Corridor: I -70 / SH 6 West Mountain Corridor B

Description: Major East-West Route MP 116 to MP 190

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. Users have indicated the need for turn lanes in congested areas and consistent shoulders and axillary lanes. Future travel modes may include passenger vehicle, bus service, an advanced guide-way 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.

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

Corridor: I -70 / SH 6 West Mountain Corridor B (cont'd)

Solutions

Benefits	Strategy
I-70	
Safety	Add/improve shoulders
	Add accel/decel lanes
Capacity	Add new interchanges/intersections
Operations	Add ramp metering
Transit	Construct and maintain park and ride facilities
	Provide and expand transit bus and rail services
	Provide inter-modal connections
Aviation	Expand Air Service
Freight	Promote rail studies
Environment	Construct noise barriers
	Improve wildlife crossings
	Promote environmental responsibility
SH 6	
Safety	Add/improve shoulders
	Add turn lanes
	Consolidate & limit access & develop access management plans
	Improve geometrics
Transit	Add bus pullouts
	Construct and maintain park and ride facilities
	Provide and expand transit bus and rail services
Bicycle & Pedestrian	Construct separated bicycle/pedestrian facilities
	Stripe and sign designated bike lanes
	Develop bicycle/pedestrian master plans
System Preservation	Bridge repairs/replacement
	Reconstruct roadways

Corridor: I-70 West of Glenwood Springs

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

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. Users have requested wildlife mitigation, modernizing all interchanges to current standards, and a PEL study for South Canyon capacity and rockfall/debris concerns. 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. The communities of Glenwood Springs, New Castle, Silt, and Rifle have expressed interest in the development of a regional bicycle and pedestrian trail to support mobility, recreation and economic development. 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.

Goals (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
- Provide for bicycle and pedestrian travel within the corridor

Goals (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

Corridor: I-70 West of Glenwood Springs (cont'd)

Solutions

Benefits	Strategy
I-70	
Safety	Add/improve shoulders
	Improve geometrics
Capacity	Add or improve interchanges/intersections
	Construct intersection/interchange improvements
Transit	Construct and maintain park and ride facilities
	Provide and expand transit bus and advanced guideway systems
Bicycle & Pedestrian	Construct bicycle/pedestrian overpasses
	Construct separated bike facilities
	Provide bicycle/pedestrian facilities
System Preservation	Add surface treatment/overlays
	Reconstruct roadways
SH 6	
Safety	Add turn lanes
	Add/improve shoulders
	Consolidate and limit access and develop access management plans
Transit	Construct and maintain park and ride facilities
	Provide and expand transit bus and advanced guideway systems
Bicycle & Pedestrian	Construct separated bicycle/pedestrian facilities
System Preservation	Bridge repairs/replacement
	Add surface treatment/overlays
	Reconstruct roadways
Aviation	Expand air service

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

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

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.

Goals (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

Goals (SH 6 – Vail-Dotsero):

- 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

Goals (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

Corridor: I -70 / SH 6 West Mountain Corridor A (cont'd)

Solutions

Benefits	Strategy
I-70	
Safety	Add general purpose lanes
	Add/improve shoulders
Capacity	Add or improve interchanges/intersections
	Construct, improve, and maintain the system of local roads
Operations	Add ramp metering
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park and ride facilities
	Provide intermodal connections
Aviation	Expand air service
Environment	Improve permeability for wildlife with targeted mitigation measures
	Add infiltration trench and basins
	Construct noise barriers
SH 6 - Eagle	
Safety	Add turn lanes
	Add general purpose lanes
	Add/improve shoulders
	Add turn lanes
	Consolidate and limit access and develop access management plans
	Improve geometrics
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park-and-ride facilities
Bicycle & Pedestrian	Construct separated bicycle/pedestrian facilities
System Preservation	Reconstruct roadways
	Bridge repairs/replacements
SH 6 - Summit County	
Safety	Add general purpose lanes
	Add medians
	Add/improve shoulders
	Add turn lanes
	Consolidate and limit access and develop access management plans
	Improve geometrics
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park-and-ride facilities
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
System Preservation	Reconstruct roadways
	Bridge repairs/replacements
Environment	Provide for Hazardous Materials transportation

