CORRIDOR: SH 9 A (PCF7001)

Description: US 50 north to US 24 (Hartsel)

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

Corridor Priority: Medium

Goals

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

Solutions

Benefit	Strategy
Capacity	Construct intersection/interchange improvements
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

CORRIDOR: SH 9 B (PCF7002)

Description: US 24 (Hartsel) north to Breckenridge

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

Corridor Priority: High

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Promote carpooling and vanpooling
Environment	Add drainage improvements
Operations	Improve ITS incident response, traveler info & traffic management
	Promote use and maintenance of variable message signs
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	Add/improve shoulders
	Improve visibility/sight lines
System Preservation	Add surface treatment/overlays
Transit	[1]Provide and expand transit services

[1] As indicated in the CFR Regional Coordinated Transit and Human Services Plan

CORRIDOR: US 24 A (i) (PCF7003)

Description: Trout Creek Pass east to Lake George

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

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

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

Corridor Priority: Low

Goals

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

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct intersection/interchange improvements
Operations	Improve ITS incident response, traveler info & traffic management
	Post informational signs
Safety	Add rest areas
	Add/improve shoulders
	Improve hot spots
	Add passing lanes
	Add turn lanes

CORRIDOR: US 24 A (ii) (PCF7004)

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

The Vision for the US 24 – Lake George east to SH 67 (Woodland Park) corridor is primarily to increase mobility, improving safety and maintaining system quality. This corridor serves as a multi-modal National Highway System facility (from Divide to Woodland Park), provides commuter access, and makes east-west connections within the mountainous region west of Colorado Springs. It is a primary connector to corridors serving the gaming community of Cripple Creek. Current and future travel modes include passenger vehicle, bus service, truck freight, bicycles, pedestrians and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase to near urban levels. The corridor serves as a major long distance commuting route between mountain communities and employment or service centers in Colorado Springs. While recent capacity increases have alleviated congestion on the eastern portion of the segment for now, sustained future growth will necessitate on-going upgrades to the highway, public transportation, and non-motorized transportation. The route serves as a reliever to the often congested or weather-bound I-70 and as a detour route for US 50. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on tourism and gaming for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor.

Corridor Priority: Medium

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
Operations	Promote use and maintenance of variable message signs
Safety	Add traffic signals
	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Construct auxiliary lanes (passing, turn, accel/decel)

CORRIDOR: US 24 G (PCF7005)

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

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

Corridor Priority: High

Goals

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

Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
	Promote carpooling and vanpooling
Freight	Super 2 construction
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Add passing lanes
	Add turn lanes
	Consolidate & limit access & develop access management plans
System Preservation	Bridge repairs/replacement
	Add surface treatment/overlays
Transit	Construct and maintain park and ride facilities
	Provide and expand transit bus services
	Provide inter-modal connections

CORRIDOR: US 50 A (i) (PCF7006)

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

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

Corridor Priority: High

Goals

- Reduce shoulder deficiencies
- Support recreation travel
- Accommodate growth in freight transport
- Support existing transit service
- Provide information to traveling public
- Complete US 50 Cañon City Corridor Plan
- Develop central shopping/commerce district and improve aesthetics

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Study corridor
Economic Vitality	Improve access to public lands
Environment	Maintain street sweep program to reduce particulate matter in Cañon City
Freight	Preserve existing rail corridor
Operations	Promote use and maintenance of variable message signs
Safety	Add passing lanes
	Add/improve shoulders
	Improve hot spots
	Improve rock fall mitigation
	Consolidate and limit access & develop access management plans
Transit	Provide and expand transit bus services

CORRIDOR: US 50 A (ii) (PCF7007)

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

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

Corridor Priority: High

Goals

- Support commuter travel
- Accommodate growth in freight transport
- Support existing transit service
- Provide for bicycle/pedestrian travel
- Ensure airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands.
- Complete US 50 Cañon City Corridor Plan
- Develop central shopping/commerce district and improve aesthetics

Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
	Study corridor
Environment	Maintain street sweep program to reduce particulate matter in Cañon City
Freight	Preserve existing rail corridor
Operations	Promote use and maintenance of variable message signs
Safety	Consolidate and limit access & develop access management plans
Transit	Construct and maintain park and ride facilities
	Provide and expand transit bus services
	Provide inter-modal connections

CORRIDOR: SH 67 A-B (PCF7008)

Description: Wetmore north to US 50

The Vision for the SH 67 - Wetmore north to US 50 corridor is primarily to improve safety as well as to maintain system quality. This corridor primarily serves as a local facility and makes north-south connections between the Arkansas River valley east of Cañon City and the Wet Mountain Valley and Sangre de Cristo Mountains. This route serves as a detour route for travelers affected by US 50 closures. The primary travel mode is passenger vehicles, while increasing bicycling and mineral and oil/gas exploration along the route requires improved safety and mobility solutions. The transportation system in the area primarily serves towns and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase slightly. The communities along the corridor value safety and system preservation. They depend on agriculture, energy and residential ex-urban communities for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of commuters and farm-to-market products in and through the corridor.

