



Planning and Environmental
3803 N. Main Avenue
Durango, CO 81301

August 5, 2014

Dear Transportation Planning Region Members,

As you know, the Colorado Department of Transportation is in the process of updating the Statewide Transportation Plan and Long Range Plan to the year 2040. As part of that process, we have asked the Transportation Planning Regions to help identify Strategic Corridors in need of improvement, and define strategies, goals and priorities for those corridors. During meeting #5 of the Statewide Plan Development (SWD) process, the TPRs helped CDOT define priority corridors and identify potential strategies for improvements. In meeting #6, CDOT asked the TPRs to assist in the development of a prioritized list of projects for Regional Priority Funding (RPP). Each of the TPRs requested that CDOT provide additional information regarding the priority corridors, including traffic and safety data, potential additional sources of project funding, and to provide the TPR with a proposed list of RPP funded priority projects.

It is well known that transportation funding in Colorado has not kept pace with needed highway improvements and repairs. Region 5's highway system is made up of more than 3,566 lane miles of state highways, has 228 bridges, 14 mountain passes over 8,000 feet, and spans 15 counties and two Indian tribal nations. Our highways connect to a vast network of city, county, and tribal roadways. Considering all this, you can begin to get a sense of the complicated puzzle CDOT faces when deciding which projects get done first with our limited funding.

To comply with conditions outlined under the new federal transportation authorization, MAP-21, CDOT has shifted the vast majority of its project prioritization and funding to specific Asset Management Programs. These include major assets like pavement, bridge, culverts, walls, tunnels, signs, etc. Each asset is prioritized for funding on a statewide level, and projects are selected based on quantitative information derived from condition data. Quantitative data includes Average Annual Daily Traffic (AADT), Volume-to-Capacity, Pavement Condition Rating (DL), and Safety (critical crash data, crash severity, density, etc.). RPP funds, however, are intended to address regional needs which are identified and prioritized by the TPR's through qualitative input. The idea is that our planning partners use their knowledge of the local area to rank and order priorities. This ranking supports local or regional growth strategies, addresses known operational, mobility or safety issues, and promotes economic activity and growth.

Per your request, the Region has drafted a proposed RPP funding plan for the next 10 years. This was accomplished by reviewing the TPR's identified Priority Corridors, and the proposed project

list that was developed during previous SWP development meetings. Goals and Strategies for these corridors sought to:

- maintain the effective and predictable operations of the transportation system,
- increase the efficiency of the existing system,
- reduce the frequency and/or severity of accidents,
- reduce barriers that delay motorists,
- support statewide economic development,
- improve the quality of tourist related travel experiences, and (if possible)
- preserve the existing transportation infrastructure

Attached to this letter are several items for your consideration. Attachment #1 includes the Region's draft RPP funding plan through 2025 for your review and, hopefully, approval. Attachment #2 contains TPR Profile Sheets and provides demographic, economic, transportation related information about your planning region. Attachment #3 includes the Strategic Corridor Profile Sheets that were developed in collaboration with the TPRs. These provide information on the identified needs of the Region's priority corridors, and discuss strategies, goals and priorities for addressing those needs. Both of the Corridor Profile Sheets and the TPR Profile Sheets were previously provided to you during earlier SWP meetings.

Projects were prioritized utilizing previously identified corridor deficiencies and proposed solutions. Conceptual project scopes were developed and ranked considering prior prioritization during the previous STIP cycle, roadway design issues, stakeholder concerns, funding constraints, and project readiness. Based on the scope, costs and benefits were determined and compared to further assist in ranking and prioritizing funding.

As you can see, given our limited funding, hard choices need to be made for priorities and what gets funded. Please review and we look forward the discussion at the upcoming TPR meeting.

Sincerely,



Tony Cady

Region Planning & Environmental Manager

ATTACHMENT #1

CDOT Region 5

2025 Fiscally Constrained Plan

CDOT is currently conducting the Project Priority Programming Process (4P) in all Region's throughout the state. The 4P Process will identify project priorities for the 4 year Statewide Transportation Improvement Program (STIP) and a 10 year Capital Plan. The STIP is a federally required, fiscally constrained program that depicts transportation projects for a minimum of 4 years. The Capital Plan is a 10 year, fiscally constrained plan, which identifies Regionally Significant Projects, Priority Corridors (US 160/US 550), project categories (passing lanes, pull-outs, shoulders, and intersections) and/or specific projects. Both the STIP and Capital Plan will roll forward each year and add a year to the plan through a public process.

Figure of the planning timeline: The 4 year STIP is shown in orange, the 10 year Capital Plan in blue, and the Long-Range Plan in grey.



Region 5 is planning on approximately \$3.5 M of RPP funding annually through 2025. Therefore, the 10 year (2016-2025) RPP allocation for which project funding is available is \$35 million. Historically, the TPR distribution has been approximately 40% to SLVTPR, 40% to SWTPR, and 20% GVTPR.

