

## SAN LUIS VALLEY 2040 REGIONAL TRANSPORTATION PLAN CORRIDOR PROFILES

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**Corridor:** SH 15 A (PSL7001)

**Map ID:** 1

**Description:** Monte Vista to Conejos County Line MP 0.0 to MP 12.37

The Vision for the SH 15 A - Monte Vista to Conejos County line corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the central San Luis Valley area, including the Monte Vista National Wildlife Refuge and Alamosa Canyon area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns and other destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value transportation choices and system preservation. They depend on tourism and agriculture for economic activity in the area. They have identified the need for additional shoulders along the corridor. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor. The local Amish community uses horse-drawn carriages along the route, presenting the need for a safe interface with motorized vehicles.

### Goals

- Eliminate shoulder deficiencies
- Support recreation travel
- Provide for safe movement of bicycles, pedestrians and non-motorized vehicles
- Expand transit usage
- Maintain or improve pavement to optimal condition

### Solutions

Benefits	Strategy
Safety	Add signage
	Add/improve shoulders
	Improve geometrics
Capacity	Construct intersection/interchange improvements
Transit	Provide and expand transit bus services
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
	Add/improve shoulders
System Preservation	Add surface treatment/overlays

**Corridor:** SH 15 B (PSL7002)

**Map ID:** 2

**Description:** West of Capulin to Jct. US 285 at La Jara MP 20.398 to MP30.916

The Vision for the SH 15 B - West of Capulin to Jct. US 285 at La Jara corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections south of the Monte Vista area. Future travel modes include passenger vehicle and truck freight. The transportation system primarily serves towns and other destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety and system preservation. They depend on agriculture for economic activity. They have identified the need for additional shoulders along the corridor. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

### Goals

- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Support existing transit services
- Reduce fatalities, injuries and property damage crash rate

### Solutions

Benefits	Strategy
Safety	Add signage
	Add/improve shoulders
	Improve geometrics
Capacity	Construct intersection/interchange improvements
Transit	Provide and expand transit bus services
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

**Corridor:** SH 17 A (PSL7003)

**Map ID:** 3

**Description:** New Mexico state line to Antonito MP 0.0 to MP 38.984

The Vision for the SH 17 A - New Mexico state line to Antonito corridor is primarily to improve safety as well as to maintain system quality. This corridor connects to places outside the region, and makes east-west connections within the southern San Luis Valley area via Cumbres Pass. The portion from the New Mexico line to the Forest Boundary 12 miles west of Antonito is also designated Forest Highway 5. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle, tourist-passenger rail, and truck freight. The transportation system in the area primarily serves destinations within the corridor as well as connecting to New Mexico. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas and safety. 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 and winter recreationalists in and through the corridor.

### Goals

- Support recreation travel
- Provide for safe movement of bicycles and pedestrians
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Support existing transit services
- Reduce fatalities, injuries and property damage crash rate

### Solutions

Benefits	Strategy
Safety	Add guardrails
	Add passing lanes
	Add/improve shoulders
	Improve geometrics
	Improve signing/striping
Capacity	Construct intersection/interchange improvements
	Provide pullouts for winter recreationalists
Transit	Provide and expand transit bus services
Freight	Add truck parking areas
System Preservation	Add surface treatment/overlays
Environment	Improve wildlife crossings

**Corridor:** SH 17 B (PSL7004)

**Map ID:** 4

**Description:** Alamosa to Jct. US 285 at Villa Grove MP 69.107 to MP 118.790

The Vision for the SH 17 B - Alamosa to Jct. US 285 at Villa Grove corridor is primarily to maintain system quality as well as to improve safety. This corridor makes north-south connections within the San Luis Valley north of Alamosa. The addition and widening of shoulders from Alamosa north to US 285 has been identified as a significant need along this corridor. The southern part of the corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle, bus service (regional), truck freight, and 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. A high volume of trucks use the highway to connect north from Alamosa to US 285. The communities along the corridor value transportation choices, connections to other areas, and safety. They depend on tourism and agriculture for economic activity in the area. Greater numbers of visitors to the newly re-designated Great Sand Dunes National Park and Reserve are expected to access the Park on Saguache County 6 Mile Road east of Moffat. In addition, growing subdivisions at Baca Grande will attract new residents who require access to jobs and commercial services in Alamosa. 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.

