

San Luis Valley Colorado

What's Important to YOU?



Please select your county: Alamosa Chaffee Conejos Costilla Mineral Rio Grande Saguache

The Colorado Department of Transportation wants to know what's important to you.



Please complete this survey before December 15, 2013, fold, and mail it back to the address printed at the bottom of the survey or you can take the survey at www.coloradotransportationmatters.com. Watch for results on that website.

Your input is important – it will help shape the Statewide Transportation Plan.

Fold one

1. Why is transportation important to you?

Place an X in the box beside your top two:

- Moves people and goods safely
- Supports existing businesses
- Helps economic development
- Gets me to work and/or vital services
- Helps me live my life the way I want

2. What issues matter most to you in the San Luis Valley?

Select your top two:

- Reducing truck traffic
- Improving roadway pavement condition
- Reducing congestion
- Increasing bike/pedestrian options
- Increasing transit options
- Improving economic development
- Increasing bridge safety
- Other (please specify) _____

3. What do you feel makes the San Luis Valley unique?

Select your top three:

- Urban amenities
- Rural living with nearby city amenities
- Innovation and creativity
- Agriculture
- Freight/shipping industry
- Sense of community
- Tourism
- Ski industry
- Energy industry
- Economic base
- Water access/supply
- Other(s) (please specify) _____

PLEASE TURN OVER - See San Luis Valley region map on the back

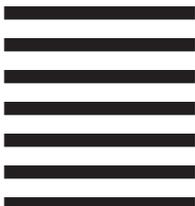
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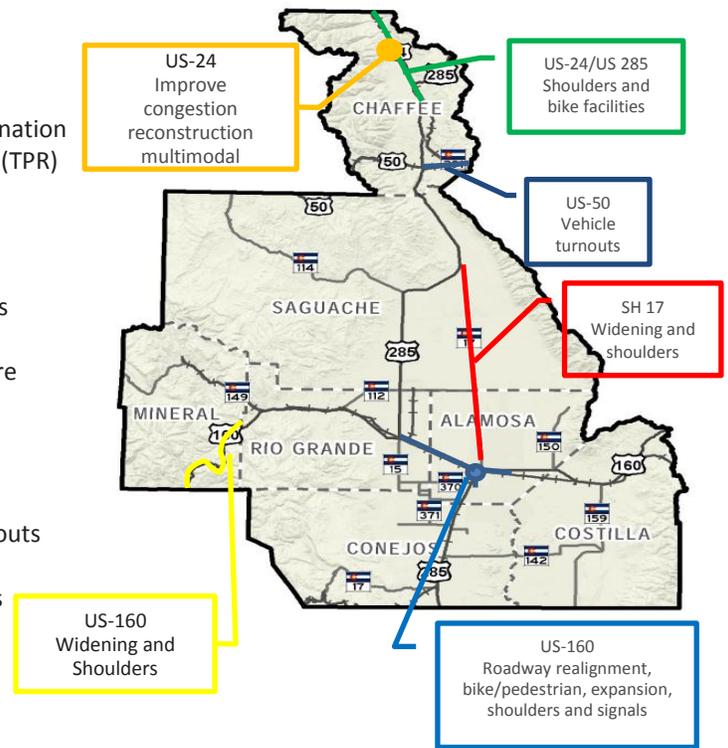
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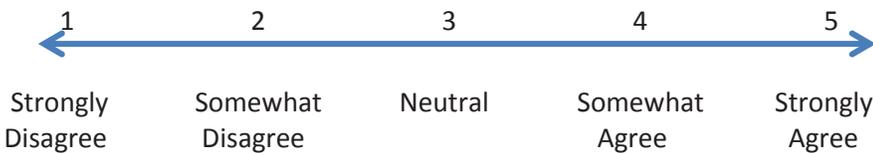
Prioritizing Potential Investments

Initial planning efforts by local county and municipal leaders in coordination with CDOT staff in the San Luis Valley Transportation Planning Region (TPR) have identified the following possible investment priorities if limited additional funds are made available.

- US 160 – Alamosa (US 160 & 4th St to SH 17), expand to 4 lanes, improve Rio Grande Bridge, realign road, bike/pedestrian facilities
- US 160 - Alamosa, expand to 4 lanes and add bike facilities
- US 160 - SH 17 intersection in Alamosa, add signal and reconfigure lanes
- US 24 - Trout Creek Pass, add shoulders and bike facilities
- US 24 - Buena Vista, improve congestion; reconstruction and multimodal options
- US 50 - East of Salida, add passing opportunities and vehicle turnouts
- SH 17 - Alamosa to US 285, widen and add shoulders
- US 160 - Wolf Creek Pass at Park Creek, widen and add shoulders
- US 285 - Between Buena Vista & Poncha Springs, add turn lanes



4. In your opinion, do these represent your priorities within the San Luis Valley TPR? Please circle one.



4a. If you disagree, why? (Please explain) _____

5. Are there additional regional priorities on state highways that should be included? If so, which ones?

6. Are there regional priorities above that should be removed? If so, which ones?

7. Are there other regional priorities, transportation concerns or issues you would like to share as we move forward in the transportation planning process (e.g., transit, bike & pedestrian improvements, safety or other)?

8. In light of today's limited funds for transportation, what should be the focus of CDOT's efforts? (choose 2)

- | | |
|--|--|
| <input type="checkbox"/> Maintain the existing transportation system | <input type="checkbox"/> Make safety improvements |
| <input type="checkbox"/> Offer more choices for travel (transit, bike/pedestrians) | <input type="checkbox"/> Add shoulders |
| <input type="checkbox"/> Expand highways by adding lanes | <input type="checkbox"/> Manage congestion through managed lanes |

Thank you for taking time to complete this survey!

Valle de San Luis de Colorado

¿Qué es lo más importante para USTED?



Seleccione su Condado: Alamosa Chaffee Conejos Costilla Mineral Rio Grande Saguache

El Departamento de Transporte de Colorado desea saber qué es lo más importante para usted.

 Favor de completar esta encuesta antes del 15 de diciembre del 2013, doble el papel y envíelo por correo a la dirección impresa en la parte inferior de ésta o puede completarla en el www.coloradotransportationmatters.com.
Esté pendiente de los resultados en el Sitio Web.

Su opinión es importante – Nos ayudará a determinar el Plan de Transporte a Nivel Estatal.

Primer doblado

1. ¿Por qué es importante para usted el transporte?

Escriba una X en la casilla de dos principales opciones:

- Que transporte a las personas y mercancías sin peligro
- Que respalden a las empresas existentes
- Que contribuyan al desarrollo económico
- Que me lleve al trabajo y/o a servicios vitales
- Que me ayude a vivir mi vida como yo quiero

2. ¿Qué temas le son más relevantes en el Valle de San Luis?