TPR 10-year Distribution

$$\begin{array}{rcl} \$3.5M \times 10 = \$35M & & \\ \times .40 = \$14M & = & \textbf{\$14M for SLVTPR} \\ \times .40 = \$14M & = & \textbf{\$14M for SWTPR} \\ \underline{\times .20 = \$7M} & = & \textbf{\$7M for GVTPR} \\ \text{Total} & = & \$35M \end{array}$$

4P Schedule

- | | |
|-----------------|--|
| • August | Individual TPR Meetings |
| • Aug-Oct | County Meetings |
| • Nov | Joint TPR meetings to prepare the STIP |
| • January | The Region will be required to submit a draft STIP |
| • Feb | TC approves the draft STIP for distribution in |
| • Feb and April | Draft STIP goes out for public comment |
| • May | TC approval of STIP |

SWTPR 4P Planning

FUNDED PHASE

Proposed CDOT Rank	Priority Corridor	Priority Description	Projc Location	Length	Improvement Type	Estimated Cost (\$ M's)	Funded Amount (\$ M's)	Project Readiness (H/M/L)	Safety (Y/N)	V/C	DL	Max AADT	Max VMT	Speed	Other Funding Sources	Notes/Assumptions
1	SW: US 160- Four Corners to Archuleta/Mineral County line	Complete interchange connection at US 160/550	US 160 MP 88.4	1.5 miles	Safety - Accident reduction/Accident risk prevention Multi-modal - bike and ped Mobility	\$91	\$1	M	N	.67/.67	M/M	35000/7100	67166/21427	50/60	Surface, FASTER	Funding for ROW and Design
2	SW: US 550- New Mexico state line to San Juan/Ouray County border	US 550 "GAP"- CR302 to Sunnyside (half-build)	US 550 MP 9-12	3 miles	Safety - Accident reduction/Accident risk prevention Mobility	\$14	\$13	M	N	0.34	M	5800	44120	60	Surface, FASTER	Needs Shoulders. FONSI completed.
						TOTAL	\$14									
						SW TPR	\$14									

UNFUNDED PHASE

	Priority Corridor	Priority Description	Projc Location	Length	Improvement Type	Estimated Cost											
1	SW: US 160- Four Corners to Archuleta/Mineral County line	Add passing lanes - Bayfield to Durango	US 160 MP 96-99	3 miles	Safety - Accident reduction/Accident risk prevention Mobility	\$22		H	N	0.62	M	9600	70444	60	Surface, FASTER	Dry Creek Light Passing Lane	
2	SW: US 491- New Mexico state line to US 160	Add passing lanes, north of Towoac	US 491 MP 27-32	5 miles	Safety - Accident reduction/Accident risk prevention Mobility	\$8		H	N	0.36	M	12000	22712	65	Surface, FASTER	Shelf for FLAP	
3	SW: US 550- New Mexico state line to San Juan/Ouray County border	Sunnyside	US 550 MP 8-10	2 miles	Safety - Accident reduction/Accident risk prevention Mobility	\$25		H	N	0.34	M	5800	44120	60	Surface, FASTER		
4	SW: US 550- New Mexico state line to San Juan/Ouray County border	US 550 "GAP"- CR302 to Sunnyside (full build-out)	US 550 MP 9-12	3 miles	Safety - Accident reduction/Accident risk prevention Mobility	\$20		M	N	0.34	M	5800	44120	60	Surface, FASTER		
6	SW: SH 172- New Mexico line to US 160	Add passing lanes - Elmore's to Ignacio	SH 172 MP 9-19	3 miles	Safety - Accident reduction/Accident risk prevention Mobility	\$7		L	N	0.5	M	7700	32255	65	Surface, FASTER		
7	SW: SH 140- NM border to Hesperus	Widen shoulders and bridges	SH 140 MP 1-23	23 miles	Safety - Accident reduction/Accident risk prevention Mobility Preservation	\$15		L	N	0.2	M	2400	15623	65	Surface, FASTER		
8	SW: US 160- Four Corners to Archuleta/Mineral County line	Wildlife Mitigation from Mancos to Pagosa	US 160 MP 73-144	1 mile*	Safety - Accident reduction/Accident risk prevention	\$3		L	N	0.78	H	36000	70444	65	Surface, FASTER, TAP		

OTHER FUNDING SOURCES: FASTER Safety, Bridge On-System, Hot Spot, Traffic Signals, Surface Treatment, Transportation Alternatives.