### Goals

- Provide for safe movement of bicycles and pedestrians
- Improve signing/striping
- Maintain or improve pavement to optimal condition
- Support and increase transit bus ridership
- Reduce fatalities, injuries and property damage crash rate

### Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add/improve shoulders
	Improve geometrics
Capacity	Construct intersection/interchange improvements
	Promote carpooling and vanpooling
Operations	Post informational signs
Transit	Construct and maintain Park and Ride facilities
	Provide and expand transit bus and rail services
System Preservation	Add surface treatment/overlays

**Corridor:** US 24 A (i) (PSL7005)

**Map ID:** 5

**Description:** Granite to Johnson Village MP 193.770 to MP 212.910

The Vision for the US 24 A - Granite to Johnson Village corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor connects to places outside the region. It also provides local access, is a commercial corridor in Buena Vista, and provides commuter access in Chaffee County and to Lake and Summit Counties. Additionally, this corridor comprises a significant portion of the Collegiate Peaks Scenic Byway. Future travel modes include passenger vehicle, bus service (regional), bicycle and pedestrian facilities. Users have requested the addition of shoulders and bicycle facilities north of Buena Vista. Based on historic and projected population and employment levels, both passenger traffic and freight volumes are expected to increase. The Union Pacific Tennessee Pass Line parallels the corridor, but has not been operated for several years. The communities along the corridor value safety. They depend 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.

### Goals

- Eliminate shoulder deficiencies
- Add passing lanes and auxiliary lanes where needed
- Support and expand transit services
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Rehabilitate/replace deficient bridges

### Solutions

Benefits	Strategy
Safety	Add acceleration/deceleration lanes
	Construct auxiliary lanes (passing, turn, accel/decel)
	Add/improve shoulders
	Improve geometrics
Capacity	Construct intersection improvements
Transit	Provide and expand transit bus and rail services
Freight	Preserve railroad right of way
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Environment	Improve wildlife crossings and signage

**Corridor:** US 24 A (ii) (PSL7006)

**Map ID:** 6

**Description:** Johnson Village to Antero Junction MP 212.910 to MP 226.810

The Vision for the US 24 A - Johnson Village to Antero Junction corridor is primarily to improve safety as well as to increase mobility and to maintain system quality. This corridor connects to places outside the region, and makes east-west connections within the Buena Vista area. It is a tourism and intercity bus link to the Front Range area. This segment overlays a portion of US 285 and is considered a unique portion of the corridor for its transit of Trout Creek Pass. It also crosses the popular Four Mile Recreation Area. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. Users have requested the addition of shoulders and passing lanes on Trout Creek Pass. Additionally, users have recommended improving signage along this corridor. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety, connections to other areas, and high levels of mobility. They depend on tourism, recreation and commercial activity at Johnson Village for economic activity. Commercial activity at Johnson Village centers on rafting and fishing opportunities on the Arkansas River. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

### Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Support and expand transit services

### Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add/improve shoulders
	Improve geometrics
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles Construct intersection improvements
Transit	Provide and expand transit bus services
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
	Reconstruct roadways
Environment	Improve wildlife crossings

**Corridor:** US 50 A (i) (PSL7007)

**Map ID:** 7

**Description:** West of Parlin to Poncha Springs MP to MP165.520

The Vision for the US 50 A - West of Parlin to Poncha Springs corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections via Monarch Pass. Monarch Pass serves as an important gateway to western Colorado. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. Users have requested the addition of shoulders, bike lanes and passing lanes to Monarch Pass. The transportation system primarily serves destinations outside of the corridor, but also provides access to the Monarch Ski Area and other recreational opportunities. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Users of the corridor wish to improve safety for bicyclists and vehicles. They depend on freight, tourism and recreation 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 freight in and through the corridor.