Seleccione dos principales opciones:

- Reducir el tráfico de camiones
- Mejorar las condiciones de pavimentación vial
- Reducir el congestionamiento
- Incrementar opciones para ciclistas/peatones
- Incrementar opciones de transporte
- Mejorar el desarrollo económico
- Aumentar la seguridad de puentes
- Otros (favor de especificar) _____

¿Qué cree usted lo hace especial al Valle de San Luis?

Seleccione tres principales opciones:

- Comodidades urbanas
- Vida rural con comodidades de la ciudad cercana
- Innovación y creatividad
- Agricultura
- Sector de flete/envíos
- Sentido de comunidad
- Turismo
- Sector del esquí
- Sector de Energía
- Base económica
- Acceso/suministro de agua
- Otro(s) (favor de especificar) _____

FAVOR DE VOLTEAR LA HOJA - Ver el mapa del Valle de San Luis al reverso

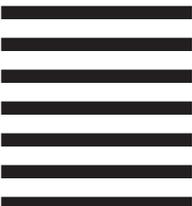
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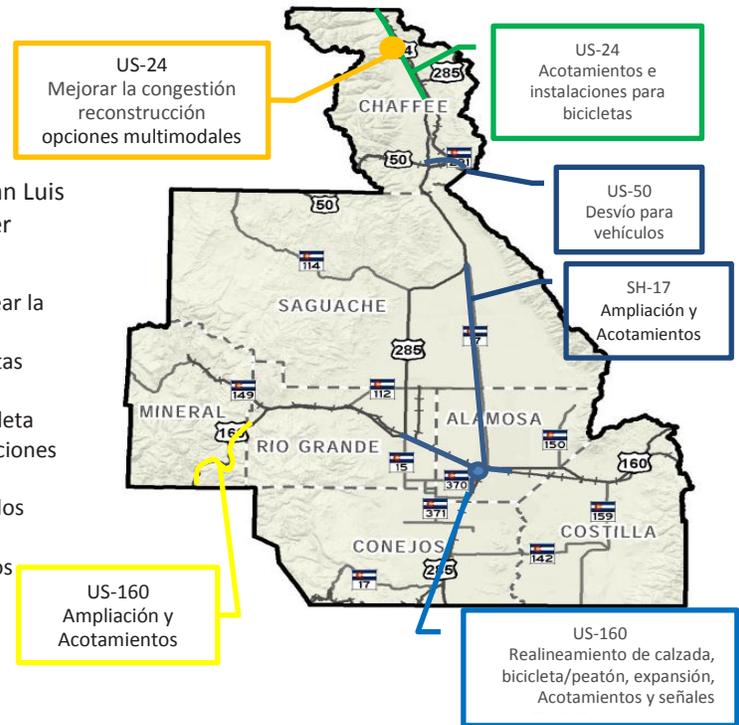
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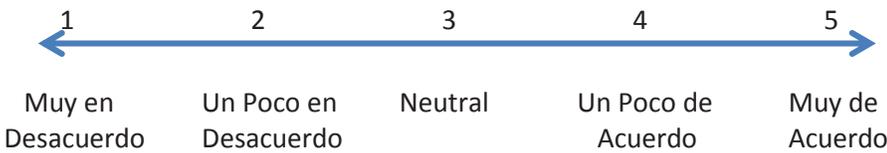
Priorizando Posibles Inversiones

Los esfuerzos iniciales de planificación del condado local y líderes municipales en coordinación con el personal de CDOT de la Región de Planificación de Transporte (TPR abreviación en inglés) del Valle de San Luis han identificado las posibles prioridades de inversión en caso de haber fondos limitados adicionales disponibles.

- US 160 - US 160 y 4th St. a SH 17), mejoras al puente Rio Grande, realinear la carretera, instalaciones para ciclistas/peatones
- US 160 - Alamosa, ampliar a 4 carriles y añadir instalaciones para bicicletas
- US 160 - SH 17 en Alamosa, añadir una señal y reconfigurar carriles
- US 24 – Trout Creek Pass, añadir acotamientos e instalaciones para bicicleta
- US 24 - Buena Vista, mejorar el congestionamiento; reconstrucción y opciones multimodales
- US 50 - Este de Salida, añadir áreas para adelantar y desvíos para vehículos
- SH 17 – de Alamosa a US 285, ensanchar y añadir acotamientos
- US 160 - Wolf Creek Pass en Park Creek, ensanchar y añadir acotamientos
- US 285 - Entre Buena Vista y Poncha Springs, añadir carriles para doblar



4. A su criterio, ¿son estas sus prioridades dentro de la TPR del Valle de San Luis? Cierre con un círculo una respuesta.



4a. Si está en desacuerdo, ¿por qué? (Favor de explicar)

5. ¿Hay otras prioridades regionales en las autopistas del estado que deben incluirse? Si es así, ¿cuáles son?

6. ¿Hay algunas prioridades regionales que mencionamos anteriormente que deben eliminarse? Si es así, ¿cuáles son?

7. ¿Cree que hay otras prioridades regionales, preocupaciones o problemas de transporte que quisiera compartir mientras avanza el proceso de planificación de transporte (p. ej., tránsito, mejoras para ciclistas/peatones, seguridad u otro)?

8. Considerando los fondos limitados actuales para transporte, ¿cuál debería ser la prioridad para el CDOT? (elija 2)

- | | |
|---|---|
| <input type="checkbox"/> Mantener el sistema de transporte existente | <input type="checkbox"/> Realizar mejoras de seguridad |
| <input type="checkbox"/> Ofrecer más opciones de viaje (transporte público, ciclistas/peatones) | <input type="checkbox"/> Añadir acotamientos |
| <input type="checkbox"/> Ampliar las carreteras añadiendo carriles | <input type="checkbox"/> Controlar el congestionamiento mediante carriles administrados |

¡Gracias por llenar esta encuesta!

Colorado Regional Survey Results (November 18 to December 31, 2013)

Region: TPR 6, San Luis Valley
Total Surveys received: 203

Why is transportation important to you? (select top two)

Selected Response	Number	Percent
Moves people and goods safely	116	59%
Helps economic development	89	45%
Gets me to work and/or vital services	69	35%
Supports existing businesses	42	21%
Helps me live my life the way I want	42	21%

Percentages add to more than 100% as more than one response allowed.

What issues matter most to you? (select top two)

Selected Response	Number	Percent
Improving economic development	89	46%
Increasing transit options	88	45%
Increasing bike/pedestrian options	62	32%
Improving roadway pavement condition	59	30%
Reducing congestion	30	15%
Other (please specify)	29	15%
Reducing truck traffic	11	6%
Increasing bridge safety	7	4%

Percentages add to more than 100% as more than one response allowed.