FASTER Safety Funding

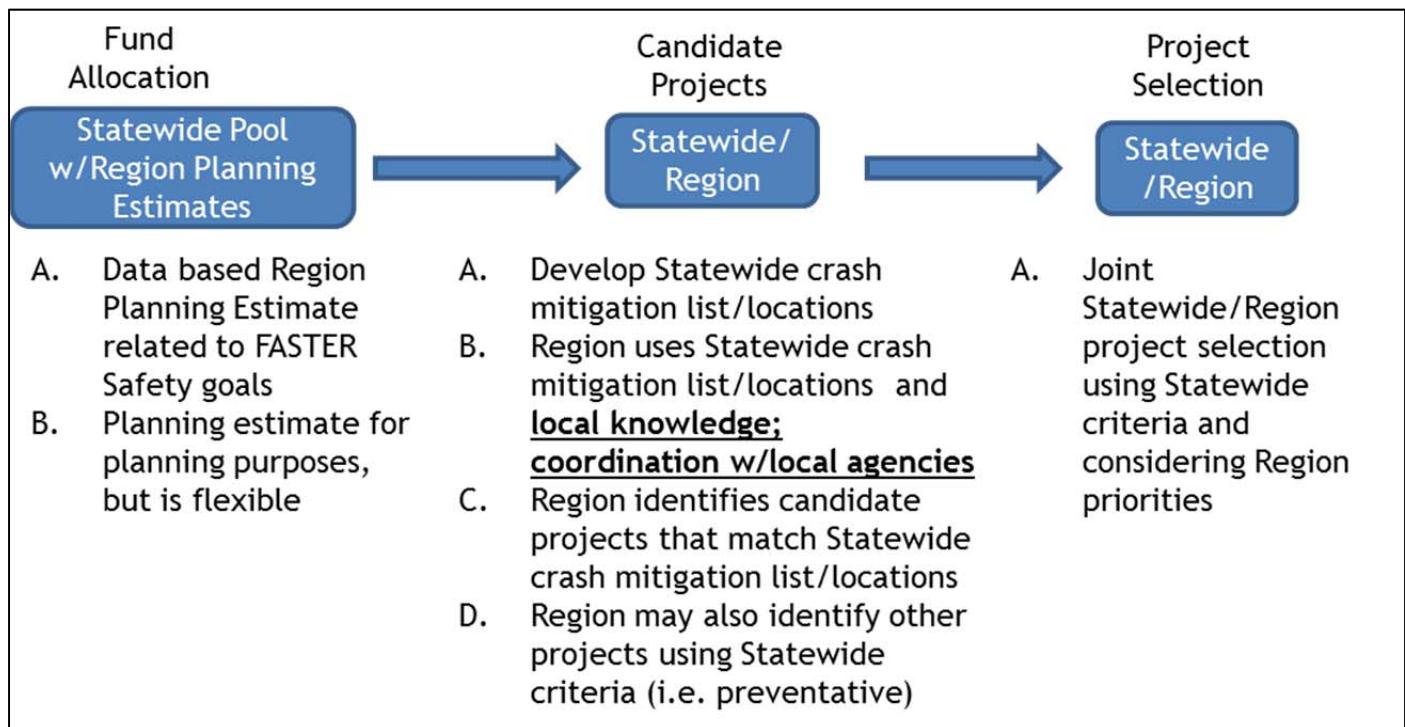
A recent CDOT internal Audit report found that:

CDOT is in compliance with legislative requirements

Audit Recommendations:

- Need metrics to measure/report safety improvements
- Need consistency in project selection process
- Need timely reports on funds and expenditures

FASTER Safety Program



The new Program will focus on two statewide categories: Asset Management and Mitigation Program.

1. Asset Management (Proactive Safety Improvements)	\$40M
2. Mitigation Program (Crash Data, Safety Improvements)	\$48M
FY15 Statewide Allocation	\$88M

FASTER Project Selection Criteria

All Region projects considered for FASTER-Safety funding shall include a minimum of TWO of the following criteria:

A. Reduce existing crashes	E. Enhance other highway safety features and/or functions
B. Reduce existing crash severity	F. Provide proven safety measures for a systematic/preventative location
C. Address existing system for safety weakness	G. Improve pedestrian/bicycle safety
D. Encourage cooperative safety effort with local agency	H. Existing project (leveraging funding opportunities with proposed safety project)
I. Behavior Based (all users – drivers, passengers, pedestrian, bikes, motorcycle, etc.)	

FASTER Region Funding Target Allocations

The Region will request funding for projects from the statewide FASTER pool which meet the Project Selection Criteria according to the following breakdown. FASTER funding will be distributed to the Region's based on the safety need and the regional target allocation of \$48 million.

40% for Intersection Improvements	\$48M x 40% = \$ 19 M
40% for Passing Lanes/Pullouts	\$48M x 40% = \$ 19 M
10% for Shoulder Improvements	\$48M x 10% = \$ 5 M
<u>10% for Engineering Studies and Environmental Compliance</u>	<u>\$48M x 10% = \$ 5 M</u>
Total Off-the-top	\$ 48M