Corridor: SH 9 – Fairplay to Breckenridge

Description: SH 9C between Fairplay and Breckenridge MP 64 to MP 86

The Vision for the SH 9 corridor south of Breckenridge is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multimodal local facility connecting to places outside the region and making north-south connections within the Upper Blue River Valley. The transportation system serves towns, cities, and destinations within the corridor as well as destinations outside the corridor. Users have requested to make Hoosier Pass more user-friendly by adding climbing lanes, adding bicycle path and widening shoulders south of Breckenridge. Future modes of travel include passenger vehicle, bus service (regional), truck freight, bicycle/pedestrian facilities, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value environmental responsibility in establishing transportation choices, connections to other areas, safety, and system preservation. Recreation and tourism are the primary economic drivers in the area. Preserving the rural mountain character of the area, while supporting the movement of tourists and commuters, in and through the corridor, is important to the users of the corridor; as is recognizing the environmental, economic, and social needs of the surrounding area.

Goals

- Support commuter and recreation travel
- Expand transit usage
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Improve geometrics
	Improve visibility/sight lines
Capacity	Construct, improve and maintain the system of local roads
	Promote carpooling and vanpooling
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park and ride facilities
Environment	Add drainage improvements
	Add shallow wetlands construction
	Improve wildlife crossings

Corridor: SH 9 – Breckenridge to I-70 at Frisco

Description: SH 9C: Breckenridge to I-70 at Frisco MP 86 to MP 97

The Vision for the SH 9 corridor from Breckenridge to Frisco is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multimodal local facility, connecting to places outside the region and making north-south connections within the Upper Blue River Valley. The SH 9 Frisco to Breckenridge Environmental Impact Study (EIS), which was completed in 2004, selected a preferred alternative as indicated in the record of decision. Users have requested the construction of a new alignment at Iron Springs. This corridor project is a change to EIS and is in the process of Environmental Assessment; a decision document is expected in the summer of 2014. Also, expanded the number of lanes from Breckenridge to Frisco to help relieve congestion and improve traffic flow. Future travel modes include passenger vehicle, bus service, bicycle/pedestrian facilities, and Transportation Demand Management. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, safety, and system preservation. Tourism, recreation, and commercial activities are the economic drivers in the area. Although there are areas of dense urban development along the corridor, users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor. At the same time, it is important that transportation improvements in the corridor recognize the environmental, economic, and social needs of the surrounding area.

Goals

- Reduce traffic congestion and improve traffic flow
- Support commuter and recreation travel
- Coordinate transportation and land use decisions
- Expand transit usage
- Provide for bicycle/pedestrian travel

Solutions

Benefits	Strategy
Safety	Add general purpose lanes
	Add/improve shoulders
	Add turn lanes
	Consolidate & limit access & develop access management plans
Capacity	Promote carpooling and vanpooling
Operations	Improve ITS incident response, traveler info & traffic management
	Promote use and maintenance of variable message signs
Transit	Add bus pullouts
	Construct and maintain park and ride facilities
	Provide and expand transit bus and advanced guideway systems
Environment	Improve wildlife crossings

Corridor: SH 9

Description: SH 9 North of I-70 to Kremmling MP 101 to MP 139

The Vision for the SH 9 corridor north of I-70 is primarily to improve safety while maintaining system quality and increasing mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Lower Blue River Valley, providing for commuter travel and public land access. Users have requested wildlife mitigation techniques and safety crossings. Future travel modes include passenger vehicle, bus service (intercity), truck freight, bicycle/pedestrian facilities, and Transportation Demand Management. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. A temporary increase in semi-trailer traffic is expected for the harvesting of timber. This corridor is included in the 2003 Strategic Investment Plan, and should be included in future strategic programming efforts. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Although there are high levels of development within Silverthorne, users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area.