In light of today's limited funds for transportation, what should be the focus of CDOT's efforts? (select top two)

Selected Response	Number	Percent
Make safety improvements	73	39%
Offer more choices for travel (transit, bike/ped)	70	38%
Maintain the existing transportation system	66	35%
Add shoulders	47	25%
Expand highways by adding lanes	44	24%
Manage congestion through managed lanes	24	13%

What do you feel makes your region unique? (select top three)

Selected Response	Number	Percent
Sense of community	105	54%
Agriculture	89	46%
Rural living with nearby city amenities	88	45%
Tourism	76	39%
Economic Base	24	12%
Water access/supply	23	12%
Innovation and creativity	21	11%
Other (please specify)	21	11%
Ski industry	17	9%
Freight/shipping industry	10	5%
Energy industry	10	5%
Urban amenities	4	2%

Percentages add to more than 100% as more than one response allowed.

In your opinion, do listed projects represent your priorities?

Selected Response	Number	Percent
Somewhat agree	72	40%
Strongly agree	34	19%
Somewhat disagree	32	18%
Neutral	26	14%
Strongly disagree	16	9%

Website survey results indicate the views of those responding to the survey. They do not necessarily represent the views of the total population and are not statistically significant.

Colorado Regional Survey Results (November 18 to December 31, 2013)

What issues matter most to you in the San Luis Valley TPR? (Response given was "Other")

No.	Responses
1	Need overnight truck facilities in Center, CO
2	Facilitating travel for all the above
3	Turn safety
4	Keeping roads clear of snow and rocks
5	Keeping the roads clear
6	Getting a turn lane for Sangre de Cristo Ranch entrance off Hwy 160
7	Adequate Turn Lanes on HWY 160
8	Rail Transport of People
9	Safely getting people to their destination
10	Four Lanes between Mone Vista & Alamosa
11	Increasing # of lanes
12	Reducing speeds in business districts. Chaffee County is not in the Valley
13	Maintaining good road infrastructure
14	Helps people get around when they don't have transportation in the weird weather
15	Helps people who don't have reliable transportation have employment options outside of biking/walking distance
16	Reduction of speed limits within city limits
17	Moving people and goods safely
18	Safety crossing the street
19	Public transportation
20	Need rail to be brought back
21	Public transportation between counties
22	Turn lanes for safety
23	Increasing road safety
24	Reducing speed on Hwy 50 in Salida
25	Providing safe entry and exit lanes at intersections of major highways with county roads
26	SAFETY!
27	Overall safety
28	Access to services, Rx & Med
29	Increase safety

What do you feel makes the San Luis Valley TPR region unique? (Response given was "Other")

No.	Responses
1	Recreation
2	Public Lands Recreation
3	Diverse Culture, Sustainability Minded
4	Extreme weather conditions which create much damage to roadways
5	Nobody knows about it
6	Ability to live in a habitual recession
7	None of the above is really unique to the SLV
8	Remoteness from State's Urban Cores
9	Challenges of rural existence
10	Recreation opportunities
11	Diverse culture
12	Peace and quiet
13	Emergency services are widely spread and ambulance services are strapped for help
14	Isolated
15	Family
16	High poverty rate and underemployment
17	Public Lands / Recreation Opportunities
18	Poverty
19	Culture and history

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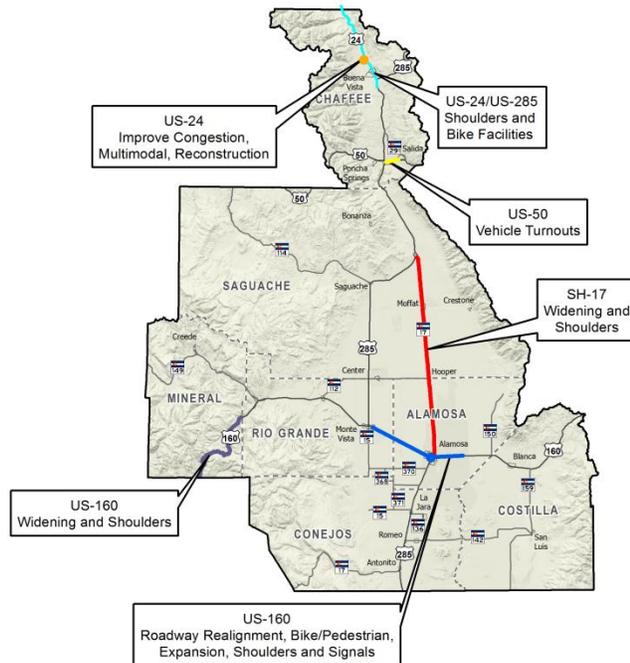
What do you feel makes the San Luis Valley TPR region unique? (Response given was "Other")

No.	Responses
20	Wonderful dyke paths
21	Not unique, typical rural

Prioritizing Potential Investments

Initial planning efforts by local county and municipal leaders in coordination with CDOT staff in the San Luis Valley Transportation Planning Region (TPR) have identified the following possible investment priorities if limited additional funds are made available.

- US-160 – Alamosa (US-160 & 4th St to SH-17), expand to 4 lanes, improve Rio Grande Bridge, realign road, bike/pedestrian facilities
- US-160 - Alamosa, expand to 4 lanes and add bike facilities
- US-160 – SH-17 intersection in Alamosa, add signal and reconfigure lanes
- US-24 - Trout Creek Pass, add shoulders and bike facilities
- US-24 - Buena Vista, improve congestion; reconstruction and multimodal options
- US-50 - East of Salida, add passing opportunities and vehicle turnouts
- SH-17 - Alamosa to US-285, widen and add shoulders
- US-160 - Wolf Creek Pass at Park Creek, widen and add shoulders
- US-285 - Between Buena Vista & Poncha Springs, add turn lanes



In your opinion, do these represent your priorities within the San Luis Valley TPR? If you disagree, why? (Please explain)

No.	Responses
1	I primarily use Highway 149
2	There are other areas that need repair before you focus on shoulders and widening.
3	Shoulders on HWY 17 and US-160 are needed but no additional lanes; adding lanes will just increase speeds and harm environment
4	Although Alamosa is the largest city in the Valley, there are other problems before you get to Alamosa
5	Money is spent on bike lanes that are not needed.
6	The only substantial SLV work is on a low-traffic road.
7	Priorities need to be identified surrounding public safety. Hwy. 285 south of Alamosa needs decell/accell lanes; this is a dangerous area similar to west Hwy. 160. I also strongly believe work needs to be coordinated with our railroad partners to improve current crossing areas and new avenues need to be established.
8	Area north of Poncha pass is not in SLV

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Colorado Regional Survey Results (November 18 to December 31, 2013)