### Goals

- Support recreation travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain and improve pavement to optimal condition

### Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add rest areas
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
Capacity	Construct intersection/interchange improvements
Operations	Improve ITS incident response, traveler info & traffic management
Freight	Add truck parking areas
Environment	Improve wildlife crossings

**Corridor:** US 50 A (ii) (PSL7008)

**Map ID:** 8

**Description:** Poncha Springs to Salida MP 216.697 to MP222.455

The Vision for the US 50 A - Poncha Springs to Salida corridor is primarily to improve safety as well as to maintain system quality. This corridor is a designated scenic byway; Collegiate Peaks Scenic Byway, and serves as a multi-modal National Highway System facility, provides local access, and makes east-west connections in the Poncha Springs and Salida area. A significant portion of this corridor is in commercial development as it passes through the City of Salida. Additionally, this corridor comprises the southernmost portion of the Collegiate Peaks Scenic Byway. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area serves towns and recreational destinations within the corridor as well as forms a critical link in the interregional corridor, connecting to US 285 and the Monarch Pass gateway to western Colorado. 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 for vehicles and also for pedestrian and bicycles, especially in commercialized areas. Many businesses exist along both sides of the highway, providing a challenge in crossing the busy, wide segment. Local communities depend on tourism and commercial activity for economic activity. Users of this corridor want to preserve the semi-urban character of the area while supporting the movement of tourists, freight, and local access to commercial services.

### Goals

- Eliminate shoulder deficiencies
- Reduce traffic congestion and improve traffic flow
- Provide information to traveling public
- Support and expand transit services
- Provide for safe movement of bicycles and pedestrians

### Solutions

Benefits	Strategy
Safety	Consolidate & limit access & develop access management plans
Capacity	Construct intersection/interchange improvements, particularly at the US 285/US 50 intersection
Transit	Provide and expand transit bus and rail services
Operations	Synchronize/interconnect traffic signals
	Improve gateway signage to downtown Salida and Poncha Springs
Bicycle & Pedestrian	Construct bike path from Poncha Springs to Salida
	Improve crosswalks, medians, and sidewalks
Economic Vitality	Expand Poncha Springs visitors' center
Environment	Add drainage improvements

**Corridor:** US 50 A (iii) (PSL7009)

**Map ID:** 9

**Description:** Salida to Coaldale MP 222.455 to MP 241.270

The Vision for the US 50 A - Salida to Coaldale corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the Arkansas River Canyon area. Future travel modes include passenger vehicle, and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas and system preservation. They depend on tourism for economic activity in the area. The canyon is a popular fishing and whitewater rafting area. Colorado Parks & Wildlife operates several access areas along the river. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, freight, and recreationalists in and through the corridor.

### Goals

- Reduce fatalities, injuries and property damage crash rate
- Accommodate growth in freight transport
- Maintain or improve pavement to optimal condition
- Improve access to public lands; support recreation travel
- Support and expand transit services

### Solutions

Benefits	Strategy
Safety	Add passing lanes and shoulders
	Add rest areas
	Improve geometrics
	Add deceleration signage into Salida
Capacity	Construct intersection/interchange improvements
Transit	Provide and expand transit bus and rail services
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Freight	Preserve railroad corridor (Tennessee Pass Line)
System Preservation	Add surface treatment/overlays
	Reconstruct roadways

**Corridor:** SH 112 A (i) (PSL7010)

**Map ID:** 10

**Description:** Del Norte to US 285 MP 0.00 to MP 13.138

The Vision for the SH 112 A - Del Norte to US 285 corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the central San Luis Valley. Many local residents commute to Del Norte, Monte Vista, or agriculture based employment throughout the Valley. Future travel modes include passenger vehicles, truck freight, and aviation (Del Norte Airport). The transportation system in the area serves towns and employment destinations within the Valley. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas and system preservation. They depend on agriculture and gravel production for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the area.

### Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support and expand transit services
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

### Solutions

Benefits	Strategy
Safety	Add accel/decel lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
Capacity	Construct intersection/interchange improvements
Transit	Provide and expand transit bus and rail services
Aviation	Meet airport facility objectives in Airport System Plan
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

