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Introduction

Public involvement is a key component to developing an effective Statewide Transportation Plan for Colorado. The information gained from partnering with stakeholders and meeting with interested parties and the general public is used by CDOT to craft informed solutions to transportation issues. Public involvement provides an opportunity to review, challenge, affirm, and/or expand on the State's transportation needs, planning process and future investment direction. Overall, the public involvement process provided a successful strategy for informing and engaging local elected officials; the general public, including traditionally underserved populations; and other key stakeholders in the planning process.

Public forums and regular monthly meetings with the Statewide Transportation Advisory Committee (STAC) covered all issues that were relevant to the development of both the Regional and Statewide Transportation Plans. Through the STAC, members of each Transportation Planning Region (TPR) Regional Planning Commission were provided an avenue by which to communicate on plan development to the Colorado Transportation Commission. Table 1 summarizes the various meetings held for the outreach effort.

Table 1: Summary of Various Outreach Meetings

Date	Meeting
Monthly	STAC
June 2006	Colorado Municipal League
June – August 2006	Regional Pre Forum Meetings
September – October 2006	Forum Meetings
September and October 2006	Political Action Committees
October and November 2006	Human Service and Transit Providers
January 2007	Colorado Counties, Inc.
February – April 2007	Prioritization Meetings
February 14, 2007	Transportation Commission Workshop
March 9, 2007	Environmental Forum
October – December 2007	Joint Public Outreach Meetings

Information gathered from these studies and outreach efforts are included in this Public Involvement Technical Report for the 2035 Statewide Transportation Plan. The information is publicly available on the following CDOT website:

- <http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp>

CDOT Statewide Customer Survey

CDOT started the public involvement process by conducting a telephone customer satisfaction survey of 3,200 randomly selected residents from Colorado. This survey was intended to provide an evaluation of the services provided by CDOT, to determine the priorities placed on various trade offs by the public and to learn more about the travel behavior and characteristics of the state's citizens.

Residents were selected throughout each county to allow for reporting by several regions and so the results could be weighted to match Colorado's age, gender and regional population patterns. The state was divided into four areas of interest: Metro Denver, the rest of the Front Range, the Eastern Plains, and the Western Slope. Additionally, results were also reported by Regional Interest Groups, CDOT Regions, and Transportation Planning Regions.

Regional Outreach

Regional Pre Forum Meetings

Purpose

The Regional Pre Forum meetings were held to help identify changes and trends for each TPR that could potentially impact the transportation system or the priorities developed during the previous Regional Transportation Plan (RTP).

Format

The meetings featured a presentation about the planning process in general and the need for updating the plans. A background of the 2030 Plan was also presented, which included Corridor Priorities, Constrained Plan, and transportation related costs.

The Regional Pre Forum meetings were used as platforms to enable each of the regions to begin thinking about the agendas to be discussed during the forum meetings. Topics included residential development, economic development, resource development, recreation and tourism, major traffic generators, and priority changes.

Schedule

Table 2 shows the meeting date, location, and attendance for the Regional Pre Forums in each TPR.

Table 2: Schedule of Regional Pre Forum Meetings

TPR	Date	Location	Number of Attendees
Central Front Range	June 12, 2006	Canon City	12
San Luis Valley	July 25, 2006	Alamosa	14
South Central	June 27, 2006	Trinidad	14
Southeast	June 28, 2006	Lamar	22
Gunnison Valley	July 11, 2006	Montrose	14
Eastern	July 17, 2006	Burlington	18
Upper Front Range	July 18, 2006	Greeley	12
Northwest	July 27, 2006	Steamboat Springs	17
Southwest	August 10, 2006	Durango	20

Notification

Multiple forms of notification were utilized. Prior to the meeting, the RPC chair mailed an invitational letter to elected and appointed officials, planning and transportation staff of TPR

municipalities, county commissioners, planning commissions and special interest groups, such as chambers of commerce, and other groups focused on transportation issues.