In your opinion, do these represent your priorities within the San Luis Valley TPR? If you disagree, why? (Please explain)

No.	Responses
9	US-50 is not congested enough to add even more passing opportunities and turn out lanes. it is most definitely one of the better highways in the state and seems to accommodate traffic well. While the expansion of HWY 160 this year did help some, it most definitely did not solve the problem. HWY 160 needs to be four lanes from Monte Vista to Alamosa, not just part of the way. I realized that such a project would be millions of dollars, but the congestion between the two cities is ridiculous. The congestion added to drivers that are traveling 20-30 MPH below the speed limits makes this stretch of highway dangerous. I believe a posted minimum speed could help with the congestion on such highway.
10	While I think bike lanes are a good thing generally, I think we have way to many miles of roads the need resurfacing, before we do bike lanes. Bridges that need to be up graded or improved. finally counties need more funding to get main roads surfaced to prevent all the dust pollution that exists, if it were the metro areas they wouldn't tolerate the dust pollution.
11	Traffic is very congested and sometimes dangerous between Antonito and Alamosa, and no work or passing lanes have been added to resolve these dangerous situations.
12	Us 285 from Alamosa South, is a complete disaster. I have traveled from Antonito to Alamosa for work for 18 years and have watched this get progressively congested and traffic is dangerous. The safety of this only being 2 lanes presents many safety problems, with drivers constantly trying to pass other cars. 4 lanes would be ideal.
13	Make better use of the US-160 corridor which parallels I 70 and moves a lot of people and freight east and west through our state.
14	I am a volunteer fireman with the Center Fire Department and have been on numerous fatalities at the intersection of 285 and 112 and feel something needs to be done here to address this major problem. I realize that Alamosa is our biggest city but do to the problems we have had here it is crucial that this problem is brought to attention thank you.
15	Public transportation is not listed as priority
16	The Map does not show the right area on Hwy 50 for vehicle turnouts! The area between Poncha and Salida needs multimodal improvements. Turn out need to be in Big Horn Sheep Canyon.
17	Instead of continuing to create delays and congestion because of road construction, what this community severely needs is a public transportation system. Stop spending money on roads, start spending money on buses!
18	I feel the roads are already designed to make traveling easier and are extremely wide compared to roads in the east. Making it even more accessible to bikes is not the most important transportation issue in the valley. The lack of transportation options for people trying to travel out of or across the valley is what needs to be addressed.
19	I don't feel that most lanes need to be widened, except in wolf creek pass. I would rather see an interest in public transportation between towns to help with employment and hitchhiking which is a huge problem.
20	I would like to see shoulders along Hwy 149 between South Fork and Creede. This would add another dimension to tourism in the area as people could safely ride bicycles along that curvy road.
21	Trout creek pass needs at least one passing lane. I agree with it needs good shoulders for bicyclists.
22	We need more public transportation options
23	We could use a roundabout on 50 and 291 on the East end of Salida
24	We need public transportation. People need a way to GO to work, drop children at daycare centers, purchase goods. Poor and low middle class people cannot work or attend school because there is no public transportation and their autos or bikes don't work or cannot be used during winter. I see a father driving a bike with two children in his right arm! Many of Adelante clients cannot secure jobs due to lack of public transportation. Please make this a priority to enhance our economic development and overall wellbeing. Thanks
25	I do not like the bikes to be on the roads, it is more dangerous especially when you are going around corners and run into bicyclists.
26	These leave out rail and air as part of transportation. No mention of transit. They are good ideas as individual projects, but lack context as to overall vision, timing, and need.
27	Being from Chaffee County, I am more familiar with those proposed improvements. There is a huge need for the improvements on Trout Creek Pass. Trout Creek Pass is currently very dangerous (as is Hwy 24 through Buena Vista). Bike tourism is huge here so there needs to be an emphasis on adding safety for cyclists.
28	First bullet point above: Perhaps you mean 5th St.? 4th St. has the Court House, fire station, Catholic church - all need space to park on as is the case of the fire station, a freedom to enter.

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Colorado Regional Survey Results (November 18 to December 31, 2013)

In your opinion, do these represent your priorities within the San Luis Valley TPR? If you disagree, why? (Please explain)

No.	Responses
29	Reduction of speed on Hwy 50 in Salida is top priority. Also need drainage improvements west of Holman and continued pedestrian enhancements. Improving the Hwy 50/291 intersection is also a top priority along with improving multi-modal access on Hwy 291 in Salida.
30	US-160 Alamosa (US-160 & 4th St to SH-17), expand to 4 lanes - Will this include main street? I don't want our main street ending up like Monte Vistas.
31	Speed limit through South Fork on Highway 160 is 50 mph!
32	Does not address west side of valley (ski & river)
33	Hwy 285 could use shoulder expansion in areas. Very narrow, and has many severe "boredom" accidents.
34	17 is fine, more work needs to be done through the big horn sheep canyon and Monarch pass, as well as Hwy 50 MM165 to 185
35	Please look at possible traffic bypass around Buena Vista to the west main, headed to Cottonwood Pass. This would alleviate a large percentage of traffic going through the congested Buena Vista corridor.
36	South Fork is the only town along Highway 160 where the speed limit is 40-50 mph. This is very dangerous for bicycles and people slowing down to turn off.
37	Nothing being done in my area - South Fork Highways 160 and 149. This area has been hit hard economically due to fires.

Are there additional regional priorities on state highways that should be included? If so, which ones?

No.	Responses
1	Turnabout on 291 at 175 and hospital. It would improve congestion and make it safer.
2	Anything for 149. Very busy tourist traffic
3	Yes, Hwy 142 is about to fall apart, cracks across the road that knock your alignment out or bounce you off of the road. This should be a top priority. This is a main connection across the south valley.
4	Maintain Hwy 42 between Manassa and San Luis.
5	Needs to be more passing lanes on Highway 285 Buena Vista to Bailey--there are none now! More turn lanes. Better shoulders.
6	SHE 149 (the Silver Thread Scenic Byway) would benefit from additional shoulder work. The shoulders that do exist are in very bad shape and unsafe for cyclists - especially from Rio Grande Res turnoff to Spring Creek pass.
7	Overnight trucker facilities
8	285
9	Make Highway 160 4 lanes for the full distance between Alamosa and Monte Vista.
10	Seems pretty helpful to only one or two counties rather than the entire region.
11	turning lane instead of adding more lanes
12	shoulders on Hwy 285 between Saguache and Monte Vista
13	La Veta Pass wildlife fencing
14	US-160 all the way through the SLV should be 4 lane.
15	Highway 142 and 15. Bike lanes and facilities should not be a priority until other roadway problems are repaired
16	These are a good start. Four lane from Alamosa to Monte Vista appears to be in the plan, but if not, it should be considered.
17	No
18	285 shoulder widening.
19	As noted: S. Hwy. 285 accell/decell lanes; W. Hwy. 160 accell/decell lanes
20	Rocks on Hwy 149. Lots of room for improvement on Wolf Ck Pass, particularly on the East Side.
21	Fix and Repair SH-112 from US-285 East to SH-17. At the very least re-surface this road, but due to high truck traffic, would be optimal to add shoulders on this entire length. SH-160. While we appreciate the additional passing lanes between Alamosa and Monte Vista, additional work extending the four lane (5 lane) between Alamosa and the newest section would be optimal, with eventual widening to four lanes (or 5) the entire stretch between the two communities.

