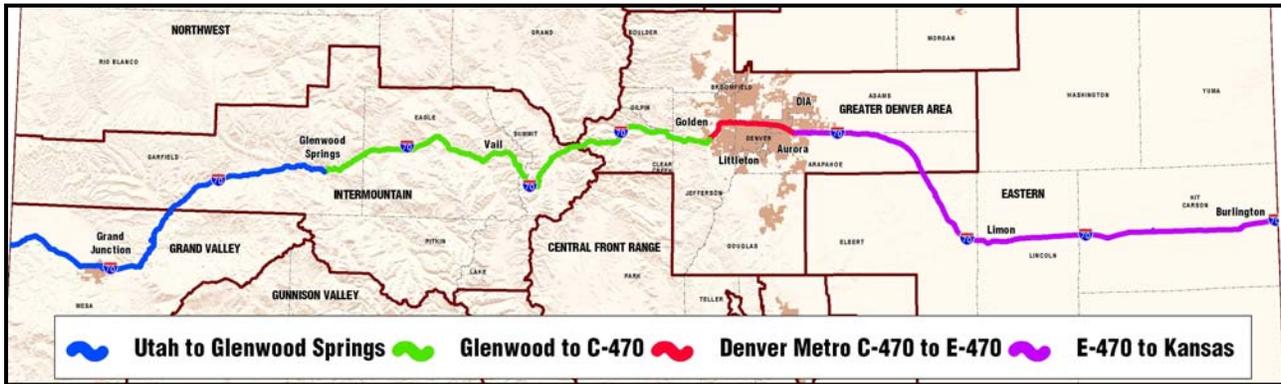
Statewide Similarities:

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

Regional Distinctions:

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

Figure 7. I-70 Strategies



Statewide Similarities:

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

Regional Distinctions:

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



Grand Junction/ Mesa County
2035 Transportation Plan

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

Vision Statement

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

2035 Revisions

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

Goals / Objectives

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

Strategies

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

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



Grand Junction/ Mesa County
2035 Transportation Plan

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

Vision Statement

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

2035 Revisions

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

Goals / Objectives

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

Strategies

- Add/improve interchanges



**Grand Junction/ Mesa County
2035 Transportation Plan**

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



Grand Junction/ Mesa County
2035 Transportation Plan

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

Vision Statement

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

Goals / Objectives

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

Strategies

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



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

2035 Corridor Vision

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

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

Goal and Strategy Changes

2035 Goals

Primary Investment Category:	MOBILITY
Priority:	HIGH

Goals (I-70):

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

**Goals (SH 6):**

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

Strategies (I-70):

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

Strategies (SH 6):

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

CORRIDOR: I-70 West of Glenwood Springs

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

2035 Corridor Vision

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



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

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

Goal and Strategy Changes

2035 Goals

Primary Investment Category:	MOBILITY
Priority:	HIGH

I-70

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

SH 6

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

2035 Strategies

I-70

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



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

SH 6

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

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

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

2035 Corridor Vision

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



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

Goal and Strategy Changes

2035 Goals

Primary Investment Category: MOBILITY

Priority: HIGH

I-70

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

SH 6 – Vail-Gypsum

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

SH 6 – Summit County

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

2035 Strategies

I-70

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



SH 6 - Eagle

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

SH 6 – Summit County

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

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

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

Primary Goals/Objectives:

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

Primary Strategies:

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

Roadway Capacity and Major Capital Projects

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

Transit

- Construct rapid transit paralleling I-70;

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

Bicycle/Pedestrian

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

System Management

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

Travel Demand Management

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

Preservation and Safety

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

Other

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

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

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

Primary Goals/Objectives:

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

Primary Strategies:

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

Roadway Capacity and Major Capital Projects

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

Transit

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

Bicycle/Pedestrian

- Improve connections across or under I-70.

System Management

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

Travel Demand Management

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

Preservation and Safety

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

Other

- Additional capacity may warrant consideration as managed lanes.

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

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

Primary Goals/Objectives:

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

Primary Strategies:

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

Roadway Capacity and Major Capital Projects

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

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

Transit

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

Bicycle/Pedestrian

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

System Management

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

Travel Demand Management

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

Preservation and Safety

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

Other

- Additional capacity may warrant consideration as managed lanes.

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

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

Primary Goals/Objectives:

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

Primary Strategies:

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

Roadway Capacity and Major Capital Projects

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

Transit

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

Bicycle/Pedestrian

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

System Management

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

Travel Demand Management

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

Preservation and Safety

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

Other

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

ANALYSIS OF CORRIDOR VISIONS

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

Corridors with Substantial Changes

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

Table 1. Corridor Visions with Substantial Changes

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

Table 1. Corridor Visions with Substantial Changes (continued)

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

Table 1. Corridor Visions with Substantial Changes (continued)