A meeting notice and press release was provided to media outlets describing the purpose of the meeting and requesting attendance from the interested citizens. In addition, CDOT, their consultant and TPR representatives contacted potential attendees, describing the importance of the meeting and requesting attendance. A major effort was made to reach out to groups and individuals that have not historically participated in the planning process, especially businesses and business groups, local and regional planning groups, alternative mode representatives, and elected officials beyond members of the RPC. In addition to 100 information letters and more than 110 formal invitations that were sent out, phone calls were also made.

Global invitations indicating the time and location of all ten Regional Forums were sent to:

- U.S. Congressmen (7), U.S. Senators (2)
- State Senators and State Representatives– chairmen and members of House and Senate Transportation Committees (18)
- Federal and State Agencies – Federal Aviation Administration, Federal Transit Administration, Federal Highway Administration, Federal Railroad Administration, Environmental Protection Agency, National Park Service, Bureau of Land Management, U.S. Fish & Wildlife Service, Colorado Department of Local Affairs, U.S. Forest Service, and Colorado Forest Service (11)
- Colorado Transportation Commissioners (11)

Regional Forums

Purpose

The Regional Forums provided a significant point of public input to the 2035 Regional Transportation Plan Updates. Building upon the Pre-Forum meetings, the input obtained was used by the RPC to help determine what changes to the previous (2030) Plan were necessary. The primary purpose of the meeting included:

- Review of 2030 visions, goals and strategies
- Discuss emerging regional issues and trends
- Determine audience’s preference regarding future priorities and issues
- Discussion of funding issues, needs, and solutions

Format

Each Forum was approximately 2-3 hours and featured a presentation about the planning process in general and the need for the update, background on the 2030 Plan, costs of transportation and general funding expectations as expressed in the 2030 Plan. An innovative audience polling technique was used to electronically solicit preferences and opinions. In addition, an interactive exercise allowed meeting participants to “spend” a set allocation of funds on their preferences. Topics included:

- Changes in Population/Employment

- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

Schedule

Table 3 shows the meeting date, location, and attendance for the Regional Forums.

Table 3: Schedule of Regional Forums

TPR	Date	Location	Number of Attendees
Central Front Range	September 7, 2006	Cripple Creek	12
South Central	September 11, 2006	Trinidad	14
Eastern	September 11, 2006	Akron	40
Southeast	September 12, 2006	Lamar	17
Northwest	September 27, 2006	Steamboat Springs	40
Upper Front Range	September 28, 2006	Greeley	27
San Luis Valley	September 28, 2006	Alamosa	41
Southwest	October 4, 2006	Durango	35
Gunnison Valley	October 5, 2006	Montrose	43
Intermountain	October 5, 2006	Glenwood Springs	50

Notification

Similar to the pre-forum, multiple forms of notification were again utilized. In addition to the RPC chair sending an invitational letter to local elected officials and planning staff individuals, meeting notices and press releases for the Regional Forums were provided to media outlets in each TPR. Formal phone calls to potential attendees resulted in an understanding of the TPR issues and many of whom committed to attending the Forums.

Prioritization Meetings

Purpose

The Prioritization Meetings helped the RPC determine changes to the previous (2030) Plan and were held to prioritize needs for the update within the context of available funding. The primary purposes of the meeting included:

- Review of 2030 priorities
- Assigned Primary Inventory
- Prioritized Corridors
- Assigned percentage of Regional Priority Programming funds to each corridor
- Prioritized Transit Projects
- Prioritized Aviation Projects

Schedule

Table 4: Schedule of Prioritization Meetings

TPR	Date	Location
Central Front Range	February 28, 2007	Cripple Creek
Southwest	March 15, 2007	Durango
Gunnison Valley	March 16, 2007	Montrose
Northwest	March 22, 2007	Steamboat Springs
San Luis Valley	March 27, 2007	Alamosa
Southeast	March 28, 2007	Lamar
South Central	April 4, 2007	Trinidad
Intermountain	April 12, 2007	Gypsum
Upper Front Range	April 19, 2007	Greeley
Eastern	April 23, 2007	Holyoke

Statewide Transportation Advisory Committee (STAC)

The STAC, consisting of representatives from metropolitan and rural Transportation Planning Regions and Indian Tribal governments throughout the state of Colorado, met monthly to discuss the needs of the transportation system and review and comment on the statewide and regional transportation plans. Input from the Committee was included in the draft Plans and presented to the Colorado Transportation Commission.