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there additional regional priorities on state highways that should be included? If so, which ones?

No.	Responses
22	SH-112 connecting US-285 and SH-17 most definitely needs to be a regional priority. This highway may not have heavy tourist traffic, but it has heavy local truck and commuter traffic. SH-112 west of Center is not terrible, however, SH-112 east of Center in my opinion one of the worst highways in the state. It is VERY narrow, the surface is nothing more than a large collection of heaves and deep cracks.
23	Expanding the four lanes on US-285 to go all the way from Alamosa to Monte Vista
24	We have rail for industry and tourism but not for rapid/convenient travel. Park and Rides can be rail as well as bus.
25	Light or reduced speed zones near school areas especially by the Centauri High School on south 285. Slower speed more signs or road indication that there is a school zone. Way to many accidents have happened in this area. It should be change before one of these accidents is fatal.
26	I would like to see additional passing lanes on Hwy 160 over La Veta Pass.
27	Bike shoulders Hwy 160 all the way from city center west to CR 106 -
28	More winter road maintenance as needed not ending at 7:00 pm
29	Hwy 159, San Luis, Co. the project was not completed it ended on 159 and 7th street, or by the Mormon Church. The walking path to Centennial School R-1 never completed. Poor communities never get their projects completed, it appears like that is the case to me any way.
30	Highway 285 between Alamosa and Antonito becomes very congested and is heavily traveled with commuting, tourism traffic, and agricultural traffic. The highway between Romeo and Manassa desperately needs shoulders!
31	Hwy 160 from Alamosa East to Ft. Garland. Needs to be 4 lane.
32	Need turn land for Sangre de Cristo Ranches entrance off Hwy 160, East of Ft. Garland. This is a dangerous area with accidents and MANY near misses.
33	Hwy 160 is hazardous all the way from Fort Garland to South Fork. It should be at LEAST 3 (2 lanes and a center turn lane). There are serious accidents, many fatal, along that stretch of roadway every month.
34	No
35	I agree with the widening/expansion of the highway along US-160 from Monte Vista to Alamosa, and further east, however I would also ask that Hwy 285 South from Alamosa to Antonito be also considered. Four-lanes w/shoulder would be safer.
36	Add bike awareness to any changes and all the valley highways. Share the Road is not an expensive improvement but it would help the Economic efforts going on in the SLV.
37	Bike lanes on 285 or on alternative north south routes south between Alamosa and La Jara
38	I have stated this above.
39	Would like to road improvements on state highways in Conejos and cost ills county. Enhancement money for walking and bike trails.
40	Widening of 160 beyond just those areas indicated on the map. Expansion of the railroad.
41	Reducing speeds in the Hwy 50 corridor through Salida is imperative. Improvement is needed at the Hwy 50/291 intersection in Salida.
42	public transportation to/from/within Alamosa
43	Multimodal access and options in the City limits of Salida, Buena Vista, and Poncha Springs.
44	there are so many small communities with Alamosa being the central area for services. Transportation from Antonito, Costilla, Rio Grande to Alamosa and back would be most beneficial
45	Signage reminding slow traffic to pull over if they have lines of vehicles behind them. 285 and 17 intersection is very dangerous in white out and or snowing conditions going north
46	n/a
47	More transportation
48	Needs to add 4 lanes to highly traveled highways to reduce congestion.
49	Passing lane on US-160 between Monte Vista and Del Norte (widen)
50	Bike lanes on Highway 50 through Salida.
51	160 should have a Bypass around Alamosa. It goes straight through town, which has a speed limit of 25 the entire time. It congests main street and creates extremely long traffic light times.

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there additional regional priorities on state highways that should be included? If so, which ones?

No.	Responses
52	Funds do not need to be put into road expansion. I work at a homeless shelter in the Valley and have find traveling and distance over 5 miles is close to impossible for any of our guests. There is only one bus out of the Valley a day and it only goes to Denver. People have a hard time finding employment and the complete lack of transportation options for people without cars also only allows these people to look for jobs within a 5 miles radius. Moving within the Valley without a car to a location with more job opportunities is impossible for the unemployed guests looking for steady work
53	No
54	No
55	Multimodal improvements along #50 & #291 w/i Salida city limits, drainage study on #50, #50 & #291 intersection
56	We need more public transportation!
57	I think the stoplight at the 17 and 160 intersection is greatly needed and wider shoulders on 17 would be safer. That being said I think the SLV needs some form of PUBLIC TRANSPORTATION and that adding lanes to existing highways won't make it any easier for the many poor individuals who struggle to get around in our rural region.
58	SH-112 Center To Hooper Widening and overlay to handle truck traffic.
59	Expect increased log truck traffic on Hwy 149 over the next decade.
60	Decreasing the speed limit on Hwy 50 in the Salida corridor
61	.
62	These are good.
63	Intersection in Poncha Springs to Salida and with 50 & 285. Widening shoulders on Hwy 50 over Monarch Pass
64	Bike lanes needed through Buena Vista
65	Crosswalks and traffic lights to slow traffic
66	See previous answer
67	Develop bridge inspection and repair/replacement plan if not already underway.
68	Improve signage, lighting and intersection of US-285 and Hwy 291. Ban heavy truck traffic on Hwy 291 from US-285 to US-50 and enforce ban. Trucks are tearing up downtown Salida/Hwy 291 downtown.
69	Traffic Calming on Hwy 50 in Salida
70	Maintain what we have so we can add transit to the existing system.
71	US-50 Monarch Pass - Passing Lanes
72	The passing lanes between Monte Vista & Alamosa have helped a lot. City of Antonito and bridges north of it.
73	State highways 50 and 291 east of Salida should have a better intersection.
74	Several fatal accidents have happened on US-160 between Alamosa and Blanca. The high semi traffic and traffic in general makes it hard to pass with the two lanes. Passing lanes would be great if installed in several sections of this piece of highway
75	Reduction of speed on highway 50 in Salida is top priority. Also need drainage improvements west of Holman and continued pedestrian enhancements. Improving the Hwy 50/291 intersection is also a top priority along with improving multi-modal access on Hwy 291 in Salida.
76	No opinion
77	Wider unpaved shoulders in area where Amish live. A huge safety issue on Hwy 142 and the Gunbarrel south of Monte Vista, and the Waverly road. In Amish areas of Iowa, they have provided an entire dirt lane next to major trafficked highways. Makes a lot of sense. Safety for the entire public, not just the Amish.
78	That SH-17 intersection is awful. I'm glad it's on the list to be fixed.
79	Adding turn lanes to US-285 between Buena Vista and Poncha Springs is vitally important to us. In particular, adding turn lanes to the intersection with Chaffee County 270 has been in the works for a while, but has experienced delays and non-cooperation of some of the entities involved. Now, some of the work has been done, but it is left in a condition that is worse than that before work began, with narrowed lanes on CR270, open pits, piles of fence wire and other debris; all of which are doubly dangerous now that snowfall and drifting snow are occurring. This intersection is particularly dangerous because of the 60mph speed limit on US-285, a curve and hill reducing visibility on US-285, & high use. Please finish it!!
80	Reduce speed limit through South Fork!
81	None
82	Safety is my most important concern. Good highway condition, adequate shoulders, and passing and turning lanes contribute to safety.