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

Primary Investment Category

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

Figure 8. Corridors by Primary Investment Category

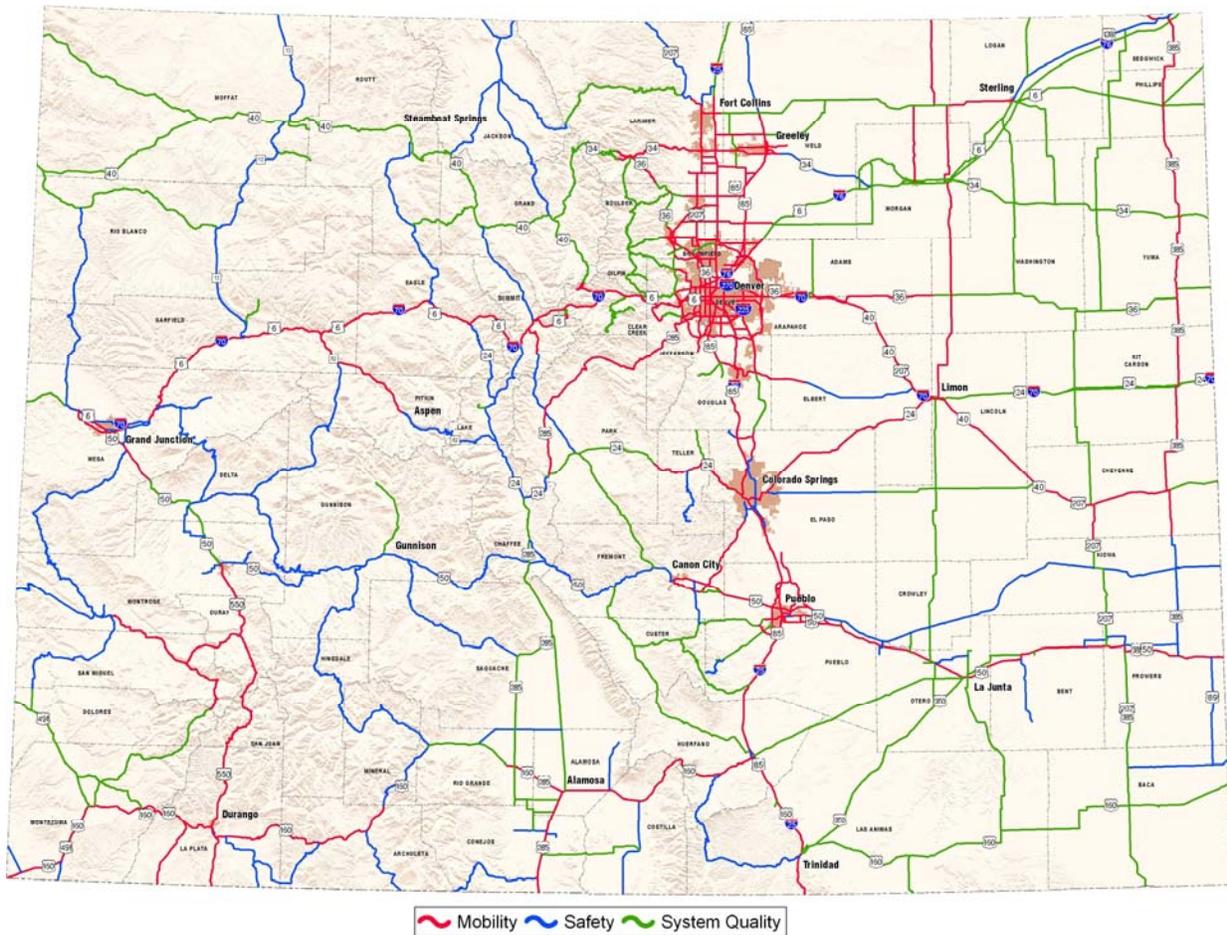
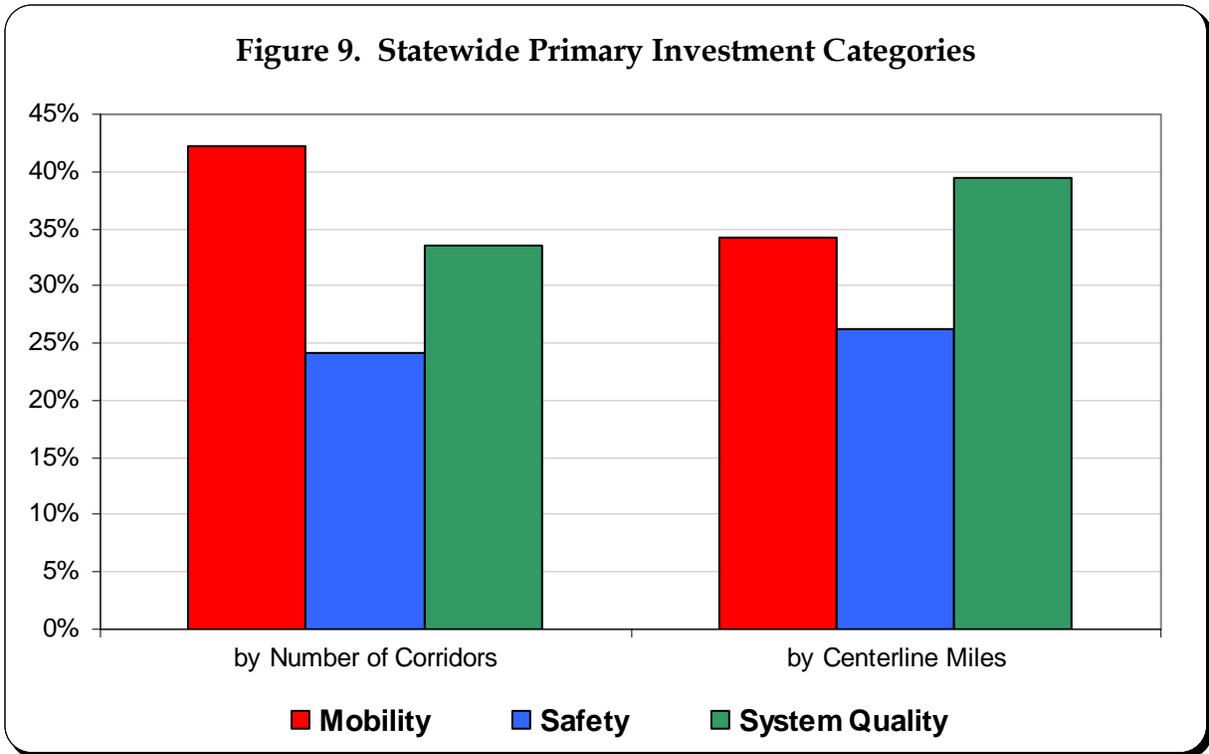
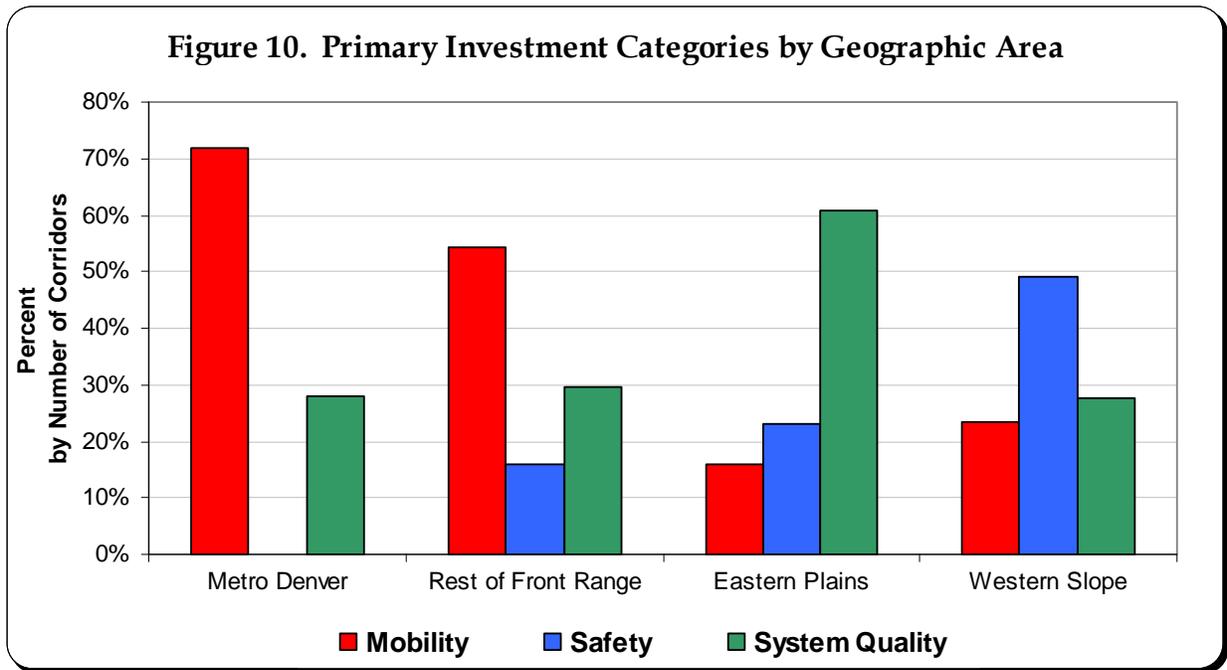