Corridor Priority: Medium

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
Environment	Add drainage improvements
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Flatten curves
	Improve hot spots
	Improve visibility/sight lines
	Realign highway
Transit	Market transit services and provide incentives
	Provide and expand transit bus services

CORRIDOR: SH 67 C (PCF7009)

Description: Victor north to Divide

The Vision for the SH 67 - Victor north to Divide corridor is primarily to improve safety and system quality as well as to increase mobility through safety and public transportation improvements. This corridor serves as a multimodal local facility, provides commuter access, mining access and makes north-south connections within the mountainous area west of Pikes Peak as well as detours from US 50. The corridor also serves a main street in Victor and a portion of downtown Cripple Creek. Future travel modes include passenger vehicle, bus service, truck freight, bicycles/pedestrians and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area serves towns, cities, and destinations within the corridor as well as connects to destinations outside of the corridor, primarily to the Colorado Springs area via US 24. The American Discovery Trail is a major interregional trail planned for the area. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, safety, and transportation choices. They depend on tourism**,** mining and gaming for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor. Future traffic volume projections indicate severe congestion. While the terrain inhibits traditional capacity additions to the highway, incremental gains in mobility may be achieved with improvements at spot locations. Development of alternative modes should be pursued to alleviate congestion. Development of off-system parallel routes will also assist in disseminating traffic.

Corridor Priority: High

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct, improve and maintain the system of local roads
	Add roadway pullouts for breakdowns, buses and slow vehicles
Operations	Promote Travel Demand Management
	Promote use and maintenance of variable message signs
Safety	Add guardrails
	Add passing lanes
	Add/improve shoulders
	Improve geometrics
	Install rumble strips in high accident areas
Transit	Construct and maintain park and ride facilities
	Market transit services and provide incentives
	Provide and expand transit bus services

CORRIDOR: SH 67 D (PCF7010)

Description: Woodland Park north to Sedalia

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

Corridor Priority: Low

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct intersection/interchange improvements
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
Transit	Provide and expand transit bus services

CORRIDOR: SH 69 A (PCF7011)

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

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

Corridor Priority: Medium

Goals

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

Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add guardrails
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
System Preservation	Bridge repairs/replacement
Transit	Provide and expand transit bus services

CORRIDOR: SH 94 A (PCF7012)

Description: Ellicott east to US 40

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

Corridor Priority: Medium

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
	Preserve Rights of Way
	Promote carpooling and vanpooling
Operations	Improve ITS incident response, traveler info & traffic management
	Promote use and maintenance of variable message signs
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	Add/improve shoulders
System Preservation	Add surface treatment/overlays
Transit	Construct and maintain park and ride facilities
	Market transit services and provide incentives
	Provide and expand transit bus and rail services

CORRIDOR: SH 96 A (PCF7013)

Description: Westcliffe east to I-25 (Pueblo)

The Vision for the SH 96 - Westcliffe east to I-25 (Pueblo) corridor is primarily to maintain system quality as well as to improve safety. This corridor connects to places outside the region, serves as a US 50 detour and makes east-west connections within the Wet Mountain Valley area. It is part of the Frontier Scenic Byway. Future travel modes include passenger vehicle, bus service, truck freight, bicycles and pedestrians, and aviation. The transportation system in the area primarily serves towns and recreation destinations within the corridor as well as providing access to the Pueblo urban area. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay about the same. The communities along the corridor value system preservation and safety. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor.