ATTACHMENT #2

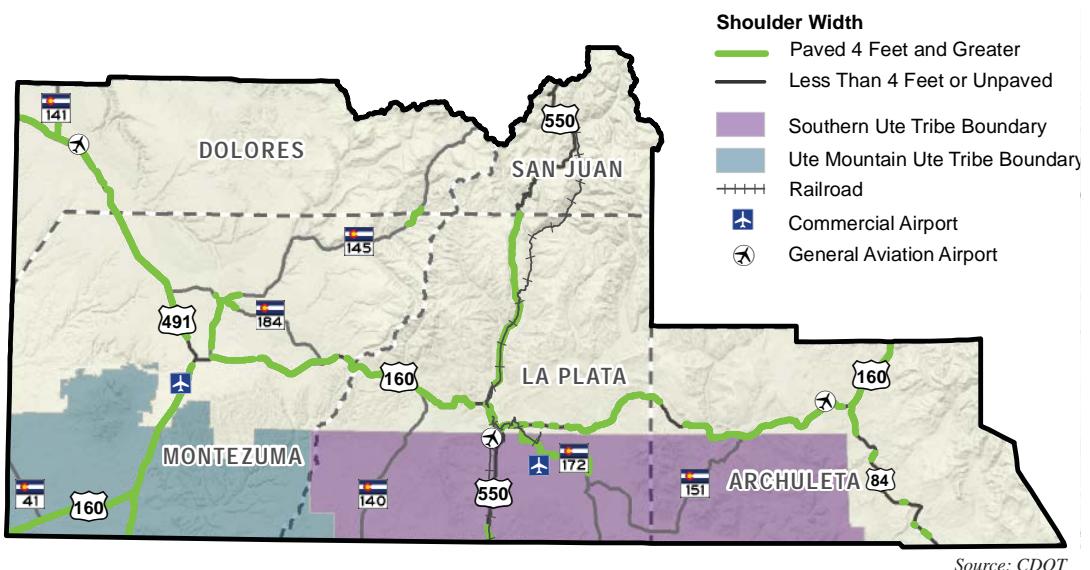
MULTIMODAL

Bicycles, Airports, and Transit

The regional transportation system is made up of more than just highways - it also supports movement by bicycle, air, and transit.

Bicycles are accommodated on the shoulders of highways. A four foot paved shoulder is considered to be the minimum width required to provide adequate room for bicyclists. A paved shoulder four feet or greater provides added safety for vehicles and bicycles.

Airports contribute to the mobility of the area. The airports in Durango and Cortez have commercial service. The general aviation airports in Pagosa Springs and Dove Creek provide private aircraft access for recreational and business activities.

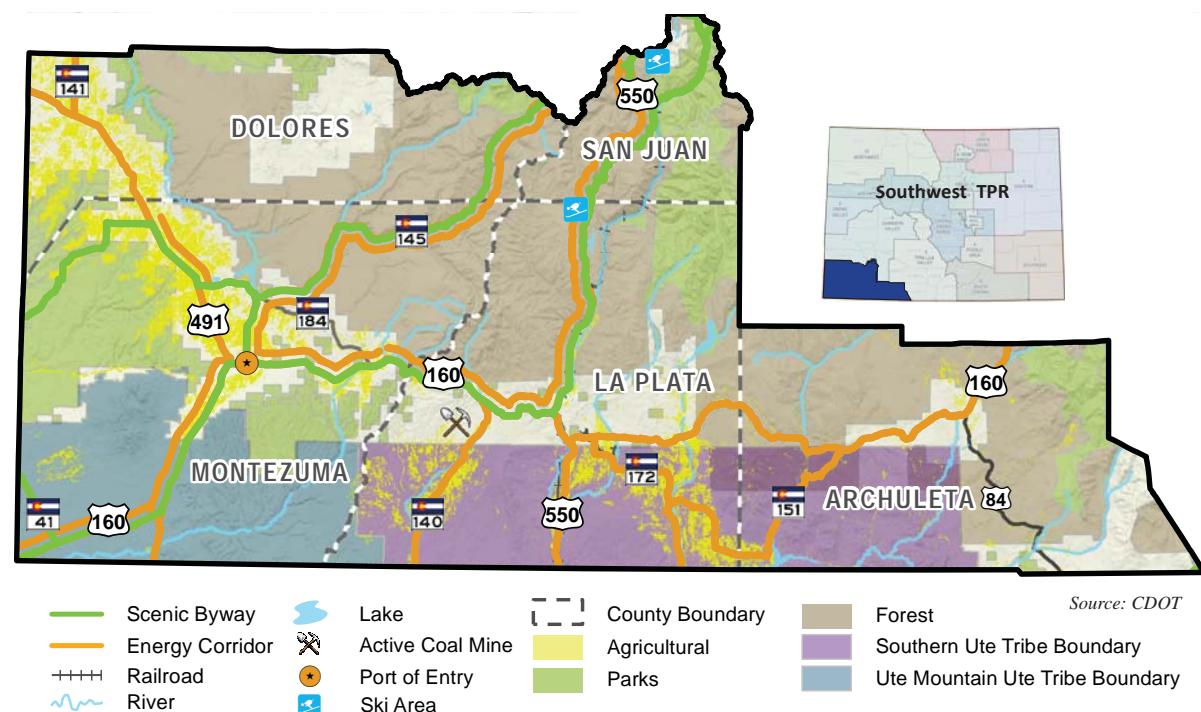


Transit is an important component of a multimodal transportation system. Providers in the area offer transportation services to the general public, elderly, disabled, school age children, low-income and Tribal

residents. Intercity bus and resort service is also provided in the region.