Statewide Outreach

Statewide Forum

Purpose

A joint STAC and Transportation Commission (TC) workshop initiated a discussion of potential strategies for optimizing the existing transportation network through 2016, in light of anticipated revenue. The February 2007 workshop presented the results of a study of options available for increasing resources for transportation, as well as the relationship between transportation investments and the health of Colorado's economy. Staff sought direction on which strategies or policies the Transportation Commission and STAC believe should be considered for inclusion in the 2035 Statewide Transportation Plan Mid-Term (8-10 years) Implementation Strategy. The strategy will define mid-term activities and policies to be pursued given anticipated resources, as well as options to secure additional resources. Presentation materials are shown in Appendix E.

Critical Issues

At the joint TC/STAC workshop, the following two primary categories of potential trade offs and policies were discussed:

1. **Tough Decisions about the CDOT System:** The workshop presented information to facilitate examination of how areas of spending within 2035 Resource Allocation may be refocused to meet goals and the trade-offs required.



2. **Opportunities for Statewide Policy Leadership:** The 2035 Statewide Transportation Plan offers an opportunity to provide leadership on areas of transportation development and operations for which CDOT does not have decision making authority, such as land use, economic development and regulation. The workshop presented potential areas for cooperation between CDOT and planning partners that could maximize the use of existing multi-modal infrastructure.

Environmental Forum

Purpose

The STAC Environmental Forum brought together representatives from Environmental Resource and Regulatory agencies, Metropolitan



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Planning Organizations (MPOs) and Transportation Planning Regions to discuss transportation trends and gain an understanding of environmental resources pertinent to each TPR. The meeting, held on March 9, 2007, enabled participants to share information on resources within their areas and environmental resource and regulatory agencies to inform the TPRs and MPOs about regulations and requirements. The six hour workshop consisted of separate round table conversations between TPR and MPO representatives who were stationed at a table while resource and regulatory agencies rotated every 15 minutes.

Environmental Forum Participants

Representatives from the agencies shown in Table 5 attended and participated in the Environmental Forum.

Table 5: Agency Representation at the Environmental Forum

Colorado Division of Wildlife	United States Fish and Wildlife Service
United States Army Corps of Engineers	Colorado Trout Unlimited
Federal Highways Administration/Central Federal Lands	Regional Transportation District
Colorado Division of Natural Resources	Fort Carson Army Installation
State Historic Preservation Office	Colorado Division of Public Health and Environment
Colorado State Parks	Southern Rockies Ecosystem Project
City and County of Denver Planning Department	Environmental Protection Agency
The Nature Conservancy	

Critical Issues

Specific information for each TPR and MPO is located in the regional plans (see Environmental Technical Report for further meeting details).

Political Action Committees (PACs)

Purpose

In September and October of 2006, CDOT conducted electronic town hall meetings at the annual meetings for Club 20, Action 22, and Progressive 15 PACs. PACs are county level committees that represent various regions throughout Colorado. They were formed to advocate for common regional interests and present a unified political voice. The county representation for each PAC is shown in Table 6.