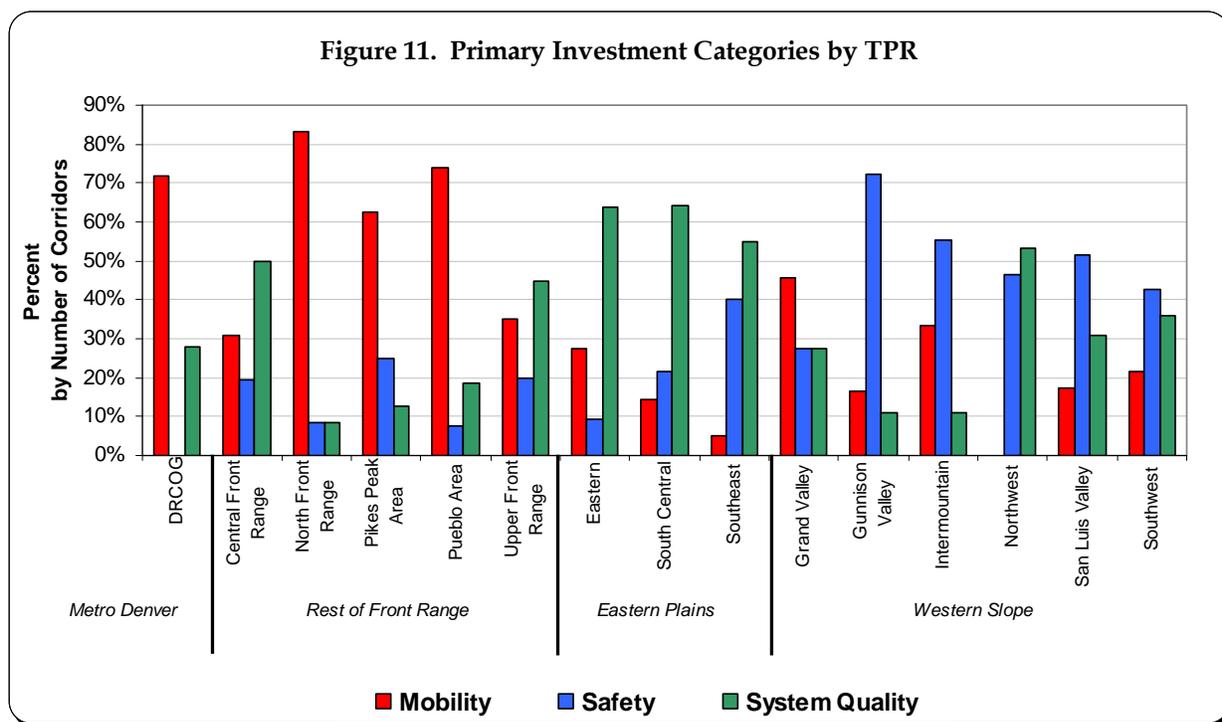
Figure 9 shows the percentage of the 350 corridors that have identified safety, system quality, and mobility as the primary investment category. The graph also shows a breakdown of the primary investment category by centerline miles. While the highest number of corridors has mobility as the primary investment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