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there additional regional priorities on state highways that should be included? If so, which ones?

No.	Responses
83	Trout Creek passing lanes instead of shoulder and bike lane. Improving the signal at 285/24 Johnson Village. Painful, especially in the winter. Maybe install one of those flashing turn signals and actually program it efficiently.
84	Pothole repairs in highly traveled areas.
85	Assuming that item 2 above includes additional 4 lane between Alamosa and Monte Vista. Improvements to 160 in Monte Vista from Madison to Lyell, especially pedestrian facilities.
86	SH-17 is dangerous and needs at least better wider shoulders or pullout areas especially from Alamosa to the Stanley road. What has been done so far is a great improvement.
87	Hwy 50 MM165 to 185, MM199 to 208, more passing through the big horn sheep canyon
88	Widen shoulders and slowdown in South Fork!
89	Highway 160 in South Fork must have speed limit reduction! It is the only town that does not have slower speeds. Our economy will improve!
90	Highway 160 going through South Fork should have speed limit reduction!
91	Please slow down the traffic on Highway 160 in South Fork. Our economy relies on it.
92	Widen shoulders along highways 160 and 149 out of South Fork for bike riders.
93	Mas transporte publico para ir a trabajo y ir a citas de doctor, DHS, escuelas. <i>More public transport to go to work and doctor's appointments, DHS, schools.</i>

Are there regional priorities above that should be removed? If so, which ones?

No.	Responses
1	remove increasing number of lanes
2	SH 17 widening of shoulders
3	Highway 17 isn't as much of a priority.
4	SH-17 shoulders and widening
5	I'm ok with the present alignment of SH-17 and US-160 in Alamosa. I don't know that a signal there will increase safety and passage. Work on US-50 east of Salida is essential!
6	No.
7	No
8	Both Hwys 160 and 17 work.
9	The amount of traffic on Hwy. 17 and current conditions do not need improvement
10	US-285; US-50; US-160 over Wolf Creek
11	No
12	Leave bike routes off until there is a surplus of funds are available
13	Widening of 160 from 4th St. to HWY 17. WHY? It's only a few blocks! The signal and lane reconfiguration at 160 and 17 is enough.
14	No
15	I'm not sure why "turn-outs" along US-50 are necessary between Poncha Springs and Salida. It's a four-lane highway with plenty of room to pull off/out. Those funds could be funneled to the Hwy 285 suggestion.
16	Everything helps. The improvements west from Wolf Creek pass are actually for the next region west.
17	Am not sure about the blue line from Monte Vista to Alamosa. it seems fine.
18	Move Hwy 50 turnouts out of town.
19	n/a
20	Highway 160 is totally fine. It's wide enough as it is without bike lanes.
21	Widening rt. 160. This has already been done!
22	The condition of our roads and the width are completely fine. Bikers have a very easy time getting around so the main priority should be an increase in local buses that would allow people without cars to get to work
23	US-160 does not need to be widened to 4 lanes
24	None
25	No
26	I do not know that 160 needs 4 lanes.
27	US-160 expand to 4 lane should be number one. Us 285 Between Buena Vista & Poncha Springs should be last behind SH-112

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there regional priorities above that should be removed? If so, which ones?

No.	Responses
28	Vehicle turnouts on 50 seems un-needed
29	.
30	These are good.
31	N/A
32	US-160 work; US-17 work
33	See 4a
34	No, all thought out well.
35	No opinion
36	See comment in If you disagree why.
37	Alamosa has their own money and is doing their own improvements.
38	None
39	If bicycle lanes cannot be wide enough and far enough away from vehicle traffic, and well maintained, I am not sure they contribute to safety. I once had a bicyclist fall into my driving lane and narrowly missed hitting him. It was scary!
40	Hwy 160 is in good shape between Alamosa and South Fork
41	Hwy 17, us 285 turning lanes, US-24 bike lanes, US-160 bike lanes
42	No No

Are there other regional priorities, transportation concerns or issues you would like to share as we move forward in the transportation planning process (e.g., transit, bike & pedestrian improvements, safety or other)?

No.	Responses
1	Definitely have to get all roads with adequate shoulders and bike lanes.
2	Passenger rail service connecting the valley communities which already have rail. The local railroad is receptive. How wonderful to have rail, a receptive railroad operator, along highways which have congestion and maintenance challenges. We would be simply foolish to pass this opportunity up.
3	The state highways should have sidewalks along them inside city limits. Sanford should have sidewalks and curbs.
4	Wolf creek pass in the tunnel the road is very bad a motorcycle tire could fall in and the rider injured or killed, road ways need to be constructed with motorcycles in mind also!
5	Linking bike and pedestrian routes and shoulders so they actually go somewhere. Also more effort to take full advantage of the tourist and recreational potential of scenic byways via usable shoulders etc. should be a priority. Rural areas need a voice too and are very big tourism draws for the SLV.
6	I would be interested in "Rails to Trails"-type programs for Mineral County and the San Luis Valley.
7	Safety - need a turn lane on Hwy 160 and the 3 east. There are a lot of accidents at this intersection.
8	We need buses or mass transit vans the most! Maintaining the roads we have, safety improvements, adding shoulders need to come first
9	access to more bus travel
10	High speed passenger rail service to Denver would be lovely
11	285 from NM state line to Alamosa is one of the heaviest traveled roads by oversize vehicles and hazardous waste carrying vehicles and should be a priority.
12	A regional transit system.
13	Bicycle lane on 6th in Alamosa
14	No
15	Safety on Hwy 285.
16	Bike paths and pedestrian improvements are not priorities to the majority of the motoring public.
17	More transit opportunities in general in the valley would be appreciated. There are very few bike/pedestrian friendly state highways (look at the width of 285 for instance)
18	I'd like to see the train run for commuters to Alamosa, from the south, and west communities; folks could work and live where ever they want or could find affordable housing - if there was some form of public transport-good for the air too.
19	Park and ride with rail or buses (small vans) between towns

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there other regional priorities, transportation concerns or issues you would like to share as we move forward in the transportation planning process (e.g., transit, bike & pedestrian improvements, safety or other)?