Goals

- Increase travel reliability and improve mobility
- Support recreation travel
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Expand transit usage

Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
Capacity	Promote carpooling and vanpooling
Transit	Construct and maintain park and ride facilities
	Provide and expand transit bus and advanced guideway systems
	Construct and maintain transit stations
	Market transit services and provide incentives
System Preservation	Add surface treatment/overlays
	Reconstruct roadways
Environment	Improve wildlife crossings

Corridor: SH 13

Description: SH 13 – Rifle to Meeker MP 0 to MP 41

The Vision for the SH 13 Rifle to Meeker corridor is to provide an intermodal transportation network that will enhance the safety aspects while simultaneously preserving the wildlife, viewscape, and outdoor recreational benefits of this critical north-south alternative link. Although the primary investment category is safety, this corridor serves an important mobility function. This corridor serves as a multimodal local facility, primarily serving areas outside the corridor, making north-south connections within the Government Creek Valley area. Users have recommended widening shoulders and adding passing lanes from SH 325 to Garfield County Line. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Tourism, recreation, energy and freight movements are important economic factors in this area; therefore, the communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. The compatibility of wildlife and vehicular traffic needs to be continually assessed in developing and evaluating transportation improvements.

Goals

- Reduce traffic congestion and improve traffic flow
- Expand transit usage
- Reduce fatalities, injuries, and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add/improve shoulders
	Add turn lanes
	Improve geometrics
Capacity	Add new interchanges/intersections
	Add roadway bypasses
	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct, improve and maintain the system of local roads
Transit	Construct and maintain park and ride facilities
	Provide and expand transit bus and advanced guideway systems
System Preservation	Add surface treatment/overlays
	Reconstruct roadways
Environment	Improve wildlife crossings

Corridor: SH 24

Description: SH 24 – Dowd Junction to Leadville MP 143 to MP 177

The Vision for the SH 24 corridor north of Leadville is primarily to improve safety, while maintaining system quality and increasing mobility. This corridor serves as a multimodal local facility, provides commuter access, serves as a secondary route for I-70 and makes east-west connections within the Arkansas River and Eagle River valleys. The transportation system in the area primarily serves destinations outside of the corridor. Users have recommended the addition of an alternate route from Leadville to Minturn and widening shoulders from Minturn to Leadville with the addition of bike lanes. Future travel modes include passenger vehicle, bus service (regional), truck freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. In addition, there is the potential for future rail service and bicycle/pedestrian facilities on the Tennessee Pass line. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend primarily on tourism, recreation and freight movements for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area. SH 24, in conjunction with SH 91, provide an alternate route for I-70.

Goals

- Support commuter and recreation travel
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Expand transit usage

Solutions

Benefits	Strategy
Safety	Add accel/decel lanes
	Add passing lanes
	Add guardrails
	Improve hot spots
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park and ride facilities
Bicycle & Pedestrian	Construct separated bicycle/pedestrian facilities
System Preservation	Add surface treatment/overlays
Environment	Improve wildlife crossings

Corridor: SH 24

Description: SH 24 – Leadville to Buena Vista MP 177 to MP 210

The Vision for the SH 24 corridor south of Leadville is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes east-west connections within the Arkansas River Valley area. The transportation system in the area primarily serves destinations outside of the corridor. Due to strong cross winds in Valley Center, users have recommended the addition of shoulders. Future travel modes include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, and aviation. In addition, there is the potential for future rail service via the Tennessee Pass line. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to experience only minimal increases. Since this corridor was added to the hazmat route system, there has been a noticeable increase in truck and bicycle traffic. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend primarily on tourism, recreation agriculture and freight movements for economic activity in the area. Recently this corridor was designated as a "gold medal" fly fishery and will continue to see increased tourism. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area.

Goals

- Provide for tourist-friendly travel
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Support economic development and maintain environment

Strategies

Benefits	Strategy
Safety	Add accel/decel lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park and ride facilities
Bicycle & Pedestrian	Construct separated bicycle/pedestrian facilities
	Add/improve shoulders
System Preservation	Add surface treatment/overlays
Environment	Improve wildlife crossings

Corridor: SH 82

Description: SH 82 – Glenwood Springs to Aspen MP 0 to MP 40

The Vision for the SH 82 corridor between Glenwood Springs and Aspen is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multimodal roadway on the National Highway System, providing commuter access, and making east-west connections within the Roaring Fork River Valley. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside the corridor. Brush Creek Road is an important link between the Town of Snowmass Village and SH 82. Users have requested the addition of wildlife mitigation techniques, mobility improvements through Glenwood Springs and placing an emphasis on local circulation to reduce traffic, and completing the entrance to Aspen. Future travel modes are envisioned to include passenger vehicle, bus service (intercity and regional), a public bus rapid transit (BRT) system, truck freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management. BRT along the SH 82 corridor and I-70, and should be included in future strategic programming efforts. This corridor, in conjunction with the I-70 corridor west of Glenwood Springs, serves as a primary commuter corridor between Garfield County communities and the Roaring Fork Valley. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on oil and gas development, manufacturing, tourism, high-tech activity, agriculture, commercial activity, aggregate mining, and the ski industry for economic activity in the area. While there are distinct areas of urban development, users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor. The importance of open space, economic vitality, and cultural/environmental/recreational benefits is well recognized in this corridor.