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



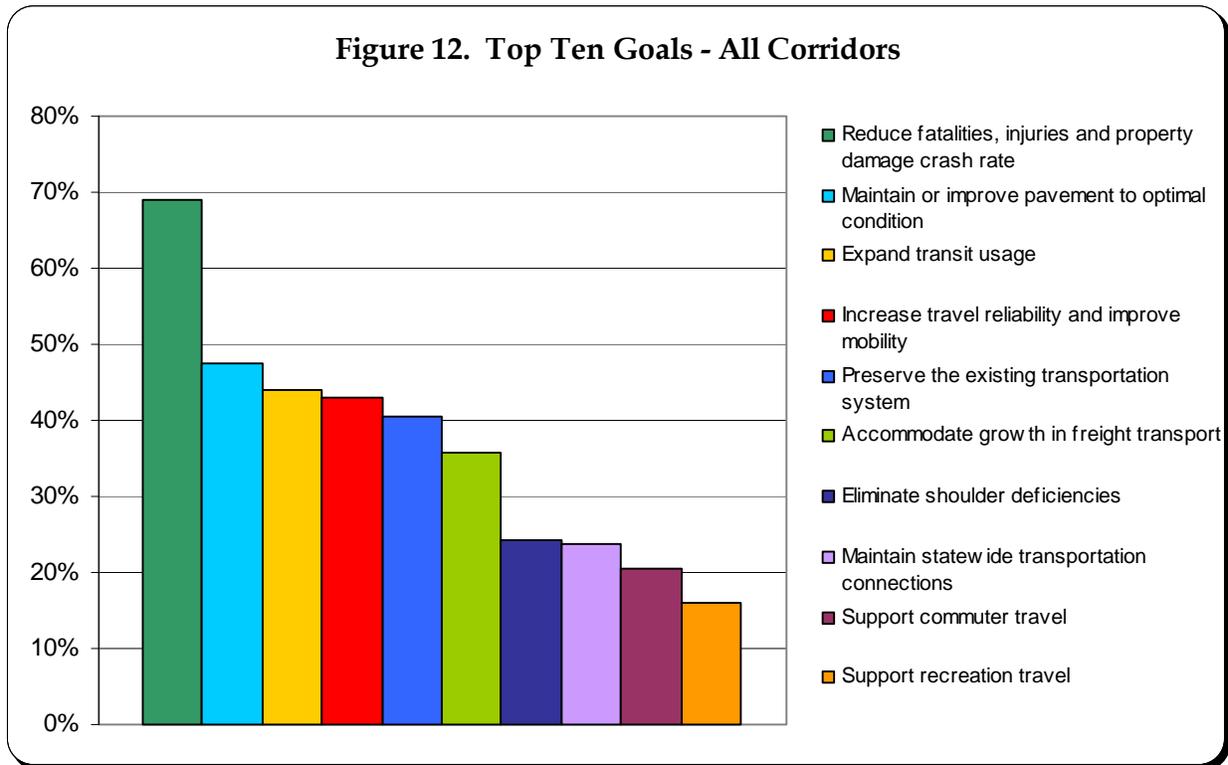
A closer look at the selection of primary investment category by TPR helps to illustrate the different needs across the state. **Figure 11** shows the primary investment categories by TPR, grouped by geographic area. While the Western Slope shows Safety as the primary investment category for half of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