No.	Responses
20	Pedestrian crossing over highways to get kids safely to school. Noted increased traffic makes it harder and less safe for all.
21	Truck bypass routes through Alamosa.
22	Hwy 160 Alamosa to South Fork has dangerous angled RR crossings. Bad for pedal and motor cycles.
23	4 lane all the road between Alamosa & Monte Vista
24	Conditions of roads always need improvement due to cold weather.
25	Need turn land for Sangre de Cristo Ranches entrance off Hwy 160, East of Ft. Garland. This is a dangerous area with accidents and MANY near misses.
26	What about rail improvements and reliability of air service?
27	Turn lanes should be added HWY 160 East of Fort Garland at Trinchera Ranch Road AND at the Forbes Park entrance. Both are growing communities and their entrances are hazardous.
28	No
29	I would STRONGLY encourage that adequate bicycle paths be included in any and all proposed projects.
30	Colorado promotes recreation and CDOT can be a big player in advancing these efforts.
31	Can we incorporate the railways into commuter lines? Developing alternatives to cars means less traffic instead of building more lanes.
32	Speed limit in South Fork should be reduced to 25 mph. (It is already 25 MPH in surrounding towns.) This costs practically nothing and would be good not only for safety but for the local economy.
33	Very high need for public transportation (bus or van) around the SLV and within towns. What will you do about that?
34	Potential for signage/billboards to promote local businesses and tourism opportunities.
35	Use of the rail.
36	The regional bus system through Salida is very important to the community and should be maintained. Continued cooperation in improving pedestrian and bike facilities is appreciated.
37	We need a useful public transportation system for the Valley as most of our residents are unable to afford their own vehicle or gas, and are therefore unable to live productive lives, especially in winter.
38	lack of transit for low-income to access jobs, schools, etc.
39	Please focus on people not cars and trucks
40	Our community is low income, many people struggle to get needs met due to lack of transportation and absolutely no community public transportation, it is a great need.
41	Transit from Costilla County to Alamos
42	Adding shoulders and widening Hwy 17 from Alamosa to Hwy 285 - important. With limited funding bike lanes last.
43	Public Transit and means to keep the bicycles out of the other traffic corridors
44	Bus system to get to work and to get home
45	n/a
46	Transportation that gets people around in bad weather too
47	The light crossing should be at least 30 seconds more safety.
48	I feel that public transportation would be highly essential in the San Luis Valley to help people transport to work, school and other community based events.
49	We ride the bus to Denver. We bike to town and around town.
50	The shoulders along Highway 285 are huge and people use them on a regular basis as lanes to drive in, to either pass on the right, or go around left turning vehicles. This will eventually cause a vehicle/bicycle accident, since these wide shoulders are considered a good place to ride for bicyclists. A public education campaign about the proper use of shoulders is a great start, but improving the highway and specifying space for bicyclist is also a good option. Buena Vista absolutely needs areas for bicyclists on Highway 24 through town. This is the worst and most dangerous area for pedestrians and bicyclists in the Chaffee County area.
51	Bike & pedestrian improvements should be a part of all conversations/planning for CDOT. CDOT should take into account the increased transport and commuter traffic on Hwy 17 from Hwy 285 to Hwy 160 for snow plowing planning; this section of hwy is routinely much worse after snowfall for longer periods of time than the corresponding section of Hwy 285, and its traffic load is nearly as high, especially during commute hours.

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there other regional priorities, transportation concerns or issues you would like to share as we move forward in the transportation planning process (e.g., transit, bike & pedestrian improvements, safety or other)?

No.	Responses
52	We need an improved transit to and from urban areas such as Pueblo, Denver, and Colorado Springs. As of right now, there is ONE bus that runs daily to Denver, and it leaves long before the sun rises. This creates a very hard time for people without vehicles to get to DIA or other urban amenities not provided in the Valley. This is the BIGGEST problem we face as far as transportation is concerned. Having more transit options would greatly improve economic stagnancy in the SLV.
53	This community NEEDS public transit! The SLV has two of the poorest counties in the state of Colorado, folks are unable to afford transportation needed for employment and this has caused a desperate economic decline in this community. One taxi service for an entire town is just not enough.
54	Transit. I work with many people attempting to find work that are very restricted because of the complete lack of options when it comes to public transportation. I also work with disabled people who cannot get to their medical appointments because they have no way of getting there and cannot physical walk or bike themselves. Transportation in the Valley should be the main concern to not only allow people to more effectively travel back and forth from their jobs but also to increase options when people are looking for employment.
55	Public transit does not exist. This is an extremely poor area and those that live out of town because it is cheaper cannot get to larger towns for employment.
56	Expand highways by adding lanes from Canon City to Grand Junction
57	More public transportation.
58	Public transit! Public transit! This valley suffers greatly by not having some form of transit available to its citizens other than private vehicles. Some kind of bus system would be so so great.
59	SLVTPR represents & counties not just 2 the SLV counties and Chaffee county so when representing the concerns should be at each county is equal to 1/7 of the region.
60	The valley needs a bus system!!!
61	Add bike lines on Hwy 50 from Salida to Canon City. It is part of a national road bike route and is used by a great amount of cyclists visiting the area.
62	Reduce speed on Hwy 50 through Salida. There is currently discussion of increasing speeds on that section, which is stupid on several levels based on vehicles trying to cross the highway or turn onto streets and into businesses from the highway. Slow it down, don't speed it up. Also, slow traffic on Hwy 291 through Salida. A good option would be putting up those signs that say how fast the vehicle is traveling compared to the speed limit. With parking, side streets, and pedestrian/bicycle traffic downtown, vehicles need to be traveling slower BEFORE they get into the main downtown area.
63	Lower speed limit on Hwy 50 through Salida.
64	Begin planning utilization of the Tennessee Pass railroad line.
65	Just simply stressing the importance of pedestrian safety in Buena Vista. We also need to slow traffic down along the highway corridor, so those passing through understand that there is a Main Street area bringing further economic growth to town.
66	focus on the 24 corridor to support local business
67	Slower speed limit in South Fork, including up to the western edge of town.
68	Keep speed limits same in outskirts of Salida and REDUCE in business district of Salida on US-285
69	More emphasis on Rail returning.
70	Safety concerning bikers. Bikers may need to take a class in safety and responsibilities issues.
71	US-24 through Buena Vista, just add sidewalk, please do not narrow to one lane.
72	Turn lanes for better safety
73	Transit will become more and more necessary due to aging, economy, energy prices. One size does not fit all. Passing lanes are appropriate in some areas, shoulders may be in others, or full widening. Look at fit into overall region and inter-region corridors.
74	Mass transit desperately needed
75	Bus or rail to Pueblo & Salida; bike & pedestrian to new county facilities
76	I think that the railway system between Colorado Springs, Pueblo and the front range into the Arkansas valley should be resurrected to reduce hwy traffic and bring tourism and commerce to the valley.
77	less hazmat through the valley
78	Bike and pedestrian amenities are very important along commercial corridors!
79	no opinion