Please see the [Transit Insert](#) for more detailed information on transit services.

The Southwest Transportation Planning Region encompasses over 6,500 square miles. The Southern Ute and the Ute Mountain Ute, the State's only Indian tribes, are located here. The area is known for its scenic beauty, diverse landscapes and cultural resources. With national monuments, national forests, wilderness areas and national historic areas there are numerous outdoor recreation and tourism opportunities. Agriculture also has an important role in this area.

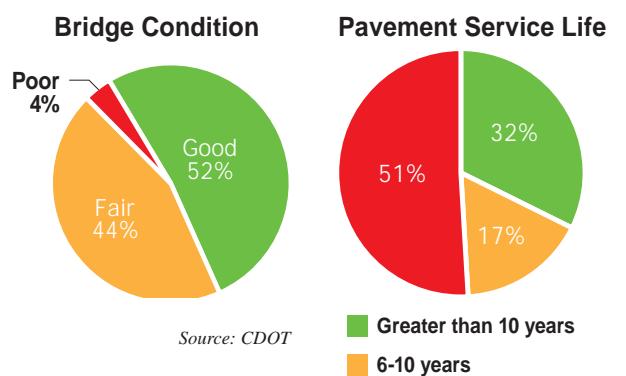


INFRASTRUCTURE

Bridge Condition and Pavement Service Life

Consistent investment is needed to maintain critical infrastructure.

Bridges are generally in good or fair condition. 52% of the region's 79 bridges are in good condition and 44% are in fair condition. Both conditions meet safety and geometry standards. Statewide 96% of the 3,447 bridges are in good or fair condition, which is the same as the 96% in good and fair bridge condition for the region. 4% are in poor condition. It should be noted that a poor bridge is not unsafe; unsafe bridges are closed. A bridge rated poor could, however, be restricted to certain vehicle types or weight restrictions.



Pavement conditions need improvements as 51% have a service life of five years or less. Service Life is a calculation based on a combination of age and expected design life of pavement. With maintenance and minimal treatments, pavement life can be extended. CDOT is currently exploring enhanced road-management methods, including new preservation strategies, to maintain the highest roadway surface grades possible, despite declining revenues.



For more information on the Statewide Transportation plan, contact
Michelle Scheuerman (303-757-9770 or michelle.scheuerman@state.co.us)

TPR by the Numbers

The Southwest TPR is home to:

91,700 population – **1.8%** of the state

1,099 state highway lane miles – **4.8%** of the state

2.5 million miles traveled on the state highways daily in 2011 – **2.9%** of the state

3 general aviation airports

2 commercial airports

3 Scenic Byways

2 ski areas

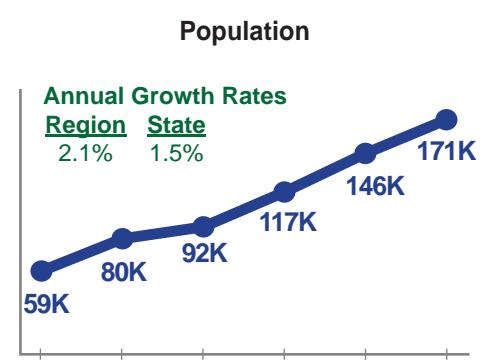
21 local and human service transit providers

1 intercity bus provider

Population and Employment

Population growth is expected to be strong with the current population of 91,700 growing to about 171,500. The annual rate of population growth between 2010 and 2040 is estimated to be 2.1%, which exceeds the annual rate of growth for the state population of 1.5% for the same period.

The region's economy relies heavily on transportation. Three of the top five industries - Food and Agriculture, Energy and Natural Resources, and Tourism and Outdoor Recreation rely on an efficient and well-connected transportation system.



