



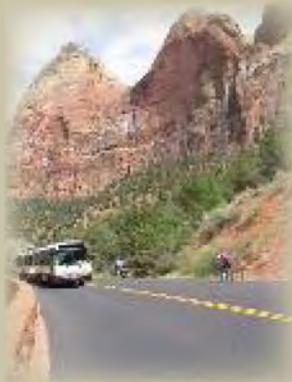
Intermountain Region



Eight Western states form the Intermountain Region:

- Arizona
- Colorado
- Montana
- New Mexico
- Oklahoma
- Texas
- Utah
- Wyoming

The IMR operates and maintains 3,300 lane miles of roadway and 38.5 million square feet of parking, and oversees shuttle service for over 9.2 million annual riders.



For more information

Quarterly project updates are posted on our website:

<http://parkplanning.nps.gov/imrlrtp>

Check back often and let us know your thoughts on the project.

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Intermountain Region Meets with State DOTs

As part of its stakeholder outreach initiative, the Intermountain Region (IMR) is meeting with state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to discuss partnership opportunities and strengthen coordination. Prospects abound across a wide range of subjects at the project and strategic planning levels.

While issues and coordination activities are unique to each state, many items of common interest have emerged. The meetings set the stage for on-going management of transportation programs that promise mutual benefits.

Partnership Opportunities

- Data collection and management could benefit from strengthened relationships. Agencies sometimes have difficulty tapping each other's valuable information, like traffic counts, visitation data, crash rates, congestion management plans, etc.
- NPS and DOTs could better coordinate to apply for grants that fund projects of mutual interest such as the Scenic Highways and Byways, the proposed Federal Lands Access Program, and the Paul S. Sarbanes Transit in the Parks program.
- ✓ Noteworthy Example: Bandelier National Monument's partnership with Los Alamos' Atomic City Transit is on the horizon as a three-year pilot. Active coordination with the gateway community will help address congestion and parking.

Planning and Coordination

- Efforts to enhance coordination at the long range plan and STIP/TIP levels will help provide a better experience for the public and maximize the use of scarce transportation funds.
- Recreational travel is a growing impact on most state networks, with implications for congestion and pavement management strategies, as well as regional economic relationships.
- ✓ Noteworthy Example: NPS, FHWA, and WYDOT are actively engaged in identifying solutions for upgrading the signature Beartooth Highway approach to Yellowstone National Park. Originally constructed by WYDOT, it is maintained by the NPS and Yellowstone, and it is also designated as an All-American Road.

Environmental Issues

- Many agencies share a concern about animal vehicle crashes at wildlife migration and corridor crossings that impact both the health of wildlife populations and the safety of travelers.
- Air quality and impacts from transportation affect health, daytime visibility of resources, Dark Sky programs, and NPS and State DOT missions.
- ✓ Noteworthy Example: CDOT leads an interagency environmental coordination group, the Transportation Environmental Resource Council (TERC), of 15 member agencies that provides a forum for collaborating on transportation and environmental planning issues.

Technology

- New opportunities offered by communication technology are helping to address congestion and parking problems within and adjacent to many parks. The potential to integrate real time regional network information with NPS pre-trip planning, wayfinding, and orientation has wide-ranging benefits.
- ✓ Noteworthy Example: Use of smartphone apps and expansion of their functions, such as the new Oh, Ranger! ParkFinder smartphone app, could be developed to integrate regional and park transportation information with park interpretive material.