**Corridor:** SH 112 A (ii) (PSL7011)

**Map ID:** 11

**Description:** US 285 to SH 17 MP 13.138 to MP 13.138

The Vision for the SH 112 A - US 285 to SH 17 corridor is primarily to improve safety as well as to maintain system quality. This corridor serves as a multi-modal local facility, acts as Main Street in the Town of Center, and provides a link between Center and Hooper. Many local residents commute to Alamosa or agriculture based employment throughout the Valley. Users have recommended widening structures and safety improvements from Del Norte to Center. Also, users have recommended surface treatments and additional shoulders from Center to Hooper. Future travel modes include passenger vehicle, bus service, rail freight, and bicycle pedestrian facilities and aviation (Leach Field). The San Luis Central Railroad Company connects Center to the San Luis and Rio Grande Railroad at Alamosa and carries a significant volume of agricultural products out of the Valley. The transportation system in the area serves towns and employment destinations within the Valley. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain constant while freight volume will increase. The communities along the corridor value safety. They depend on manufacturing and agriculture 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 commuters, freight and farm-to-market products in and through the corridor.

### Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Provide improved freight linkages and accommodate growth in freight
- Support and expand transit services
- Provide for bicycle/pedestrian travel

### Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
Capacity	Construct intersection/interchange improvements
	Promote carpooling and vanpooling
Transit	Construct and maintain Park and Ride facilities
	Provide and expand transit bus and rail services
Bicycle & Pedestrian	Add lights for crosswalks and highways
	Provide bicycle/pedestrian facilities
Freight	Improve railroad crossings

**Corridor:** SH 114 A (PSL7012)

**Map ID:** 12

**Description:** East of Gunnison to Jct. US 285 MP 8.020 to MP 61.697

The Vision for the SH 114 A - East of Gunnison to Jct. US 285 (Saguache) corridor is primarily to improve safety as well as to maintain system quality. This corridor connects to places outside the region, and makes east-west connections via Cochetopa Pass, connecting the San Luis Valley to the US 50 corridor west of Monarch Pass. Future travel modes include passenger vehicle and aviation (Saguache Airport). The transportation system in the area primarily serves destinations outside of the corridor as well as accesses local land use, primarily agricultural and recreational. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas, safety, and system preservation. 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 and farm-to-market products.

### Goals

- Maintain or improve pavement to optimal condition
- Rehabilitate/replace SD/FO bridges
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Support and expand transit services
- Eliminate shoulder deficiencies

### Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Operations	Improve ITS incident response, traveler info & traffic management
Transit	Provide and expand transit bus and rail services
System Preservation	Add Surface treatment/overlays
	Bridge repairs/replacement
Environment	Improve wildlife crossings

**Corridor:** SH 136 A (PSL7013)

**Map ID:** 13

**Description:** La Jara to Sanford MP 0.00 to MP4.469

The Vision for the SH 136 A - La Jara to Sanford corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections within the northeast Conejos County area. Users have requested the widening of a bridge structure outside of La Jara at Richfield Canal. Future travel modes include passenger vehicles. The transportation system in the area primarily serves towns and residential destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products. This low volume highway could be considered as a trade with the state for another equivalent segment of off-system roadway.

### Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Eliminate shoulder deficiencies
- Support and expand transit services

### Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
Transit	Provide and expand transit bus and rail services
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

**Corridor:** SH 142 A (PSL7014)

**Map ID:** 14

**Description:** Romeo to SH 159 MP 0.00 to MP 33.840

The Vision for the SH 142 A - Romeo to SH 159 corridor is primarily to maintain system quality as well as to improve safety. This corridor serves local access needs and makes east-west connections within the lower San Luis Valley area. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Users have requested the widening of shoulders along the corridor. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns and other destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

### Goals

- Preserve the existing transportation system
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies

### Solutions

Benefits	Strategy
Safety	Add Acceleration/deceleration lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Construct intersection/interchange improvements
System Preservation	Bridge repairs/replacement
	Reconstruct roadways

**Corridor:** SH 149 A (PSL7015)

**Map ID:** 15

**Description:** South Fork to Mineral/ Hinsdale County Line MP 0.00 to MP 42.170

The Vision for the SH 149 A - South Fork to Mineral/Hinsdale County Line corridor is primarily improve safety as well as to maintain system quality and to increase mobility. This corridor connects to places outside the region, and makes north-south connections on the Silver Thread Scenic Byway, between South Fork and Lake City via Slumgullion Pass. The entire corridor is part of the Silver Thread Scenic and Historic Byway. This is a part of Forest Highway 7; the forest highway route continues north on SH 149 to the Lake San Cristobal Road 2 miles south of Lake City. Users have recommended widening rail right of way and shoulders from Creede to South Fork. Future travel modes include passenger vehicle, bicycle and pedestrian facilities, and aviation (Mineral County Airport). 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 stay the same. The communities along the corridor value system preservation. They depend on tourism, freight, mining, and forestry 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.

### Goals

- Reduce fatalities, injuries and property damage crash rate
- Support recreation travel
- Provide for safe movement of bicycles and pedestrians
- Support and expand transit services
- Preserve the existing transportation system

### Solutions

Benefits	Strategy
Safety	Add Accel/decel lanes
	Add guardrails
	Add/improve shoulders
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Promote carpooling and vanpooling
Transit	Provide and expand transit bus services
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Freight	Preserve Railroad right of way
System Preservation	Bridge repairs/replacement
Environment	Improve wildlife crossings

**Corridor:** SH 150 A (PSL7016)

**Map ID:** 16

**Description:** US 160 to Great Sand Dunes National Park and Reserve MP 0.00 to MP 15.999

The Vision for the SH 150 A - US 160 to Great Sand Dunes National Park and Reserve corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and connects to the Great Sand Dunes National Park. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian facilities. The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. Travelers along the corridor value system preservation. The area depends on tourism for economic activity. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists while recognizing the environmental, economic and social needs of the surrounding area.

### Goals

- Preserve the existing transportation system
- Support economic development while maintaining environmental responsibility
- Provide for bicycle/pedestrian travel
- Reduce fatalities, injuries and property damage crash rate
- Expand transit usage

### Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Add rest areas
	Add signage
Capacity	Construct intersection/interchange improvements
Operations	Post informational signs
Transit	Provide and expand transit bus and rail services
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
System Preservation	Add surface treatment/overlays
Environment	Improve wildlife crossings

**Corridor:** SH 159 A (PSL7017)

**Map ID:** 17

**Description:** New Mexico state line to Fort Garland MP 0.00 to MP 33.660

The Vision for the SH 159 A - New Mexico state line to Fort Garland corridor is primarily to improve safety as well as to maintain system quality. This corridor primarily serves as a local facility, but also connects to places outside the region, making north-south connections from the lower San Luis Valley to Taos, New Mexico. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway. Future travel modes include passenger vehicle and truck freight. The transportation system in the area serves towns and other destinations within the corridor as well as linking to New Mexico. Users have recommended surface treatment from Ft. Garland to the New Mexico state line. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting local access needs and the movement of tourists.

### Goals

- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Support and expand transit services

### Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add rest areas
	Add/improve shoulders
	Improve geometrics
Capacity	Add general purpose lanes In the vicinity of Centennial School
Transit	Provide and expand transit bus and rail services
System Preservation	Add surface treatment/overlays

**Corridor:** SH 160 A (i) (PSL7018)

**Map ID:** 18

**Description:** Jct. With SH 84 to west of South Fork MP 144.459 to MP 184.200

The Vision for the US 160 A – Jct with SH 84 to west of South Fork corridor is primarily to improve safety as well as to maintain system quality. Continued safety and system quality improvements will have the effect of increasing mobility to a degree without constructing new through traffic lanes. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, making east-west connections via Wolf Creek Pass. It is the only access to Wolf Creek Ski Area. Users have recommended widening and adding shoulders through Wolf Creek Pass. Future travel modes include passenger vehicle truck freight and a regional/ inter regional form of public transportation. 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 connections to other areas, system, and preservation safety. The area depends on tourism, recreation, energy and freight 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 freight.

### Goals

- Support recreation travel
- Support truck freight travel
- Preserve the existing transportation system
- Support and expand transit services
- Reduce fatalities, injuries and property damage crash rate

### Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add rest areas
	Construct auxiliary lanes (passing, turn, accel/decel)
	Add/improve shoulders
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Promote carpool/vanpool access to Wolf Creek Ski area
Operations	Improve ITS traveler information, traffic management and incident management
Transit	Provide and expand transit bus and rail services
Freight	Add truck parking areas
	Preserve railroad row of way

**Corridor:** SH 160 A (ii) (PSL7019)

**Map ID:** 19

**Description:** West of South Fork to east of Monte Vista MP 182.200 to MP 214.000

The Vision for the US 160 A -West of South Fork to West of Monte Vista corridor is primarily to maintain system quality and to improve safety. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections through southwest Colorado. Users have recommended a short line railroad transit service that would reduce demand on US 160 and help tourism. Also, there is a need for left hand turn lanes to the intersection of US 160 and County Road 14. Future travel modes include passenger vehicle, train transit, and truck freight and a regional interregional form of public transportation and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, interregional travelers, and freight.

### Goals

- Accommodate growth in freight transport
- Increase travel reliability and improve mobility
- Provide for bicycle/pedestrian travel
- Expand transit usage
- Maintain or improve pavement to optimal condition

### Solutions

Benefits	Strategy
Safety	Add passing lanes
	Improve hot spots
Capacity	Promote carpool/vanpool access to Wolf Creek Ski area
Operations	Improve ITS traveler information, traffic management and incident management
Transit	Provide and expand transit bus and rail services
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Freight	Preserve railroad row of way
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

**Corridor:** SH 160 A (iii) (PSL7020)

**Map ID:** 20

**Description:** West of Monte Vista to east of Alamosa MP 214.000 to MP 235.000

The Vision for the US 160 A - West of Monte Vista to East of Alamosa corridor is primarily to increase mobility as well as to improve safety. This corridor serves as a multi-modal National Highway System facility, acts as Main Street in Alamosa, and makes east-west connections between Monte Vista and Alamosa. Users have requested expanding to 4 lanes from Monte Vista to Alamosa with bike facilities. Also, adding a short line railroad transit service to reduce demand on US 160 and help tourism. Future travel modes include passenger vehicle, train transit, truck freight, rail freight, bicycle and pedestrian facilities, aviation (Monte Vista Airport), and a form of regional/ inter regional public transportation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and safety. They depend on agriculture, commercial activity, and local access to commercial development for economic activity. Users of this corridor want to preserve the small urban and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor.

### Goals

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Accommodate growth in freight transport
- Coordinate transportation and land use decisions
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

### Solutions

Benefits	Strategy
Safety	Add passing lanes
	Consolidate & limit access & develop access management plans
Capacity	Add new interchanges/intersections
	Construct, improve and maintain the system of local roads
	Build one way couplet within the City of Alamosa (Main St. and 6th St.)
Transit	Provide and expand transit bus and rail services
Operations	Post informational signs
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Aviation	Meet airport facility objectives in Airport System Plan
Freight	Preserve railroad row of way

**Corridor:** SH 160 A (iv) (PSL7021)

**Map ID:** 21

**Description:** East of Alamosa to Jct. SH 150 (Blanca) MP 235.000to MP 247.928

The Vision for the US 160 A – East of Alamosa to Jct SH 150 (Blanca) 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, connects to places outside the region, and makes east-west connections within the San Luis Valley. The corridor connects to SH 150, the gateway to the Great Sand Dunes National Park and Reserve. It provides commuter access to Alamosa and acts like a Main Street through several smaller towns, including Blanca and Ft. Garland. Users have recommended adding a short line railroad transit service to reduce demand on US 160 and help tourism. Future travel modes include passenger vehicle, truck freight, rail freight, train transit, bicycle and pedestrian facilities, and a form of regional/ inter regional public transportation. 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 transportation choices and safety. They depend on tourism, freight, and agriculture 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.

### Goals

- Accommodate growth in freight transport
- Provide public transportation alternatives
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Increase travel reliability and improve mobility

### Solutions

Benefits	Strategy
Safety	Add passing lanes
	Consolidate & limit access & develop access management plans
	Improve hot spots
Capacity	Construct intersection/interchange improvements
Operations	Post informational signs
Transit	Provide and expand transit bus and rail services
Freight	Preserve railroad row of way
System Preservation	Add surface treatment/overlays

**Corridor:** SH 160 A (v) (PSL7022)

**Map ID:** 22

**Description:** Jct. SH 150 (Blanca) to east of La Veta Pass MP 247.928 to MP282.190

The Vision for the US 160 A - Jct SH 150 (Blanca) to east of La Veta Pass corridor is primarily to increase mobility as well as to improve safety. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region via La Veta Pass, and makes east-west connections within the south-central Colorado area. Users have recommended adding a short line railroad transit service to reduce demand on US 160 and help tourism. Future travel modes include passenger vehicle, **train transit**, a form of regional / inter regional public transportation, truck freight and aviation (Blanca Airport). 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 and connections to other areas. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

### Goals

- Eliminate shoulder deficiencies
- Provide information to traveling public
- Preserve the existing transportation system
- Accommodate growth in freight transportation
- Expand transit usage

### Solutions

Benefits	Strategy
Safety	Add rest areas
	Construct auxiliary lanes (passing, turn, acceleration/deceleration)
	Add/improve shoulders
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct intersection/interchange improvements
Operations	Improve ITS incident response, traveler info & traffic management
Transit	Provide and expand transit bus and rail services
Freight	Add truck parking areas
	Preserve railroad row of way
Environment	Improve wildlife crossings

**Corridor:** US 285 A (i) (PSL7023)

**Map ID:** 23

**Description:** New Mexico state line to 2 miles south of Alamosa MP 0.000 to MP 32.000

The Vision for the US 285 A - NM state line to 2 miles south of Alamosa corridor is primarily to increase mobility as well as to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections on this major route to New Mexico. The section between Antonito and Romeo is part of Los Caminos Antiguos Scenic and Historic Byway. Users have requested surface treatment on US 285 Antonito North. Future travel modes include passenger vehicle, bus service, truck freight, rail freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on tourism and agriculture for economic activity. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, commuters, and freight.

### Goals

- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Maintain or improve pavement to optimal condition
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage crash rate

### Solutions

Benefits	Strategy
Safety	Add general purpose lanes
	Add passing lanes
	Construct auxiliary lanes (passing, turn, acceleration/deceleration)
	Add/improve shoulders
	Improve hot spots
Transit	Provide transit bus service
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Freight	Preserve railroad row of way
System Preservation	Bridge repairs/replacement

**Corridor:** US 285 A (ii) (PSL7024)

**Map ID:** 24

**Description:** 2 miles south of Alamosa MP 32.000 to MP33.999

The Vision for the US 285 A - 2 miles south of Alamosa to US 160 corridor is primarily to increase mobility as well as to improve safety. This corridor serves as a multi-modal National Highway System facility, acts similarly to Main Street in Alamosa, and makes north-south connections within the Alamosa urban area. Future travel modes include passenger vehicle, a form of regional/ inter regional public transportation service, truck freight, rail freight, bicycle and pedestrian facilities, aviation (San Luis Valley Regional Airport), and Transportation Demand Management (telecommuting and carpooling). 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 increase. The community values high levels of mobility. They depend on manufacturing, tourism, and commercial activity for economic activity in the area. Users of this corridor want to preserve the small urban character of the area while supporting the movement of tourists, commuters, and freight.

### Goals

- Maintain and improve pavement to an optimal condition
- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Expand transit usage
- Reduce fatalities, injuries and property damage crash rates

### Solutions

Benefits	Strategy
Safety	Add general purpose lanes
	Consolidate & limit access & develop access management plans
Capacity	Add new interchanges/intersections
	Construct intersection/interchange improvements
	Construct, improve and maintain the system of local roads
	Promote carpooling and vanpooling
Operations	Synchronize/interconnect traffic signals
Transit	Provide and expand transit bus and rail services
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
System Preservation	Add surface treatment/overlays

**Corridor:** US 285 B/C (PSL7025)

**Map ID:** 25

**Description:** Monte Vista to Johnson Village MP 51.210 to MP 148.000

The Vision for the US 285 B/C - Monte Vista to Johnson Village corridor is primarily to maintain system quality as well as to increase mobility and to improve safety. A section of the corridor is designated as part of the Collegiate Peaks Scenic Byway. It also serves as a multimodal National Highway System facility, connects to places outside the region, and makes north-south connections from the central San Luis Valley via Poncha Pass into Chaffee County. Additionally it serves as an important intercity bus route between the San Luis Valley TPR and the Front Range. ***Users have requested widening shoulder from Center to Saguache and the mitigation of seasonal underground spring flow issue on Poncha Pass.*** Future travel modes include passenger vehicle, **bus (regional)**, truck freight, rail freight, bicycle and pedestrian facilities, and aviation (Harriet Alexander and Central Colorado Regional Airports). The transportation system in the area serves towns 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 system preservation, safety, and connections to other areas, particularly access from Colorado's Front Range for recreation activities. 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, freight, farm-to-market products, and interregional access.

### Goals

- Preserve the existing transportation system
- Rehabilitate/ replace deficient bridges
- Reduce fatalities, injuries and property damage crash rates
- Reduce traffic congestion and improve traffic flow
- Expand transit usage

### Solutions

Benefits	Strategy
Safety	Construct auxiliary lanes (passing, turn, acceleration/deceleration)
	Add signage
Capacity	Construct intersection/interchange improvements at US 285/US50 and US 285/US24
Transit	Provide and expand transit bus services
Bicycle & Pedestrian	Provide bicycle/ pedestrian facilities
	Provide lighting, sidewalks, landscaping, medians, crosswalks and gateway signage in towns, as appropriate
Freight	Preserve railroad corridor (Tennessee Pass line- Salida to Johnson Village)
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Environment	Improve wildlife crossings

**Corridor:** SH 291 A (PSL7026)

**Map ID:** 26

**Description:** Jct. US 50 southeast of Salida to Jct. US 285 MP 0.000 to MP 8.999

The Vision for the SH 291 A - Jct. US 50 southeast of Salida to Jct. US 285 corridor is primarily to improve safety as well as to maintain system quality. This corridor is a designated scenic byway, the Collegiate Peaks Scenic Byway, and serves as a multi-modal local facility, acts similar to a Main Street, and makes north-south connections within the Upper Arkansas Valley area. Future travel modes include passenger vehicle, bus service (*regional*), truck freight, bicycle and pedestrian facilities, and aviation. 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 stay the same. This corridor needs to have transit and or intercity bus service. The communities along the corridor value safety and system preservation. They depend on tourism and commercial activity for economic activity in the corridor. Users of this corridor want to preserve the small urban (and adjacent rural) character of the area while supporting the movement of tourists and local access to commercial and residential areas.

### Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Provide for safe movement of bicycles and pedestrians

### Solutions

Benefits	Strategy
Safety	Add signage
	Add traffic signals
	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Improve geometrics
	Improve hot spots
Capacity	Construct intersection/interchange improvements
Bicycle & Pedestrian	Add pedestrian crosswalks
Freight	Preserve railroad right of way (Tennessee Pass Line)
Environment	Add drainage improvements
	Improve landscaping

**Corridor:** SH 368 A (PSL7027)

**Map ID:** 27

**Description:** Jct. SH 370 to Jct. US 285 MP 0.000 to MP 12.329

The Vision for the SH 368 A - Jct. SH 370 to Jct. US 285 corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections south of Alamosa. Future travel modes include passenger vehicle. 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 stay the same. The communities along the corridor value system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products and maintain access to regional services in surrounding communities.

### Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system

### Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Construct Intersection/Interchange improvements
System Preservation	Add Surface treatment/overlays

**Corridor:** SH 370 A (PSL7028)

**Map ID:** 28

**Description:** Jct. SH 15 to Jct. US 285 MP 0.000 to MP 14.000

The Vision for the SH 370 A - Jct. SH 15 to Jct. US 285 corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections south of Alamosa. Future travel modes include passenger vehicle. 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 stay the same. The communities along the corridor value system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products and maintain access to regional services in surrounding communities.

### Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Reduce fatalities, injuries, and property damage crash rate

### Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Construct intersection/interchange improvements
System Preservation	Add surface treatment/overlays

**Corridor:** SH 371 A (PSL7029)

**Map ID:** 29

**Description:** Jct. SH 15 to SH 370 MP 0.000 to MP 6.000

The Vision for the SH 371 A – Jct SH 15 to SH 370 corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes north-south connections between Conejos and Alamosa Counties. Users have requested replacement and widening of Alamosa River Bridge. Future travel modes include passenger vehicle. 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 stay the same. The communities along the corridor value system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of farm-to-market products and maintain access to regional services in surrounding communities.

### Goals

- Eliminate shoulder deficiencies
- Preserve the existing transportation system

### Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Construct intersection/interchange improvements
System Preservation	Add surface treatment/overlays