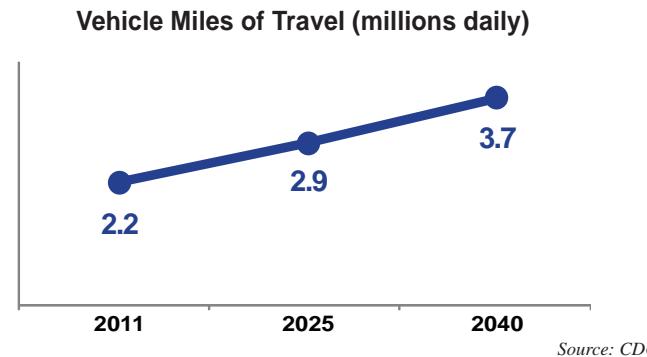
Top 5 Industries By Employment



TRAFFIC CONDITIONS

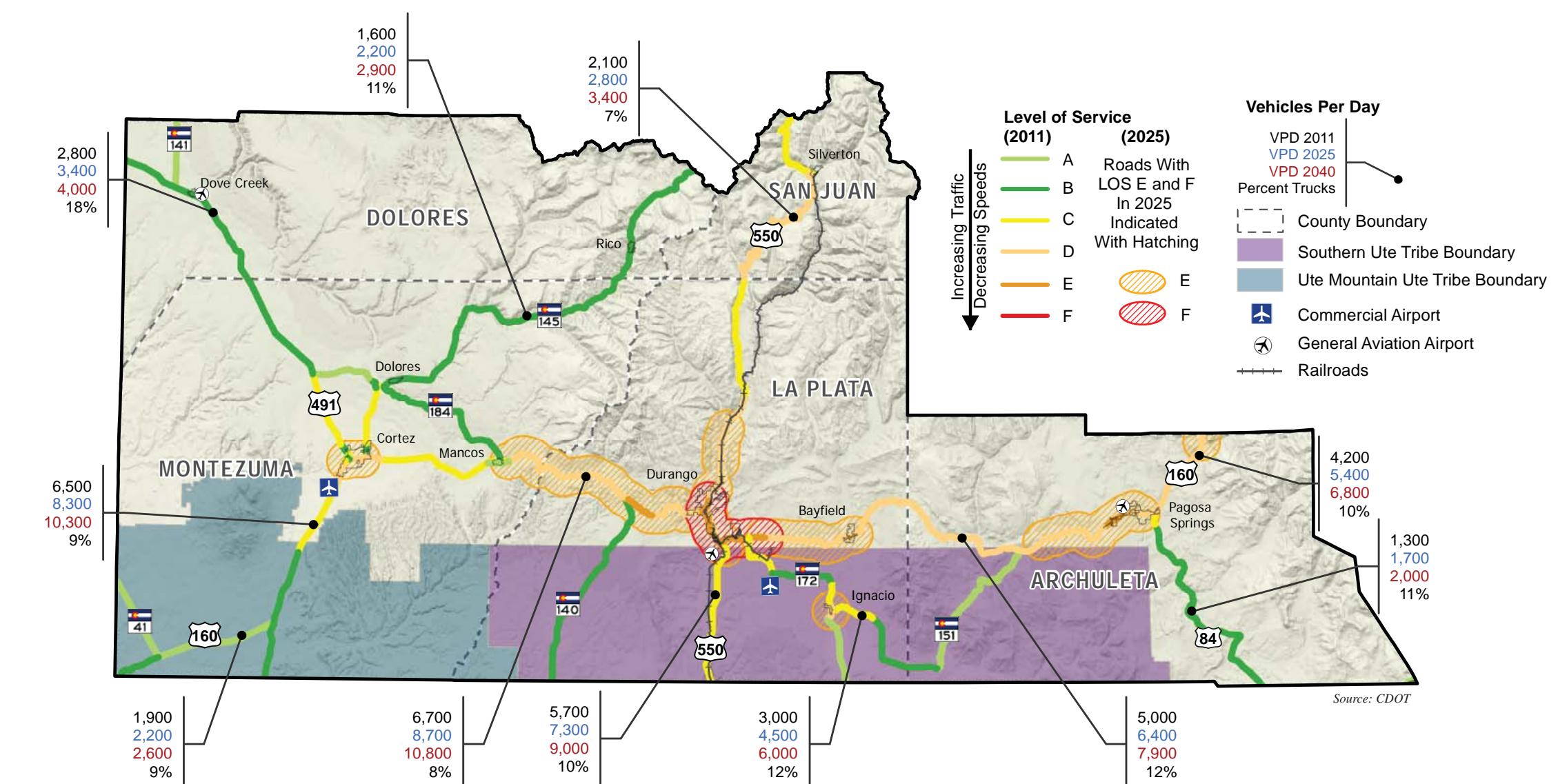
Traffic Congestion

Vehicular travel is projected to have an annual rate of growth of 1.8% between 2011 and 2040, placing increasing strain on the system. This growth rate is the same as the projected annual rate of growth of 1.9% for the state during the same period. This growth will place increasing strain on the transportation system.

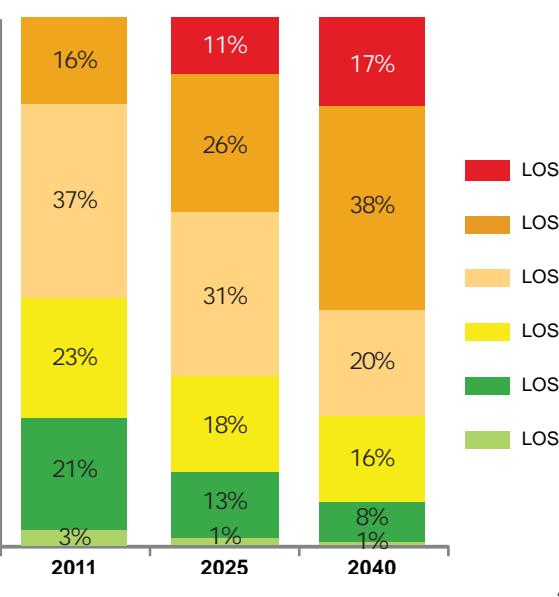


Roadway Level of Service (LOS) is a measure of congestion delay. It can be thought of as a grading scale where LOS A is excellent and implies high levels of mobility and ease of maneuverability and LOS F is failure and indicates that the road is experiencing heavy traffic volumes, significant congestion, and stop-and-go traffic. LOS A – LOS D is considered acceptable. Travelers will experience Level of Service E/F increase from 16% in 2011 to 55% percent in 2040.