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there other regional priorities, transportation concerns or issues you would like to share as we move forward in the transportation planning process (e.g., transit, bike & pedestrian improvements, safety or other)?

No.	Responses
80	Hwy 17 is dangerous. God help you if you have a flat tire...where could you change it safely? Where can you pull off and park if you are having car problems? Such a steep drop off almost the whole way. Need wider shoulders and turnouts. Also I would like to see daily train service to connect to the eventual passenger rail that is proposed to link Pueblo to Denver. We used to have passenger rail service in the mid-1900s. We have gone backward since then. The coming energy shortage should focus our goals to provide efficient mass transit by rail to major urban areas in the state. When gas is \$5 a gallon, we will wish that we had the foresight to plan for better mass transit throughout the state
81	It's hard to include the pedestrian and bike users in a system that is also friendly for trucks and cars, so I appreciate the effort to do so.
82	Safety along Highway 160 in South Fork should be a very high priority.
83	none
84	The issues of wildlife need to be addressed. There needs to be at least signs in areas where wildlife cross and are hit where there are none. I hear that records are supposedly kept and signs based on records.....WELL someone is NOT doing a good JOB! Why don't you ask the public where those signs should be or have a request form....example 9 to 12 miles west of Antonito on HWY 17 should have signs with flashing lights...even Big Horn Sheep have been hit there!
85	Bridges
86	South Fork is the only town from Walsenburg to Pagosa that doesn't have a speed reduction.
87	There are concerns about the speed limit going through South Fork. It should be reduced like it is in surrounding towns.
88	South Fork area highways unsafe for cyclists.
89	Slow the speed limit through South Fork.
90	Transito de bus para viajar a otro ciudades a dentro de SLV y tambien en todo Alamosa especialmente a los servicios de medica, educacion, y beneficios public. <i>Bus transit for traveling to other cities in the San Luis Valley and also throughout Alamosa, especially for medical services, education, and public benefits.</i>

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Public Input on San Luis Valley TPR Priorities – Survey Comments Relating to High Priority Corridors

The identification of High Priority Corridors for the San Luis Valley TPR took place over the course of several regional meetings between June of 2013 and January of 2014 as part of the development of the Regional Transportation Plan. A variety of input was considered in the process, including potential project lists, multimodal and economic characteristics, priority level from the 2035 plan, input from the public, and more. During the two most recent TPR meetings, members combined this information with ongoing discussion to select High Priority Corridors for their region. These corridors will receive an additional focus in the Regional Transportation Plan and will help to guide future investment in the transportation system.

Each of these high priority corridors is presented below with a list of public comments, gathered via the San Luis Valley TPR transportation survey, that directly relate to the corridor, its character, and its needs. This survey was available between November and December of 2013 and survey participants were asked if they agreed with the list of TPR priority projects (A/B lists developed during summer meetings), wanted any removed from the list, or had any other concerns to add. These comments compiled below are the text responses only. See the attached San Luis Valley TPR survey for more details on the survey questions and responses options provided to survey participants.

Also included at the end of this document are general comments made without reference to a specific corridor and grouped loosely by topic. These are meant to provide overall context and indicate respondents' more general priorities for their regional transportation system.

This document is meant as a companion to the regional corridor worksheets used by TPR members to identify their high priority corridors over the course of the two most recent TPR meetings. The information is provided to assist TPR members in assessing how closely their selection of high priority corridors matches the priorities of the public and to provide them with insight into the concerns of their constituents.

In reviewing the San Luis Valley TPR survey responses, the comments below are representative of public sentiment around the priorities for a given transportation corridor. Complete survey results for the San Luis Valley TPR are available upon request.

US 24 –Johnson Village to Antero Junction

- Safety improvements need to be made, especially through Buena Vista.
- Passing lanes and other safety improvements are needed on Trout Creek Pass, and particularly for cyclists.

US 50 – West of Poncha Springs to East of Salida

- US 50 is not congested enough to add even more passing opportunities and turn out lanes.
- Speed reduction on US 50 in Salida is a priority.

US 50 – East of Salida to Coaldale

- US 50 is not congested enough to add even more passing opportunities and turn out lanes.
- Vehicle turnouts on US 50 seem unneeded

US 160 – West of Monte Vista to East of Alamosa

- Use US 160, which parallels I-70 and moves a lot of people and freight throughout the state, as an alternate route.
- Additional lanes between Monte Vista and Alamosa are unnecessary, but shoulders are.
- US 160 should be four lanes from Monte Vista to Alamosa.
- Will expansion to four lanes include Main Street in Alamosa? This may reduce local character.
- Speed limit through South Fork is higher than in nearby towns and should be reduced.

US 285 – CO/NM State Line to 2 Miles South of US 160

- Passing lanes and shoulders are needed to improve safety.
- Traffic is very congested and sometimes dangerous between Antonito and Alamosa and requires attention.

US 285 – US 160 in Monte Vista to Johnson Village

- The intersection of US 285 and SH 112 has experienced several serious accidents and should be addressed.
- Passing lanes are needed on US 285 between Buena Vista and Baily.
- Shoulders are needed on US 285 between Saguache and Monte Vista.

General Comments (Corridors Unidentified)

- Passenger rail connecting Valley communities to each other and to the Front Range would reduce congestion and boost tourism and commerce in the region.
- Bicycle and pedestrian improvements should be included in all planning activities and new projects.
- Bicycle and pedestrian improvements are not important to most of the travelling public.
- The lack of transportation options for people moving around the Valley needs to be addressed.
- The Valley communities need public transit because many residents are unable to afford their own vehicles and participate in the job market.
- Bus transit would allow access to medical services, education, and public benefits.
- Bicycle safety is important.
- Maintaining the existing roads, adding shoulders, and making safety improvements should come first.
- Wildlife signage needs to be improved to better identify crossing zones.