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

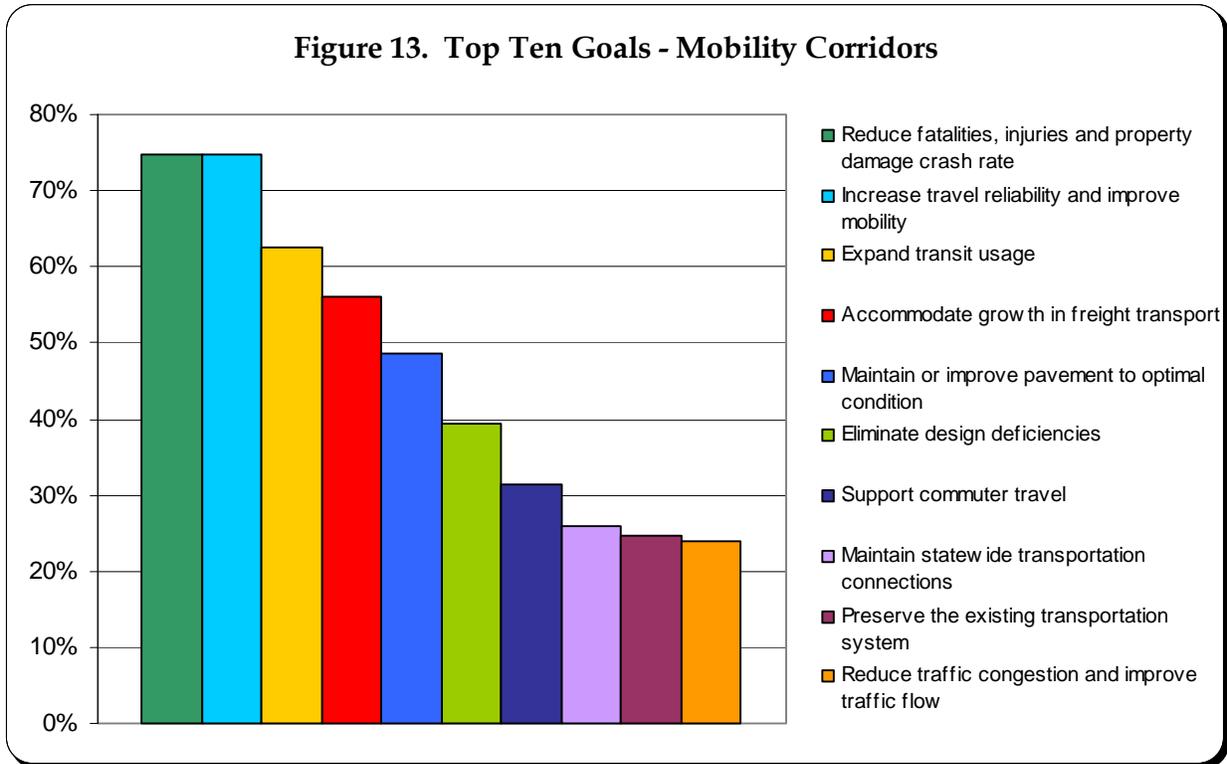
Goals

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

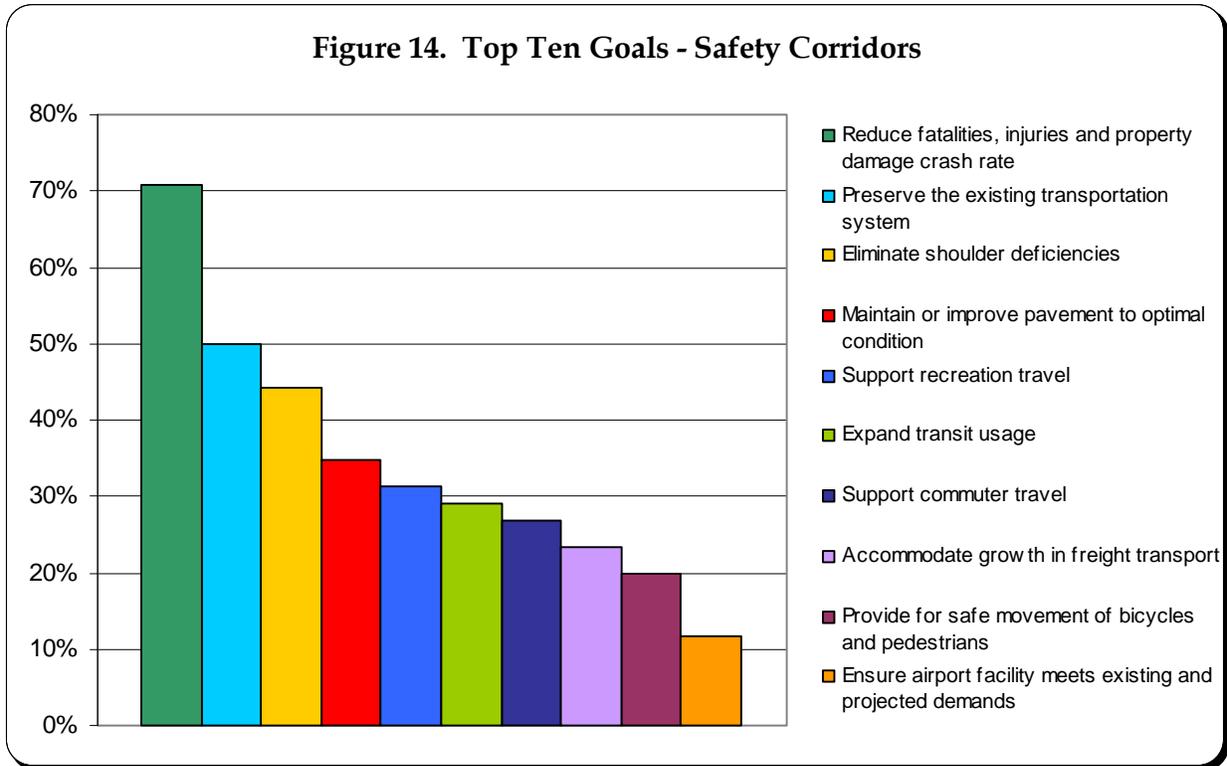


The goals selected for each corridor are a reflection of the primary investment category. **Figures 13, 14, and 15** show the top ten goals for corridors with a primary investment category of Mobility, Safety, and System Quality, respectively. Generally, the goals for a given corridor tend to focus on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