Today's heavily travelled roadways are expected to see increased congestion levels in the future. The junction of US 160 and US 550 is predicted to be the most congested area in the region in 2025. US 160 in the Pagosa Springs area, between Durango and Mancos and in the Cortez area are predicted to see some congestion. These future congested roadways are indicated by red and orange hatching on the map to the right.



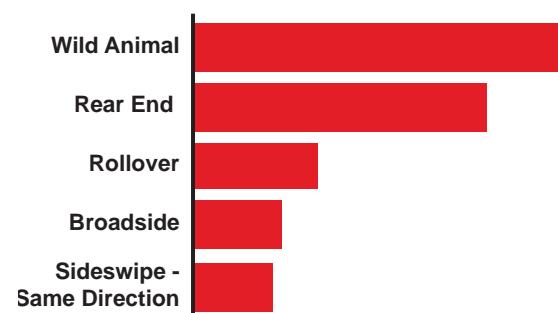
Travel by Level of Service



Highway Safety

Crash rates are an important indicator of highway safety. In the Southwest region, the average crash rate was 1.57 per million vehicle miles for 2010- 2011, which is lower than the overall state average rate of 1.70 for the same period.

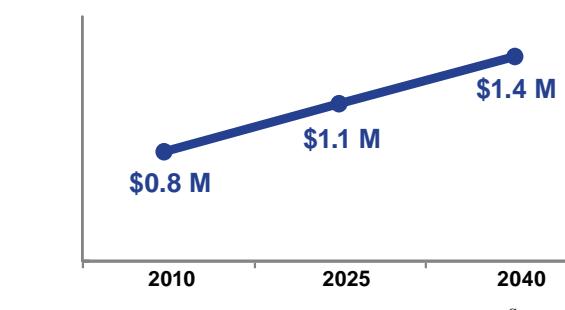
Top Five Crash Types (2010-2011)



Commodity Production

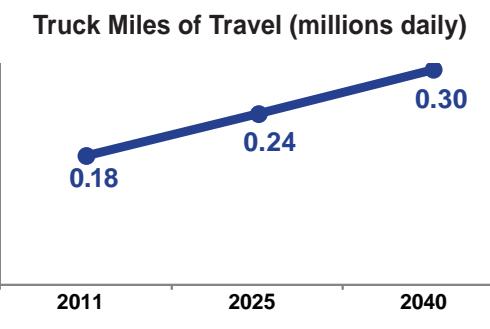
Commodity exports are expected to have an annual growth rate of 1.2% between 2010 and 2040. To accommodate this growth, the region's transportation system must be able to efficiently facilitate freight movements. The top commodities in the region by value include grains, dairy farm products, candy and newspapers.

Value of Commodity Exports



Truck Traffic

Truck traffic makes up 8% of the traffic in the region. This is lower than the statewide average of 9%. The heaviest truck volumes are on US 160 between Durango and Mancos and south of Cortez. Since trucks are heavier and take up more room on the highway than automobiles, their effects on congestion and pavement and bridge conditions are compounded.



ATTACHMENT #3

Corridor: SH 140 (PSW7005)

Description: North/South Roadway from New Mexico State Line to West of Durango at Hesperus
Beginning Mile Post 0 Ending Mile Post 23.43

The Vision for the SH 140 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multimodal local facility, provides local access, and makes north-south connections from New Mexico to the west of Durango area. Portions of this corridor are located within Southern Ute and Ute Mountain Ute tribal lands. ***Users have recommended shoulder widening, surface treatments, and bike lanes.*** Future travel modes include passenger vehicle, commuter transit service, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to increase by 2035, the volumes are not predicted to be at the level requiring capacity improvements. Recreation traffic is expected to increase when the Animas/La Plata reservoir is filled. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Provide for recreation travel
- Provide for commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Investigate need for commuter transit service or vanpools
	Provide auxiliary lanes at intersections
System Preservation	Add surface treatment/overlays

Corridor: U.S. 160 (PSW7009)

Description: Four Corners to the Archuleta/Mineral County Line, MP 0.0 to MP 155.09

The Vision for the U.S. 160 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. Portions of the highway are located within Southern Ute and Ute Mountain Ute tribal lands. Portions of highway are within the San Juan Skyway, also designated as an All American Road, and Trail of the Ancients Scenic and Historic Byway. This corridor serves as a multimodal National Highway System facility and serves as the major east-west route through southern Colorado. This segment of the corridor serves destinations both within and outside the region, and makes connections from the Four Corners to the western boundary of Mineral County. It impacts the heart of several towns/cities and provides access to Mesa Verde National Park. **Users have requested intersection improvements, wildlife mitigation, bike lanes, widen San Juan River Bridge, improve frontage roads, surface treatments and widen shoulders.** Future travel modes include passenger vehicle, local, regional and interregional bus transit (regional), truck freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Segments of the US 160 corridor may be a candidate for a future strategic project. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation. They depend on tourism, agriculture, **energy** and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists and commuters in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area. The corridor is affected significantly by coalbed methane (CBM) gas exploration and production.