Goals

- Support economic development and maintain environment
- Expand transit, bicycle and pedestrian mobility
- Preserve the existing transportation system
- Reduce traffic congestion and improve traffic flow
- Reduce fatalities, injuries, and property damage crash rate

Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
Capacity	Add new interchanges/intersections
	Add roadway bypasses
	Add local circulation elements
	Construct intersection/interchange improvements
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park and ride facilities
Bicycle & Pedestrian	Construct grade-separated bicycle/pedestrian facilities
	Provide bicycle/pedestrian facilities
System Preservation	Add surface treatment/overlays
	Reconstruct roadways and bridges
Environment	Improve wildlife crossings

Corridor: SH 82

Description: SH 82 – Aspen to SH 24 MP 40 to MP 85

The Vision for the SH 82 corridor between Aspen and SH 24 is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes east-west connections within the Arkansas River and Roaring Fork River valleys. The transportation system in the area primarily serves destinations outside of the corridor. Users have requested pavement improvements on Independence Pass, which will bring more pedestrians and bicyclists to area. Future travel modes include passenger vehicle and bicycle/pedestrian facilities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to remain generally constant. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and recreation for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists in and through the corridor. The importance of environmental, economic, and social needs of the surrounding area is well recognized.

Goals

- Increase travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote erosion control and stabilize slopes
- Promote environmentally responsible transportation improvements
- Expand bicycle and pedestrian mobility

Solutions

Benefits	Strategy
Safety	Add guardrails
	Add passing lanes
	Add roadway pullouts for breakdowns, buses and slow vehicles
	Add rest areas
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park and ride facilities
System Preservation	Add surface treatment/overlays
	Reconstruct roadways
Environment	Improve wildlife crossings

Corridor: SH 91

Description: SH 91 – Leadville to Copper Mountain MP 0 to MP 23

The Vision for the SH 91 corridor is primarily to improve safety, with system quality maintenance and increased mobility. This corridor serves as a multimodal local facility, provides commuter access, and makes north-south connections within the Arkansas River Valley and Ten Mile Creek areas. The transportation system in the area primarily serves destinations outside of the corridor. This corridor serves as a critical alternate route during I-70 closures. Users have requested shoulder improvements with bicycle lanes. Future travel modes include passenger vehicle, bus service, truck freight, bicycle/pedestrian facilities, aviation, and Transportation Demand Management. Both passenger and freight traffic volumes have increased in recent years and, based on historic and projected population and employment levels, are expected to continue increasing. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on tourism, recreation and rock mining extraction for economic activity; historically, mining has been a primary economic generator in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area.

Goals

- Support commuter and recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies and maintain or improve pavement to optimal condition
- Support economic development and maintain environment
- Expand transit usage

Solutions

Benefits	Strategy
Safety	Add accel/decel lanes
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park and ride facilities
Bicycle & Pedestrian	Construct separated bike facilities
System Preservation	Add surface treatment/overlays

Corridor: SH 131

Description: SH 131A/B: I-70 at Wolcott to Steamboat Springs MP 0 to MP 33

The Vision for the SH 131 corridor is primarily to improve safety, with maintaining system quality and increased mobility as secondary concerns. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Upper Colorado River Valley area. The transportation system in the area primarily serves destinations outside of the corridor. Users have recommended widening shoulders and the addition of passing lanes from Wolcott to McCoy. This addition would directly benefit recreational cyclists and participants in the US Pro Cycling Challenges, which would boost local economic activity. Future travel modes include passenger vehicle, bicycle/pedestrian, passenger rail, truck freight, and rail freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, recreation and agriculture for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor. The environmental, economic, and social needs of the surrounding area are well recognized.