Corridor Priority: Medium

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
Transit	Expand Transit Service

CORRIDOR: SH 115 A (i) (PCF7014)

Description: US 50 in Cañon City east to US 50

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

Corridor Priority: High

Goals

- Increase travel reliability and improve mobility
- Support commuter travel
- Expand transit usage
- Preserve the existing transportation system
- Provide for safe movement of bicycles and pedestrians
- Develop central shopping/commerce district and improve aesthetics

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
	Construct separated bike facilities
Capacity	Construct intersection/interchange improvements
	Promote carpooling and vanpooling
Environment	Add drainage improvements
Safety	Add traffic signals
	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Construct auxiliary lanes (passing, turn, accel/decel)
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Transit	Provide and expand transit bus services

CORRIDOR: SH 115 A (ii) (PCF7015)

Description: US 50 north to Colorado Springs limit

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

Corridor Priority: High

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
	Preserve Rights of Way
	Promote carpooling and vanpooling
Operations	Promote use and maintenance of variable message signs
Safety	Add general purpose lanes
	Add passing lanes
	Construct auxiliary lanes (passing, turn, accel/decel)
	Add/improve shoulders
	Improve hot spots
System Preservation	Bridge repairs/replacement
Transit	Provide and expand transit bus services

CORRIDOR: SH 120 A (PCF7016)

Description: SH 115 east to US 50

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

Corridor Priority: Low

Goals

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

Solutions

Benefit	Strategy
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Add signage
System Preservation	Add surface treatment/overlays
	Reconstruct roadways

CORRIDOR: SH 165 A (PCF7017)

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

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

Corridor Priority: Low

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add turn lanes
	Add accel/decel lanes
	Add passing lanes
	Add/improve shoulders
	Improve geometrics
System Preservation	Add surface treatment/overlays
Transit	Provide and expand transit bus services

CORRIDOR: US 285 D (i) (PCF7018)

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

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

Corridor Priority: High

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
Freight	Add truck parking areas
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Add accel/decel lanes
	Add passing lanes
	Add general purpose lanes
	Add/improve shoulders
	Improve hot spots
Transit	Provide and expand transit bus services

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

Description: Bailey north to Conifer

The Vision for the US 285 - Bailey north to Conifer corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multimodal National Highway System facility, provides commuter access, and makes north-south connections within the northeast Park County area. This corridor experiences significant safety, capacity and congestion impacts when congestion and closures force travelers to detour from I-70. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on residential development and tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor. Improvements must be consistent with corridor and environmental assessments.

Corridor Priority: High

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Add new interchanges/intersections
	Construct, improve and maintain the system of local roads
	Promote carpooling and vanpooling
Freight	Add truck parking areas
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Add general purpose lanes
	Consolidate & limit access & develop access management plans
Transit	Construct and maintain park and ride facilities
	Expand transit service

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

Description: SH 9 (Fairplay) north to Bailey

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

Corridor Priority: High

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Add new interchanges/intersections
	Promote carpooling and vanpooling
Operations	Promote use and maintenance of variable message signs
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	Add general purpose lanes
	Add/improve shoulders
	Blowing and drifting snow mitigation
	Consolidate & limit access & develop access management plans
Transit	Construct and maintain park and ride facilities
	Provide and expand transit bus services

CORRIDOR: Copper Gulch Road (PCF7021)

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

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

Corridor Priority: Low

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct, improve and maintain the system of local roads
	Promote carpooling and vanpooling
Safety	Add/improve shoulders
	Improve geometrics
System Preservation	Add surface treatment/overlays
	Reconstruct roadways

CORRIDOR: Elbert Road (PCF7022)

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

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

Corridor Priority: Low

Goals

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

Solutions

Benefit	Strategy
Capacity	Construct intersection/interchange improvements
	Construct, improve and maintain the system of local roads
	Preserve Rights of Way
	Study corridor
Safety	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Improve geometrics
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
	Reconstruct roadways

CORRIDOR: Gold Belt Tour Scenic Byway (PCF7024)

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

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

Corridor Priority: Medium

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct, improve and maintain the system of local roads
Economic Vitality	Post Scenic Byway informational signs
Environment	Promote environmental responsibility
Safety	Add guardrails
	Add rest areas
	Improve geometrics
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Transit	Provide and expand transit bus services

CORRIDOR: Guanella Pass (PCF7025)

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

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

Corridor Priority: Medium

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct, improve and maintain the system of local roads
Operations	Post informational signs
Safety	Add/improve shoulders
	Improve geometrics
System Preservation	Reconstruct roadways

CORRIDOR: Oak Creek Grade (PCF7026)

Description: Forest Road – Silver Cliff to Cañon City

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

Corridor Priority: Low

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct, improve and maintain the system of local roads
Operations	Post informational signs
Safety	Add/improve shoulders
	Improve geometrics
System Preservation	Add surface treatment/overlays
	Reconstruct roadways

CORRIDOR: Tarryall River Road (PCF7027)

Description: Forest Highway 81/Park County Road 77

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

Corridor Priority: Medium

Goals

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

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
	Construct, improve and maintain the system of local roads
Safety	Add/improve shoulders
	Improve geometrics
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement