

# State and Regional Transportation Plan Summary of Visions

<u>Planning Region</u>	<u>Page</u>
Statewide Transportation Plan:	3
Denver Regional COG	4
Pikes Peak COG	5
Pueblo Area COG	6
North Front Range MPO	7
Grand Valley COG	8
Eastern TPR	9
Southeastern TPR	10
Upper Front Range TPR	12
Central Front Range TPR	13
South Central TPR	14
San Luis Valley TPR	15
Intermountain TPR	16
Gunnison Valley TPR	18
Southwest TPR	18
Northwest TPR	19

This Page left Blank Intentionally

## 2030 Plan Statewide Transportation Vision

### VISION

Coloradans envision a transportation system that is well-maintained, provides for travel choices and allows commerce to thrive. They expect safe, reliable and efficient travel on a system that meets anticipated population growth, supports an expanded economy and respects the natural environment

In planning for Colorado's transportation future, residents and business people say one of their top priorities is to live and work in a state where they can:

- Travel on safe roads;
- Purchase goods and services that are delivered efficiently and cost-effectively;
- Find transportation options if they do not drive;
- Visit Colorado's natural landmarks and tourist destinations without sitting in traffic;
- Depend on an efficient transportation system;
- Rely on a transportation system that complements the fabric of local communities, encourages economic growth and protects the environment.

### STRATEGIES

- Resurfacing roads;
- Adding roadway capacity;
- Improving intersections;
- Adding passing lanes and acceleration/deceleration lanes;
- Repairing and replacing bridges;
- Providing and expanding transit bus and rail services;
- Providing bicycle/pedestrian facilities;
- Promoting carpools and vanpools;
- Managing access to state highways.

# Regional Transportation Plans Vision, Goals and Strategies

## Denver Regional Council of Governments (DRCOG)

### VISION

#### Overall:

- Coordinate land use and transportation decisions and implementation;
- Support urban centers and transit-oriented developments (TODs);
- Complete projects in an environmentally responsible manner;
- Maintain the existing infrastructure including pavement, subsurface, bridges, traffic management facilities, park-n-Ride lots, stations, rail lines, multi-purpose trails (bike paths), and sidewalks; and
- Implement safety improvements as stand-alone projects or within larger projects.

#### Transit Facilities and Services:

- Implement security and safety features at transit stations, park-n-Ride lots, and on vehicles;
- Make modifications to bus routes per changing ridership demands;
- Implement timed-transfer points throughout the system;
- Provide pedestrian and bicycle connections between transit facilities and adjacent neighborhoods and developments;
- Construct transit-oriented developments (TODs) around stations and park-n-Ride lots;
- Increase RTD access-a-Ride ADA transit service as the fixed-route service expands; and
- Increase other specialized transit services to elderly, disabled, and rural residents.

#### Travel Demand Management:

- Baseline assumption: A regional program will facilitate and promote use of alternative travel modes, carpooling, teleworking, alternative work schedules, and efficient site development designs in all corridors.

#### Physical Improvements as Part of Roadway Projects:

- Construct improvements to current design standards;
- Improve ramp terminal and arterial intersections to serve future volumes (turn lanes);
- Provide acceleration/deceleration lanes in appropriate locations;
- Construct standard paved shoulders on freeways and non-urban arterials;
- Provide appropriate curb/gutter/sidewalk section on urban arterials;
- Provide appropriate space and/or treatments for on-street bicyclists;
- Provide applicable crosswalks markings and devices at locations with pedestrian activity;
- Install traffic signals as warranted; and
- Control arterial access per assigned state highway access category.

### STRATEGIES

#### Baseline Assumptions:

- All traffic and transit operations centers and emergency management centers are linked together for an advanced transportation management system (ATMS) including incident management, regional traffic control, and multimodal coordination; and
- A regional advanced traveler information system (ATIS) is operated and maintained (by CDOT or other as-yet-undefined agency).

#### Freeways:

- Meter on-ramps to congested freeways; integrate ramp meters with adjacent arterial signals;
- Implement/operate full network surveillance; feed to regional ATIS;
- Implement/use variable message signs (VMSs) to disseminate real-time traffic information, including real-time park-n-Ride parking occupancy and transit parking alternatives; from regional ATIS; and

## Regional Transportation Plans Vision, Goals and Strategies

### Denver Regional Council of Governments (DRCOG)

- Prepare, implement, and maintain incident management plans; operate traffic responsive signal control along key incident diversion routes.

#### Tollways:

- Maintain/upgrade electronic toll collection;
- Implement/operate probe surveillance using toll tags; feed to regional ATIS;
- Implement/operate select (not full) surveillance; feed to regional ATIS;
- Implement/use VMSs to disseminate real-time traffic information, including realtime park-n-Ride parking occupancy and transit parking alternatives; from regional ATIS;
- Prepare, implement, and maintain incident management plans; operate traffic responsive signal control along key incident diversion routes; and
- Operate tollway service patrol.

#### Arterials:

- Operate existing and new traffic signals using signal system(s) for surface street control; and
- Update traffic signal timing/coordination plans on a regular basis.

#### Transit:

- Implement/operate transit security features at park-n-Ride lots/stations and on transit vehicles;
- Disseminate real-time transit vehicle arrival/departure information to transit patrons at park-n-Ride lots/stations and key transfer points and feed to regional ATIS;
- Compile real-time parking space occupancy at park-n-Rides; feed to regional ATIS; and
- Implement/operate transit signal priority selectively at signalized intersections adjacent to park-n-Ride lots/stations and key bus transfer points.

### Pikes Peak Council of Governments

#### VISION

To meet mobility and accessibility needs for people, goods, and services by providing a safe, secure, and balanced multi-modal system that supports community development and is compatible with the natural and human environments.

#### GOALS

- **Mobility** - Provide a safe and efficient regional transportation system to meet present and future mobility needs.
- **Environment** - Provide a regional transportation system that is compatible with natural and human environments.
- **Accessibility** - Provide a balanced multi-modal regional transportation system that meets the accessibility needs of all
- **Maintenance**- maintain the regional transportation system

# Regional Transportation Plans Vision, Goals and Strategies

## Pueblo Council of Governments

### VISION

The Pueblo Area Regional Vision is to provide the facilities and services necessary to support the continued development of a quality community with sustainable growth, economic vitality, and adequate mobility options. This Vision is supported by four goals that together form the basis for the proposed projects and programs of the Long Range Plan.

These four goals (Mobility, Livability, Intermodalism, and Implementation) are explained below.

### GOALS

- **Mobility** - Plan, develop, and maintain a safe and efficient transportation system to preserve and enhance the present and future mobility needs of the Pueblo Region.
- **Livability** - Balance the mobility needs of the community with the overall community objective of creating a livable human and natural environment. Coordinate development of transportation systems with land use planning activities.
- **Intermodalism** - Encourage the use of transportation modes other than the single-occupant automobile. Focus on developing facilities that link modes together.
- **Implementation** - Implement and maintain the planned transportation system in a coordinated and cost-effective manner.

# Regional Transportation Plans Vision, Goals and Strategies

## North Front Range Metropolitan Planning Organization

### VISION

- Assure that residents have adequate access to the process of transportation and air quality planning and project selection.
- Foster a transportation system that will effectively address the current and future needs of the region within fiscal constraints.
- Encourage local governments to work together as a council to develop a balanced approach to providing:
- System capacity
  - Alternative transportation choices
  - Interconnectivity with other regions
  - Integration of transportation, land use and air quality planning
  -

### GOALS

- To provide a safe, balanced, multi-modal transportation system that can move people, goods and information quickly and efficiently.
- To foster regional coordination and transportation system continuity.
- To connect modal systems.
- To minimize congestion on the transportation system.
- To address the needs of the transportation disadvantaged.
- To ensure adequate maintenance of the transportation system.
- To minimize negative environmental impacts and improve air quality.
- To support land use consistent with comprehensive plans.
- To provide a positive economic impact.
- To identify funding needs and to explore and support all potential approaches to fulfill those needs.

### STRATEGIES

- Land Use/Transportation Connection - Land use and transportation planning need to be integrated. Counties, cities, and towns in the MPO should have land use policies and patterns that support and are supported by efficient and cost-effective local and regional transportation systems. All local governments should have transportation impact fees or a similar program, and should have adopted an adequate public facilities regulation.
- Multi-Modal Options - Residents should be able to choose from a number of regional and inter-regional transportation options, including passenger rail and air transportation. All modes of transportation should be inter-connected, and travel and transfers should be accomplished without inconvenient delays.
- Regionally Significant Corridors - A network of Regionally Significant Corridors should be established based upon travel demand and connections between major North Front Range and surrounding communities and activity centers. Regional planning and transportation investments should focus on maintaining efficient, multi-modal mobility along these strategic corridors. All corridors should be multi-modal, and mobility should be facilitated through connectivity and movement.
- Corridor Visioning - All corridors, as identified in the Regionally Significant Corridors Report, should have a vision which describes the desired future of transportation within the corridor. Corridors should have performance objectives, indicating progress toward the vision, and strategies which assist in meeting corridor objectives.

## Grand Valley Council of Governments

# Regional Transportation Plans Vision, Goals and Strategies

## Grand Valley Council of Governments

### VISION

Support and preserve a community of ideal size that has excellent access to the unspoiled western Colorado countryside and its semi-wilderness lands and water. Provide for the urban areas of Mesa County that serve as regional centers. Develop a multi-modal, non-polluting transportation system for the next generation. Maintain and improve community sustaining institutions such as the education system. Allow provisions for responsible growth and strive for an image of a high quality community.

### GOALS

- Enhance Mobility
- Promote Economic Vitality
- Increase Safety
- Provide Transportation System Enhancements

### STRATEGIES

#### Transportation - Land Use - Development

- Implement transportation plans that have recently been adopted
- Implement the Multi-modal Study (1993) recommendations by requiring pedestrian-bicycle improvements in new developments in accordance with Urban Trails Master Plan.
- Incorporate bus stops at appropriate locations in new developments.
- Encourage in-fill development and discourage sprawl growth patterns.
- Adopt economic development policies which recruit diverse industry and support local businesses.
- Require new development to contribute its fair share to travel system improvements and enhancements.
- Link transportation and land use planning and implementation.
- Provide the transportation system needed for business and industry expansion.
- Finance future transportation improvements through the continued sales tax dedication to capital improvements and roads and other transportation improvements.
- Land use proposals should be reviewed in conjunction with the County-wide transportation plan and require adequate right-of-way for multi-modal transportation.
- Continue to require improvement to roads by developers, and others who create the need for additional transportation improvements.
- Construct additional 1-2 overpasses of the River and RR tracks.
- Implement a public transit system.
- Encourage open cooperation between the various aspects of transportation.
- Provide Transportation System Enhancements

#### Private Sector Initiatives

- Provide convenient services throughout the valley - near work places.
- Encourage incentives for car pooling, mass transit usage.
- Redevelop low-functioning areas of the City/County e.g. South downtown; south side of Patterson, east of Mall.
- Continue the Riverfront Park and trail development.
- Provide employer incentives to car pools, ride bikes, use public transit, park and ride.
- Encourage private enterprise to develop in harmony and in accordance with the overall comprehensive plan.
- Expand the Riverfront trails system from the east to west end of the valley.

#### Intermodal Potential

## Regional Transportation Plans Vision, Goals and Strategies

### Grand Valley Council of Governments

- Develop a transportation center such as a combined RR depot/bus terminal/taxi cab terminal.
- Build easy connections between all modes of transportation

### Eastern Transportation Planning Region

#### VISION

“Enhance the unique character and quality of life found in northeast and east central Colorado by maintaining and improving the Region’s transportation network essential to dynamic local and regional economies based on agriculture, oil and gas production, recreation, and tourism.”

(Many goals and strategies identified in Plan)

# Regional Transportation Plans Vision, Goals and Strategies

## Southeast Transportation Planning Region

### VISION

To position Southeast Colorado to compete for economic development opportunities by strengthening the transportation infrastructure to support the effective, efficient and safe movement of people and goods.

### TRANSPORTATION ISSUES

#### Highways

- Lack of funding to maintain existing US and state highways.
- Lack of funding to maintain county roads and streets.
- Need for adequate north-south corridors to connect to Canada and Mexico given the North American Free Trade Agreement (NAFTA), and national legislation including a new Interstate 27 (I-27) which would connect Texas to Rapid City via Colorado.
- Four-lane US 50 and SH 287.
- New bridge connecting US 50 and 194.
- Enhancement of scenic and historic highways.
- Improve highway signing based on local needs.

#### Transit

- Funding needed to support intercity bus, local transit and specialized transportation.
- Prisoner transportation to Pueblo.
- Medical transportation to the Front Range.
- Enhance bus service between cities.

#### Rail

- Operator for the short line railroad purchased by the State of Colorado
- Weed control on all railroad right-of-way.
- Preservation and enhancement of other rail corridors needed for economic development

#### Air

- Need for county airports to meet minimum standards for air ambulance aircraft.
- Repair and enhance existing airports based on potential utilization
- Support the development of aviation as a link to economic community development
- Re-establish commercial air service in Southeast Colorado.

#### Bicycle/Pedestrian

- Need to respond to increase in bicycling along SH 96 and US 50.
- Widen highway shoulders to make bicycling and walking safer.
- Development of biking and hiking trails (including use of abandoned railroad right-of-way).

#### Safety

- Four-lane US 50.
- Rail crossing safety enhancement, including auto, bicycle and pedestrian crossings.
- Biking/hiking safety enhancement.
- Bridge between US 50 and SH 194, connecting to Bent's Old Fort.
- Bridges in Kiowa and other counties.
- US 287 through Lamar south to the state line.
- Address needs related to increasing truck traffic on US 287.
- Alternate truck route US 287 in Lamar.

# Regional Transportation Plans Vision, Goals and Strategies

## Southeast Transportation Planning Region

### Transportation Financing

- Allocation to the Southeast Region of State general fund surplus moneys for highways, as well as allocation to the Region of other highway funding.
- Consider use of toll roads on high volume corridors.
- Consider statewide sales tax.
- Respond to financial competition with the Front Range.
- Consider surcharge on motor vehicle registrations.
- Consider coalition building with other states to influence federal dollars.
- Counties' share of highway financing dollars disproportionate to their mileage.
- Need funding to provide minimum level of service.

### GOALS

- **To strengthen the economic viability of the region.**
  - To maintain the region's agricultural base economy through development of transportation infrastructure;
  - To enhance tourism and recreational opportunities for residents and visitors to the region through development of transportation infrastructure.
- **To develop multi-modal transportation options to improve mobility and support economic development.**
  - To improve east-west linkages to connect the region to its markets in Colorado and Kansas and other areas of the country.
  - To create better north-south linkages to access markets in Canada and Mexico.
  - To improve air, rail, intercity bus, public transit and bikeway facilities and services throughout the region, in addition to highways.

### STRATEGIES

The Colorado Transportation Commission has adopted 5 Investment Categories that they will use to help them implement their overall transportation vision for Colorado. These Investment Strategies include the following:

- Safety
- System Quality
- Mobility
- Strategic Projects
- Program Delivery

# Regional Transportation Plans Vision, Goals and Strategies

## Upper Front Range Transportation Planning Region

### VISION

Although the Upper Front Range Transportation Planning Region is envisioned to remain largely rural in the future, it is anticipated that its importance in the context of the entire Front Range of Colorado will continue to grow. Development pressures from the Denver metropolitan area and the North Front Range urbanized areas are expected to continue to expand into the reaches of, the UFR. Also, the region will maintain its position as a primary “gateway” to Rocky Mountain National Park and the recreation areas in the mountains. Thus, the transportation demands on the region will continue to increase. With this in mind, the Regional Planning Commission has adopted for the following mission statement for the UFR 2030 Regional Transportation Plan. *“To provide a multi-modal transportation system that maximizes public input, fosters cooperation, and meets the transportation needs of all travelers in the Upper Front Range.”*

### GOALS

The UFR region has established a set of goals to guide the Regional Transportation Plan. Strategies to achieve the region’s transportation goals have also been incorporated into the following set of goals:

- To provide a multi-modal transportation system for the safe and efficient movement of persons, goods, and information
- To engage the public throughout the development of the transportation plan and its implementation.
- To foster cooperation and to reduce institutional barriers between all entities involved in providing transportation to the region.
- To coordinate with the transportation plans of other entities within the region (including Rocky Mountain National Park) and with those of adjacent communities, Transportation Planning Regions, and states.
- To ensure adequate maintenance of and the functional integrity of the existing transportation system.
- To identify existing and projected deficiencies in the transportation system, including rights-of-way, and to establish methods to improve these deficiencies.
- To identify and efficiently utilize potential sources of funds for transportation projects, take advantage of flexible funding, encourage enhanced funding by communicating the needs to decision makers, and encourage public/private partnership.
- To acknowledge the interrelationship of transportation with existing and future land uses and to integrate transportation and land use planning.
- To enhance the environment through the transportation system.
- To ensure that the transportation needs of tourism, agriculture, industry and economic development are met, while protecting and improving the high quality of life in the region.
- To provide enhanced access to Denver International Airport and to recognize the impacts of DIA and the E-470 corridor on the region.

# Regional Transportation Plans Vision, Goals and Strategies

## Central Front Range Transportation Planning Region

### VISION

The transportation system will accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high quality of life, while preserving the environmental conditions that make this a great place to live, work and visit. The transportation system supports economic development by providing mobility for people and goods as well as multimodal access to services. The 2030 regional transportation plan envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the Central Front Range Transportation Planning Region.

### GOALS AND STRATEGIES

The Central Front Range 2030 Regional Transportation Plan provides for the following:

- The roadway system provides mobility to the traveling public at an acceptable level of service.
- The existing transportation system will be maintained in the most efficient manner possible
- The transportation system provides safe travel opportunities
- The transportation system enhances and/or minimizes impacts to the region's air, water, scenic view corridors, cultural resources and wild life habitat.
- The transportation system functions as a complete system with effective connectivity both within the region and to the rest of the state.
- The transportation system preserves and enhances the region's overall economic health
- The transportation system provides new intermodal access and mobility options for individuals and commerce
- To provide a safe and efficient airport system that maximizes existing investment and meets inter and intrastate travel and emergency needs while supporting Colorado's diverse economy.
- The transportation plan identifies, evaluates and prioritizes transportation development options that enhance travel and can be implemented through existing or reasonably anticipated funding
- The transportation plan develops options that are understood and supported by the traveling public

# Regional Transportation Plans Vision, Goals and Strategies

## South Central Transportation Planning Region

### VISION

The South Central Transportation Planning Region envisions a multimodal transportation network that supports a stronger and more diversified economy, supports the preservation of the region's environmental and scenic quality of life, provides access to recreational opportunities, and preserves the unique historical, cultural, and small town character of the region.

### GOALS

- The highway system provides mobility to the traveling public at an acceptable level of service.
- The existing transportation system will be maintained in the most efficient manner possible
- The transportation system provides safe travel opportunities
- The transportation system minimizes impacts to the region's air, water, scenic view corridors, cultural resources and wildlife habitat.
- The transportation system functions as a complete system with effective connectivity both within the region and to the rest of the state.
- The transportation system preserves and enhances the region's overall economic health
- The transportation system provides new intermodal access and mobility options for individuals and commerce
- Provide a safe and efficient airport system that maximizes existing investment and meets inter- and intrastate travel and emergency needs while supporting Colorado's diverse economy
- The transportation plan identifies, evaluates and prioritizes transportation development options that enhance travel and can be implemented through existing or reasonably anticipated funding
- The transportation plan develops options that are understood and supported by the traveling public

# Regional Transportation Plans Vision, Goals and Strategies

## San Luis Valley Transportation Planning Region

### VISION

The San Luis Valley envisions a transportation system that supports the region's agricultural and tourism-based economies through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the state highway system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high quality of life, while preserving the cultural and environmental conditions that make the Valley a great place to live, work and visit. The transportation system supports economic development by providing mobility for people and goods as well as multimodal access to services. The 2030 regional transportation plan envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the San Luis Valley Transportation Planning Region.

### GOALS AND STRATEGIES

- Provide for sustainable economic growth with supportive and efficient transportation infrastructure and programs
- The plan will improve transportation linkages and modal alternatives for commerce, tourism and transportation dependent populations.
- The transportation system provides improved connection to other Colorado regions and states.
- The transportation system minimizes impacts to the region's air, water, scenic view corridors, wildlife habitat and cultural resources.
- The highway system provides mobility to the traveling public at an acceptable level of service.
- The existing transportation system will be maintained in the most efficient manner possible.
- The transportation system provides safe travel opportunities.
- The transportation system provides a safe and efficient airport system that maximizes existing investment and meets inter- and intrastate travel and emergency needs while supporting Colorado's diverse economy.
- The transportation plan identifies, evaluates and prioritizes transportation development options that enhance travel and can be implemented through existing or reasonably anticipated funding.
- The transportation plan develops options that are understood and supported by the traveling public.

# Regional Transportation Plans Vision, Goals and Strategies

## Intermountain Transportation Planning Region

### VISION

"Our vision is for a region that is composed of physically distinct, unique, diverse communities interconnected by a multimodal transportation network that promotes preservation of the unique character of each community through open space buffering, while providing economic, cultural, environmental, and outdoor recreational benefits."

### VALUES

Many of the communities within the Intermountain TPR are experiencing increasing pressure for growth. As new development occurs, increased demand on the transportation system impacts the quality of life for area residents and recreational visitors. Therefore, to provide a framework for long-range transportation planning, the RPC identified regional values on which to base an overall vision for the region, as well as goals for achieving that vision.

The Regional Values established by the RPC are as follows:

- Quality of life - clean air, clean water, vegetation, trees, wildlife, quiet
- Aesthetics - views, streams, sky, physical setting • Undeveloped land, open space, rural environment
- Access to recreation, access to public land
- Mobility - unconstricted/uncongested, link subregional areas
- Transportation options - bus, rail, highway, bicycle/pedestrian, local and regional airports, and other options
- Transportation safety, intermodal connections, major distribution/freight, Transportation
- Demand Management
- Communication links - telecommunications, link pedestrian and bike corridors
- Good paying jobs, healthy economy, year-round economy
- Diverse communities, diverse population, diverse economies
- Keep community "Main Street" character
- Sense of community, economic and social vitality, adequate and affordable housing, equity
- Adequate health, human and community services, and access to them
- Low crime, quality family life, quality education, cultural activities
- Affordable recreation, no stress, creativity
- Manageable population growth, integrated/coordinated regionally

### GOALS

#### Coordination of Planning

- Develop a regional perspective or vision for the geographic distribution of people, goods and services, and recreation
- Better coordinate land use and multimodal transportation planning
- Address existing and future needs/inadequacies

#### Funding

- Integrate funding of multimodal options
- Phase in useable increments
- Evaluate projects based on total costs of construction and maintenance through the year 2030
- Provide maximum flexibility for use of funds
- Tap into all potential funding sources

#### Environment

- Provide for efficient energy use

## Regional Transportation Plans Vision, Goals and Strategies

### Intermountain Transportation Planning Region

- Preserve land and critical environmental values
- Reflect direct and indirect environmental impacts (air quality, water quality, noise, etc.)
- Maximize system efficiency and minimize needless trips

#### Socioeconomic

- Minimize travel to attainable/accessible housing, medical, and overall community services
- Recognize the uniqueness of individual communities
- Provide equity of funding for services
- Recognize diverse needs of transportation users
- Support/preserve existing transportation patterns that enhance economic development
- Consider social costs of transportation projects

#### Implementation

- Engage in an open and comprehensive public involvement process to prioritize and implement projects that meet the region's needs and goals.

## Regional Transportation Plans Vision, Goals and Strategies

### Gunnison Valley Transportation Planning Region

#### VISION

Maintain and improve our quality of life, environmental health and economic viability within Region 10 through the establishment of an efficient, safe, and environmentally sound regional intermodal transportation system.

#### VALUES

During the project process, the four Values were identified as priorities for the region.

- Quality of Natural Environment
- Preservation of Rural Character & Western Values
- Sense of Community
- Economic Opportunity

### Southwest Transportation Planning Region

#### VISION

Ensure that the quality of life desired by its residents and visitors is maintained by providing for a balanced transportation system that accommodates the movements of residents, tourists, and goods throughout the region through the use of telecommunications, expanded air travel, and an enhanced highway system".

#### GOALS

- A safe region-wide transportation system
- A transportation system that meets capacity needs
- Streets and highways that are a beautiful sight to all
- Multi-modal options
- Enhanced telecommunications
- Enhanced air service
- Enhanced rail service for commerce and tourism
- Enhanced communications with state and federal government agencies.
- A trail system connecting population centers to business centers
- Effective (upgraded and maintained) access along primary routes to visitor destinations for employees and tourists
- A transportation system that addresses natural resources, geographical situations and environmental factors
- A transportation system that maximizes total funding for the region

# Regional Transportation Plans Vision, Goals and Strategies

## Northwest Transportation Planning Region

### VISION

To work together to establish and maintain a realistic, balanced multi-modal transportation system that effectively addresses current and future needs at the same time protecting the quality of life and the safety of residents and visitors in the Northwest Region.

### GOALS

- Adopt a unified mission and goals for the region
- Support a transportation system that meets present and future mobility and freight needs
- Enhance passenger and freight rail service along with freight and commuter air service
- Broaden the economic base for communities in the region
- Support a transportation system that increases convenience and quality of travel for residents
- Develop a transportation system with a strong mass transit element
- Provide a safe, efficient and well maintained roadway system
- Plan for a transportation system that considers preserving environmental resources, creates and maintains pleasant human environs, and adapts to geographical conditions
- Support a transportation system that facilitates and maximizes funding for the region
- Support a transportation plan that develops options that are understood and supported by the traveling public