Table 6: PAC Representation by County

PAC	County
Action 22	Alamosa, Baca, Bent, Chaffee, Conejos, Costilla, Crowley, Custer, Cheyenne, El Paso, Fremont, Huerfano, Kiowa, Las Animas, Mineral, Otero, Park, Prowers, Pueblo, Rio Grande, Saguache, Teller
Club 20	Archuleta, Delta, Dolores, Eagle, Garfield, Grand, Gunnison, Hinsdale, Jackson, La Plata, Lake, Mesa, Moffat, Montezuma, Montrose, Ouray, Pitkin, Rio Blanco, Routt, San Juan, San Miguel, Summit, Ute Indian Tribe
Progressive 15	Adams, Arapahoe, Cheyenne, Douglas, Elbert, Kit Carson, Larimer, Lincoln, Logan, Morgan, Phillips, Sedgwick, Washington, Weld, Yuma

Each of the electronic town hall meetings was conducted using an interactive audience response keypad system. Town Hall participants were asked a series of questions regarding state highway mobility, safety and system quality and were able to response in real time using hand held electronic keypad devices. The electronic keypads registered participants' responses and graphically projected them on a screen providing opportunity for discussion. Town Hall participants were then asked questions from the 2006 Statewide Customer Survey and were able to compare their responses with those survey respondents from the same geographical area. After each presentation, staff revised and reformatted questions and presentation sequencing to try and increase participation, the quality of responses, and overall presentation quality. Therefore, there is a slight variation in questions asked at each presentation.

The town hall meetings gained information on a variety of transportation related activities and that helped frame the 2035 Statewide and Regional Plan priorities. The meetings provided an excellent opportunity to obtain input from local elected officials and other concerned citizens throughout the state. In the past, representatives from these three PACs have expressed interest in playing a larger role in the long range plan development process, and these town hall meetings were specifically designed to capture that interest.

Schedule

Table 7 shows the meeting information for the three PACs.

Table 7: Schedule of PAC Meetings

PAC	Date - Place	Number of Attendees
Club 20	September 9, 2006 - Grand Junction	24
Progressive 15	September 15, 2006 - Estes Park	19
Action 22	October 13, 2006 - Colorado Springs	7

Colorado Municipal League (CML)

The 2006 annual CML conference had 588 municipal and government registrants. CDOT Division of Transportation Development (DTD) staff attended the conference, held in June 2006,

and manned a display booth. DTD Staff spoke with approximately 15 people and collected mini-surveys from 10 people.

Colorado Counties, Inc. (CCI)

CDOT Policy Office Staff gave a presentation that included discussion of the 2035 Plan in January 2007.

Human Service and Transit Providers

CDOT DTD Staff attended Human Services and Transit Providers Coordination Planning meetings in each TPR to assess available service and transit needs for targeted populations, identify strategies to address gap, and identify priorities for implementation. Table 8 shows the dates, locations, and number of attendees for each TPR.

Table 8: Schedule of Human Services and Transit Coordination Planning meetings

TPR	Date	Location	Number of Attendees
San Luis Valley	October 19, 2006	Salida	14
	November 15, 2006	Alamosa	24
Gunnison Valley	October 24, 2006	Cedaredge	11
	November 14, 2006	Gunnison	11
	November 15, 2006	Ridgway	13
	November 16, 2006	Telluride	10
Southeast	October 25, 2006	La Junta	5
Intermountain	October 26, 2006	Breckenridge	7
	November 20, 2006	Vail	16
Northwest	October 27, 2006	Steamboat Springs	10
	November 16, 2006	Winter Park	8
South Central	October 27, 2006	Trinidad	8
Upper Front Range	October 30, 2006	Fort Collins	20
Eastern	November 2, 2006	Washington County	16
Southwest	November 14, 2006	Durango	20
Central Front Range	November 16, 2006	Canon City	16

Joint Outreach

Purpose

The Regional Forums provided significant public input to the 2035 Regional Transportation Plan Updates. Building upon the Pre-Forum meetings, the input obtained was used by the RPC to help determine what changes to the previous (2030) Plan were necessary. The primary purpose of the meeting included:

- Review of 2030 visions, goals and strategies
- Discuss emerging regional issues and trends
- Determine audience's preference regarding future priorities and issues
- Discussion of funding issues, needs, and solutions