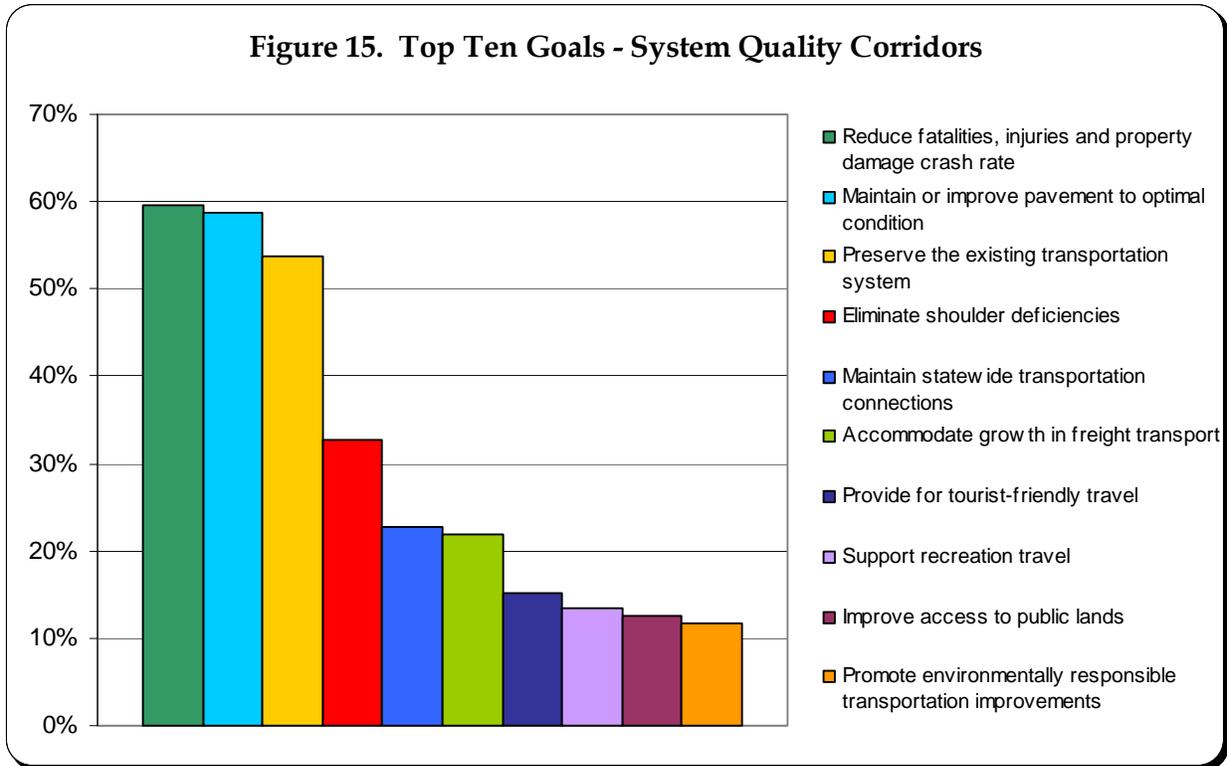
In the Mobility corridors, reducing crash rates (a safety investment) and increasing travel reliability and improving mobility are the most frequent goals, with 75 percent of the Mobility corridors selecting these top two goals.