Goals

- Support recreation travel
- Improve access to public lands
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

Solutions

Benefits	Strategy
Safety	Add guardrails
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park and ride facilities
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Environment	Improve wildlife crossings

Corridor: SH 133 – Hotchkiss to Carbondale

Description: SH 133A: Hotchkiss to SH 82 at Carbondale MP 0 to MP 69

The Vision for the SH 133 corridor is primarily to improve safety, while maintaining system quality and increasing mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Crystal River Valley. The corridor also serves as an important access to I-70 corridor for the West Slope communities. The transportation system in the area primarily serves destinations outside of the corridor. Users have recommended the realignment of McClure Pass away from a rockfall zone. Future travel modes include passenger vehicle, bus service, (regional) truck freight, bicycle/ pedestrian facilities, and Transportation Demand Management. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volumes will generally remain constant. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation, and depend on tourism, recreation and freight movements for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists and commuters in and through the corridor, recognizing the environmental, economic, and social needs of the area.

Goals

- Reduce traffic congestion and improve traffic flow
- Coordinate transportation and land use decisions
- Support commuter and recreation travel
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

Solutions

Benefits	Strategy
Safety	Add turn lanes
	Add/improve shoulders
	Add guardrails
	Consolidate & limit access & develop access management plans
	Improve geometrics
	Improve rock fall mitigation
Transit	Construct and maintain park and ride facilities
	Provide and expand transit bus and advanced guideway systems
Bicycle & Pedestrian	Construct separated bicycle/pedestrian facilities
	Provide bicycle/pedestrian facilities
System Preservation	Add surface treatment/overlays

Corridor: SH 139 – I-70 to Rangely

Description: SH 139A: I-70 to Rangely MP 0 to MP 72

The Vision for the SH 139 corridor is primarily to improve safety with system quality and mobility improvements as secondary concerns. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Douglas Pass area. The transportation system in the area primarily serves destinations outside of the corridor. Future travel modes include passenger vehicle, truck freight, and rail freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, natural resource extraction, and agriculture for economic activity in the area. Users of this corridor want to preserve the rural mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor, recognizing the environmental, economic, and social needs of the surrounding area.

Goals

- Support recreation travel
- Improve access to public lands
- Reduce fatalities, injuries, and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

Solutions

Benefits	Strategy
Safety	Add guardrails
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park and ride facilities
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

Corridor: SH 300 – SH 24 to End

Description: SH 300A: SH 24 at Malta to End MP 0 to MP 3.35

The Vision for the SH 300 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multimodal local facility, provides local access to the National Fish Hatchery, and makes east-west connections within the Arkansas River Valley. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Future travel modes include passenger vehicle, truck freight, and bicycle/pedestrian facilities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to remain generally constant. The communities along the corridor value safety and system preservation, and they depend primarily on tourism and recreation for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor. The environmental, economic, and social needs of the surrounding area are well recognized.

Goals

- Eliminate shoulder deficiencies
- Provide for safe movement of bicycles and pedestrians
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support economic development and maintain environment

Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
Capacity	Construct, improve and maintain the system of local roads
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park and ride facilities
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
	Stripe and sign designated bike lanes
System Preservation	Add surface treatment/overlays
Environment	Add drainage improvements
	Improve wildlife crossings
	Promote environmental responsibility

Corridor: SH 325 – SH 13 to CR 217

Description: SH 325A: SH 13 north of Rifle to End at County Road 217 MP 0 to MP 11

The Vision for the SH 325 corridor is primarily to maintain system quality, with safety and mobility improvements as secondary concerns. This corridor serves as a multimodal local facility, provides local access, and makes north-south connections within the Rifle Gap area. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Future travel modes include passenger vehicle, truck freight, and bicycle/pedestrian facilities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to remain generally constant. The communities along the corridor value safety, system preservation, and connection to the Flattops Wilderness Area. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, and farm-to-market products in and through the corridor. The environmental, economic, and social needs of the surrounding area are well recognized.

Goals

- Support recreation travel
- Improve access to public lands
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

Solutions

Benefits	Strategy
Safety	Add guardrails
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
	Improve rock fall mitigation
Transit	Provide and expand transit bus and advanced guideway systems
	Construct and maintain park and ride facilities
System Preservation	Add surface treatment/overlays