Format

Each Forum was approximately 2-3 hours and featured a presentation about the planning process in general and the need for the update, background on the 2030 Plan, costs of transportation and general funding expectations as expressed in the 2030 Plan. An innovative audience polling technique was used to electronically solicit preferences and opinions. In addition, an interactive exercise allowed meeting participants to "spend" a set allocation of funds on their preferences. Topics included:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

Schedule

Table 9: Schedule of Joint Outreach Meetings

TPR	Date	Location	Number of Attendees
Central Front Range	October 16	Fairplay Cañon City	12
	October 23		22
San Luis Valley	October 30	Alamosa	25
South Central	December 3	Trinidad	15
Southeast	December 4	Lamar	17
Gunnison Valley	November 7	Montrose	21
Eastern	October 29	Akron	22
Upper Front Range	November 8	Greeley	14
Northwest	October 24	Steamboat Springs	50
Southwest	November 8	Durango	18
Grand Valley	October 29	Grand Junction	16
Intermountain	November 1	Glenwood Springs	28

Notification

Similar to the pre-forum and forum, multiple forms of notification were again utilized. Postcards were mailed to the individuals already on the mailing list from the pre-forum and forum meetings. Sample postcards are shown in Appendix G. In addition to the RPC chair sending an invitational letter to local elected officials and planning staff individuals, meeting notices and press releases for the Regional Forums were provided to media outlets in each TPR.

Public Comments

A summary of each joint outreach meeting is provided in Appendix H. Written comments and responses to those comments are also summarized.

Outreach Outcomes – How The Outreach Information Is Used

Discussion and comments from each meeting were summarized and incorporated into the summary of public comments provided to both the STAC and the Transportation Commission. Workshops were held with each group to discuss the outreach efforts and how the comments have been incorporated into the Statewide Transportation Plan. The Transportation Commission also used this information for their consideration during finalization and adoption of the 2035 Statewide Transportation Plan. A detailed summary of the outreach meetings and the comments received can be found in the Appendices.

Outreach to Underserved Populations

CDOT and its regional planning partners ensured full and equitable participation by underserved populations in all outreach activities through the use of improved mailing databases and meeting notice distribution. Additionally, the 2006 Statewide Customer Survey polled a wide range of citizens, including those with various income levels and ethnicity, on their opinions of the transportation system and performance.

CDOT developed outreach materials in both English and Spanish, invited Spanish speaking communities to participate in planning process activities. Additionally, CDOT developed a Spanish version of the 2035 Plan Informational Website that is located on the world wide web at

http://www.dot.state.co.us/StatewidePlanning/PlansStudies/2035Plan_Spanish.asp

General Comments Received throughout the Process

Through both the Statewide and Regional plan development, approximately 25 different written public comments were received. Comments were received via mail, e-mail, and the various public involvement meetings held throughout the state. General comments received throughout the planning process included the following:

- Roadway improvements that should be included in regional plans
- Wildlife related improvements for Southwest, Gunnison Valley and San Luis Valley TPRs that should be considered
- Energy development locations in Eastern Colorado that should be included
- The importance of non-emergency medical transportation in rural areas should be recognized
- The impact of green house gases should be recognized and alternative modes of transportation that reduce carbon based fuel consumption should be discussed
- The effect of high gas prices in the future on major trucking routes statewide should be recognized

Conclusion

For the 2035 Statewide Transportation Plan, CDOT has made a concerted effort to improve its public involvement program to better inform the public and specific groups about the transportation planning process. By utilizing the analyses from various studies, expanding the media campaign and conducting targeted outreach efforts, CDOT has tailored its public involvement program to reach more groups and gather better input on the planning process. The information gathered helps to further the goal of creating a statewide transportation plan that can truly be called Colorado's 2035 Statewide Transportation Plan.