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

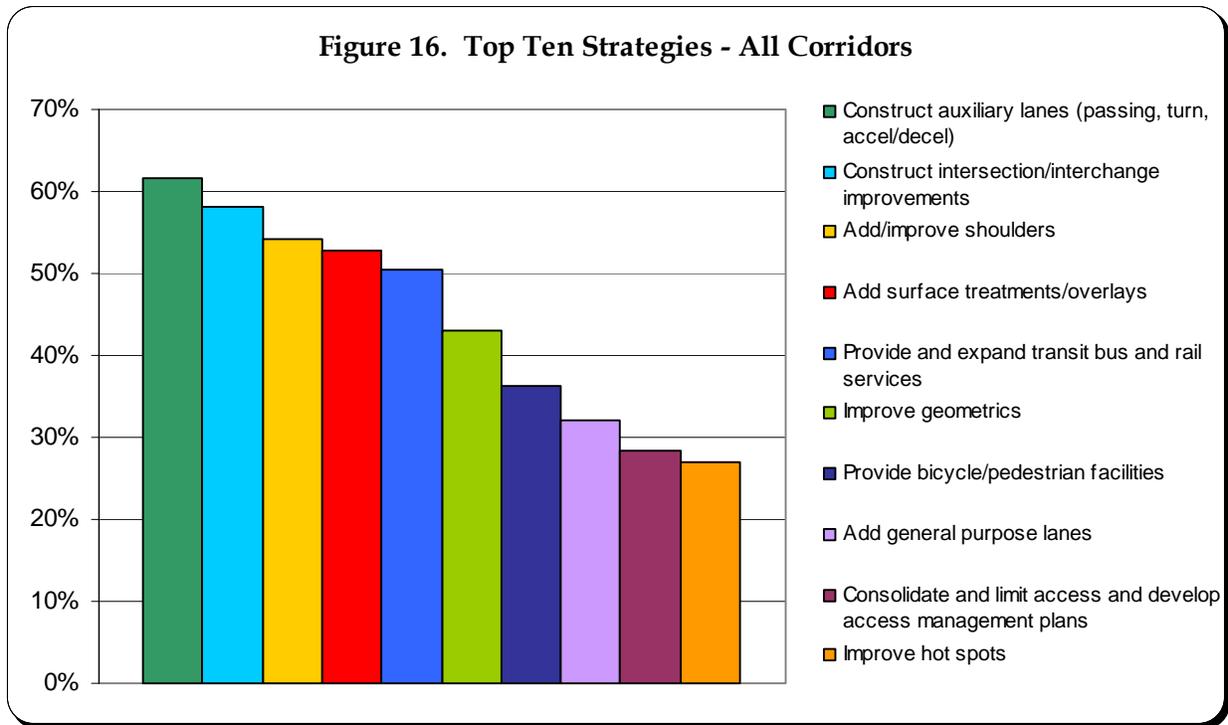


For the System Quality corridors, the most frequently selected goal was to reduce crash rates. Over half of these corridors also selected goals of preserving the existing transportation system or improving pavement to optimal condition.



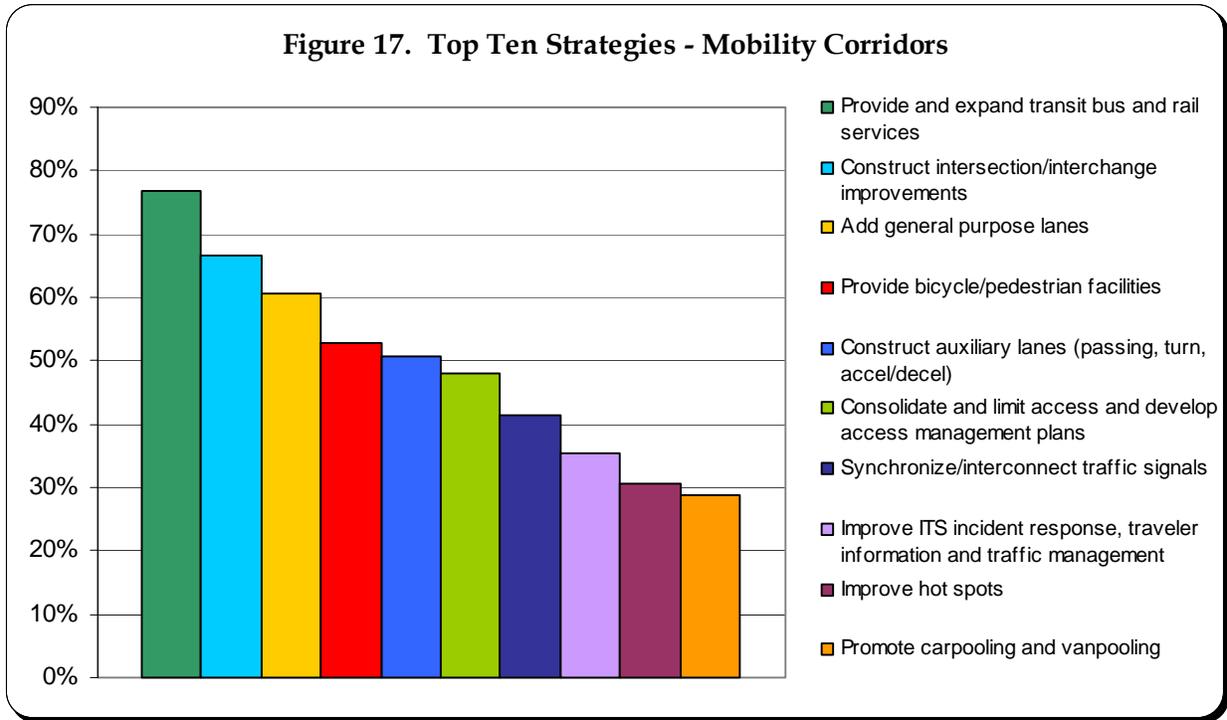
Strategies

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

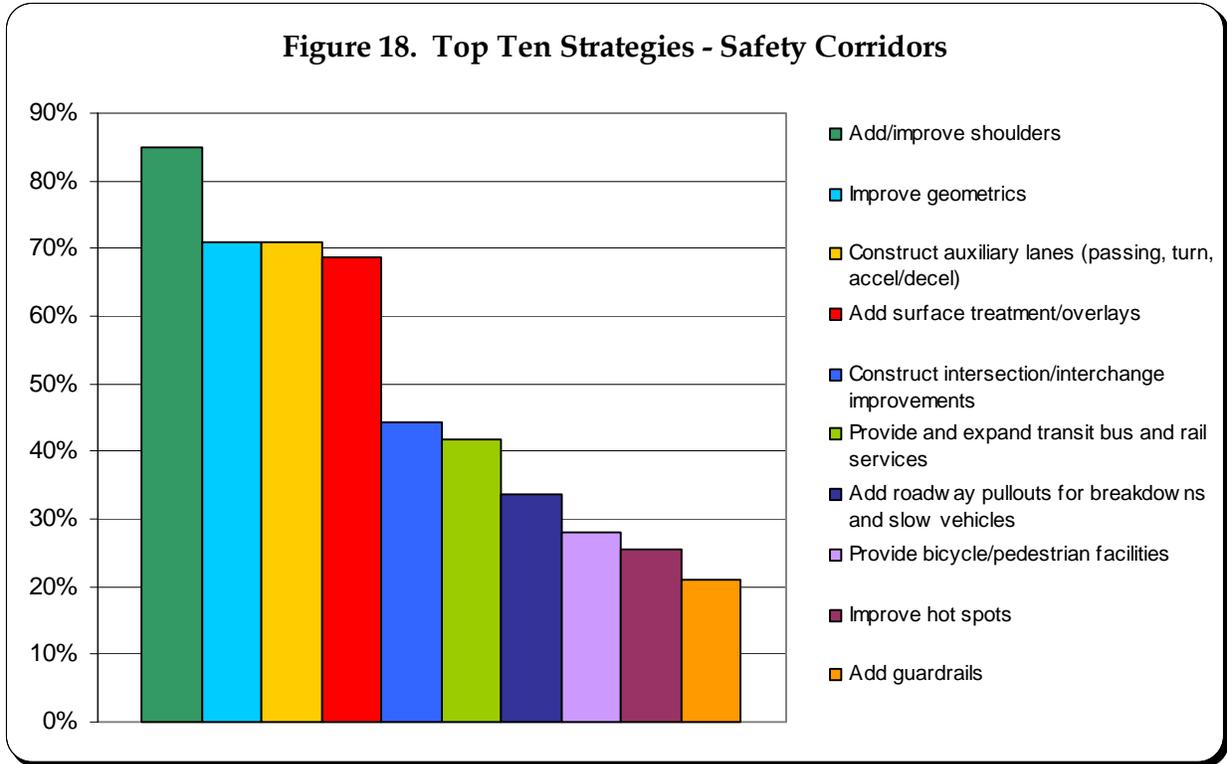


Figures 17, 18, and 19 show the top ten strategies for corridors with a primary investment category of Mobility, Safety, and System Quality, respectively. As with the goals, the strategies for a given corridor tend to focus on the corridor’s primary investment category; however, the top ten strategies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

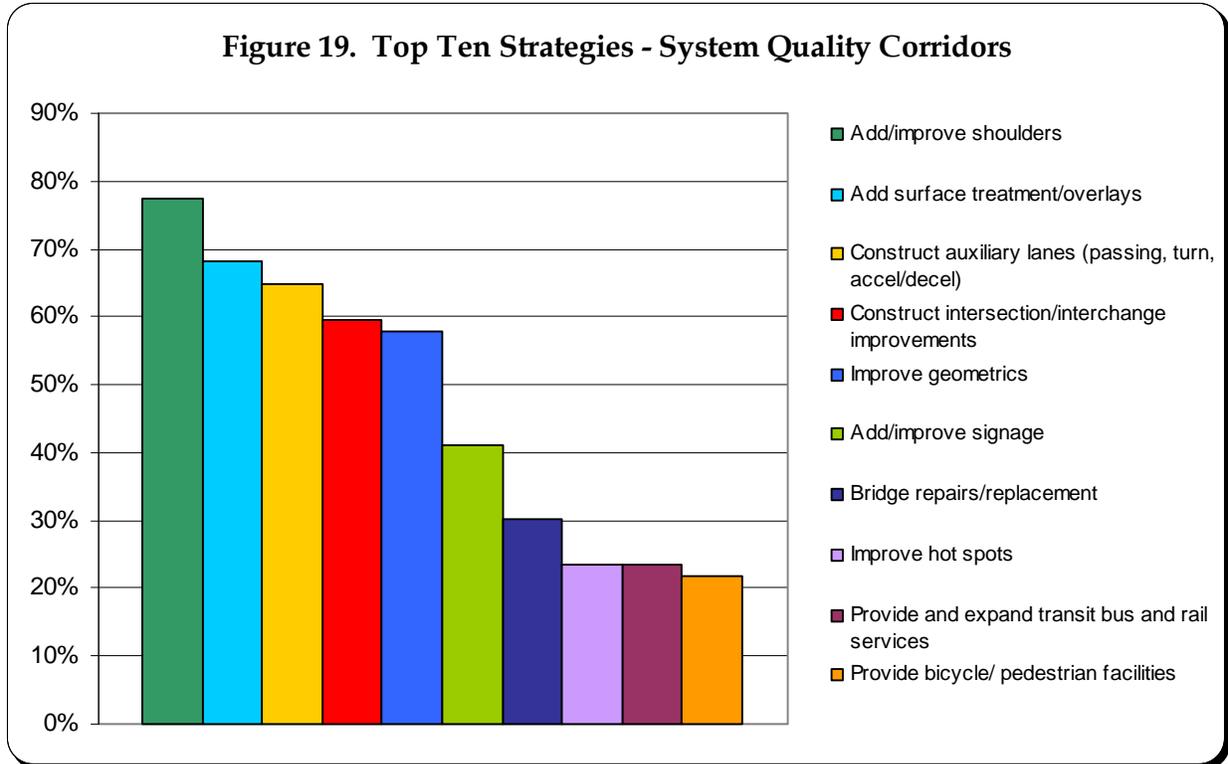
The top ten strategies for the Mobility corridors heavily favor improvements to address congestion and include multiple modes of transportation including highway, transit, bicycle/pedestrian, ITS, and carpooling/vanpooling.



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



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



CONCLUSION

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

APPENDIX A

POTENTIAL CORRIDOR GOALS AND STRATEGIES

Potential Corridor Goals

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

Potential Corridor Strategies

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

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

97 Realign highway

APPENDIX B TPR CORRIDOR VISIONS

(Available Electronically)