Goals

- Increase travel reliability and improve mobility (across all modes)
- Plan for increased oil and gas production impacts to the road system
- Recognize and plan for the potential impact of tribal and other local projects to the road system
- Increase transit ridership through increased efficiency, effectiveness, frequency and convenience
- Promote environmentally responsible transportation improvement

Solutions

Benefits	Strategy
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	General safety improvements
Capacity	Construct intersection/interchange improvements
Operations	Improve ITS incident response, traveler info & traffic management
Transit	Coordinate service among transit providers
	Provide and expand transit bus and rail services
	Provide inter-modal connections
Environment	Improve wildlife crossings
	Promote environmental responsibility

Corridor: SH 172 (PSW7010)

Description: New Mexico Line North to US 160 Beginning Mile Post 0 Ending Mile Post 24.9

The Vision for the SH 172 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor is partially-located within the Southern Ute Indian Reservation and provides local access within the southern La Plata County area. **Users have requested intersection improvements.** Future travel modes include passenger vehicle, **bus (regional)**, transit, and aviation (Durango-La Plata County Airport). The transportation system in the area primarily serves destinations within the corridor. The corridor provides the primary access to Ignacio and the Southern Ute Tribal Headquarters, the site of a large new casino and hotel, expected to attract large numbers of visitors. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety and system preservation. They depend on tourism **and freight movements** for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. The corridor is affected significantly by coal-bed methane (CBM) gas exploration and production.

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Provide for tourist-friendly travel
- Provide for safe pedestrian travel across the highway
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Solutions

Benefits	Strategy
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Construct intersection/interchange improvements
Transit	Expand Transit Service
Aviation	Meet airport facility objectives in Airport System Plan
System Preservation	Add surface treatment/overlays
Environment	Improve wildlife crossings

Corridor: U.S. 491B (PSW7013)

Description: Cortez to Utah State Line Beginning Mile Post 26.371 Ending Mile Post 69.602

The Vision for the U.S. 491B corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. The highway is located within the Ute Mountain Ute Reservation and provides access to tribal lands. This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes north-south connections within the Southwest Transportation Planning Region area. It is designated a hazardous waste route and serves as a major truck route from Albuquerque to Salt Lake City.

Users have recommended additional shoulders. Future travel modes include passenger vehicle, truck freight, rail freight and aviation (Dove Creek Airport). The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Increased recreation traffic is expected at McPhee Reservoir and the Canyons of the Ancients, designated a national monument in the year 2000. New Mexico plans to fourlane the highway to the Colorado state line. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote environmentally sensitive transportation improvements
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Solutions

Benefits	Strategy
Safety	Add accel/decel lanes
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve hot spots
Aviation	Meet airport facility objectives in Airport System Plan
Environment	Improve wildlife crossings
	Retain natural and cultural resources and viewsheds

Corridor: U.S. 550 (PSW7014)

Description: New Mexico State Line to San Juan/Ouray County Line; Beginning Mile Post 0.0 Ending Mile Post 80.523

The Vision for the U.S. 550 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. The southern portion of the highway is located within the Southern Ute Reservation and provides access to tribal lands. The highway is part of the San Juan Skyway, which was one of the first six routes designated as an All-American Road. This corridor serves as a multimodal National Highway System facility, connects to places within and outside the region, and is the major route providing north-south connections within the Southwest Colorado area. It provides access to public lands. ***Users have recommended additional passing lanes, slow moving vehicle turnouts, converting abandoned rail line into usable trails.*** Future travel modes include passenger vehicle, local, regional and interregional bus transit, and truck freight. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Segments of the U.S. 550 corridor were identified as candidate projects in the CDOT 2003 Strategic Investment Program and may be a candidate for a future Strategic Projects Program. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The 2002 average annual daily traffic (AADT) ranged from 1,947 to 32,883 on different segments of the corridor, including 74 to 356 combination trucks, and the projected AADT for 2030 is 2,792 (at Silverton) to 50,377 (north of 14th Street in Durango), including 107 to 669 combination trucks. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and commercial activity for economic activity in the area. The corridor is affected significantly by coalbed methane (CBM) gas exploration and production. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Increase travel reliability and improve mobility
- Provide for tourist-friendly travel
- Coordinate transportation and land use decisions
- Support economic development and maintain environment
- Improve transit options

Solutions

Benefits	Strategy
Safety	General safety improvements
	Add passing/climbing lanes
Capacity	Improve/add intersections/interchanges
	Add roadway pullouts for breakdowns, buses and slow vehicles
Operations	Improve ITS incident response, traveler info & traffic management
Transit	Provide and expand transit bus services
	Provide park 'n' rides
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Environment	Improve wildlife crossings
	Retain natural and cultural resources and viewsheds