Appendix A: Summary of Comments Received on 2035 Statewide Transportation Plan

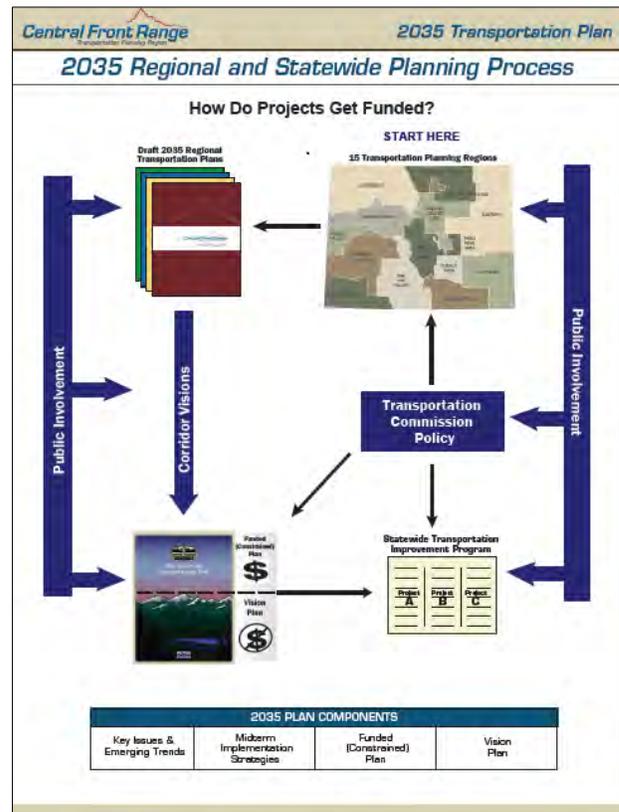
Public meetings were held in each Transportation Planning Region (TPR) during the fourth quarter of 2007. Hosted by both the Regional Planning Commission (RPC) and the Colorado Department of Transportation (CDOT), the meetings included display boards highlighting significant information from the 2035 Regional Transportation Plan (RTP) and the 2035 Statewide Plan.

The statewide board titles were as follows:

- Public Participation
- Recent Accomplishments
- Statewide Socioeconomics
- Economic Drivers
- Statewide Congestion
- Colorado Freight Corridors
- Service Conditions
- Corridor Visions & Environmental Coordination
- Performance of the Statewide System
- Statewide Existing Revenue and Spending
- What Will the Future Be?
- What the Investment Level Will Buy in 2035

In addition to the 2035 Regional and Statewide Planning Process board shown to the right, the regional board titles included the following:

- Key Issues & Emerging Trends
- Regional Socioeconomics
- Traffic
- Truck Traffic
- Transit
- Vision Plan
- Constrained Plan
- Midterm Implementation Strategies



The following comments regarding the Statewide Plan were submitted to CDOT either at the public meetings or by electronic mail. A summary of CDOT’s response to each commenter is shown in italics.

Comment 1

A written comment stated that the 2035 Statewide Plan should address the issues of greenhouse gas emissions, air pollution, and the link between land use planning and transportation funding.

The environmental section of the statewide plan booklet includes a discussion on the growing congestion problem and how this affects air quality. The Plan now also includes a summary of Colorado’s Climate Change Action Plan. CDOT and its planning partners have begun to formulate a program that will provide technical assistance to local governments as they consider

transportation implications of land use decisions, and this program is one part of several statewide mid-term implementation strategies discussed in the Plan.

Comment 2

A comment requested that the statewide plan include a wildlife crossing strategy for the entire I-70 corridor from Denver to Glenwood Springs since this strategy is included for many segments of the corridor. Rewording of strategy 54 was also requested to avoid excluding mitigation measures not specifically named. The comment also requested inclusion of the Linking Colorado's Landscape project in the Proactive Programs section of the statewide environmental document.

After the regional plans are finalized and adopted by the RPCs, each corridor's vision, goals, and strategies will be summarized and compiled into a statewide corridor vision that will be reflected in the statewide plan. The updated Plan includes the following language: "add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways, or equally effective methods of mitigation to enhance safety." A description of the Linking Colorado's Landscape program was added to the Proactive Mitigation Programs portion of the Environmental Technical Report.

Comment 3

A comment was received urging CDOT to consider and include non-emergency medical transportation needs.

The revised 2035 Statewide Plan booklet language now reflects the concern that non-emergency medical transportation provides service in rural areas to underserved populations.

Comment 4

A comment was received urging CDOT to strongly address the transit element, other multi-modal transportation opportunities, and several other issues, including oil/gas prices and climate changes, that may affect the approach to addressing transportation needs in 28 years. The comment also advocates forethought about the possibility of an entirely different transportation system, one that is not dependent on fossil fuels.

CDOT recognizes the impact of increased fossil fuel reliance. The plan addresses the benefits of increasing the use of transit, alternative modes, and alternative fuels; and encourages partnering with businesses and consumers to pursue the reduction of carbon emissions.

Appendix B: Summary of Comments Received at the Regional Pre Forums

Central Front Range**Attendance** (12)**Primary Issues**

- Would like to see more inter-regional coordination
- Would like to be able to review drafts of long-range plans online
- Is it possible to absorb El Paso County into the Pikes Peak Area Council of Government (PPACG) plan similar to the way the Denver Regional Council of Government (DRCOG) handles Mountains and Plains Element?

Eastern**Attendance** (18)**Primary Issues**

- Recent corridor studies should be incorporated into the RTP, including the Ports to Plains study, the SH 83 – SH 86 Corridor Optimization Plan, and the upcoming SH 385 corridor study.
- Over the last few years there has been an increase in oil and gas production as well as ethanol production. This trend is expected to continue.
- A new motorsports park is being planned in Genoa.
- Cheyenne County has been decreasing in population over the last several years; this trend is projected to continue.
- New hospitals have recently been built or are currently being built in Wray, Yuma, and Phillips County. The hospital in Burlington may be expanded in coming years. Concern was raised about the condition of roadways for transit of patients via ambulance, particularly along the US 34 corridor.
- The Kit Carson Correctional Center in Burlington is being expanded, with double the capacity and double the staff.
- The commercial districts in communities throughout the region have been moving away from the main street through the downtowns and closer to the interstate interchanges along the I-70 and I-76 corridors.
- Concern was raised about the consistency of the traffic counts along the state highway corridors. In some cases, the CDOT dataset has previously shown forecasted volumes that are less than the existing counts.
- Greyhound no longer makes stops in Burlington or at any of the towns in the region along the I-76 corridor because they are moving toward more regional service. This type of transit service needs to be provided by local providers.
- Ballyneal golf and hunting club in Holyoke opened earlier this year.

Gunnison Valley**Attendance** (14)**Primary Issues**

- How to Contact Stakeholders and Key Persons
- Who to Invite to Forum Meeting
- How to Engage the Public
- Forum Meeting
- Other Items
- Action Items

Intermountain**Attendance**

Primary issues information was gathered in discussions with RPC members, local agency staff and other stakeholders.

Primary Issues

- Congestion of the regional corridors (Interstate 70, US Highway 24, SH 9, SH 82, SH131, and SH 133).
- The impact of natural resource exploration on the transportation system.
- Increase impact of truck traffic along the I-70 corridor and in the western portion of the region.
- The impact of increased tourism on the transportation system.
- Increased need for public transportation to link low-income to employment centers.
- Access to affordable housing for low-income families.
- Population growth may have a negative impact on the environment.

Northwest**Attendance** (17)**Primary Issues**

- Need to share with attendees the financial constraints and then push for creative ideas. Will require a good mix of people generating ideas – business and community leaders – which may provide access to get potentially more funds. Need to determine method to get people engaged in the process with the funding limitations.
- Attracting people to the forums to then let them know of drastic funding shortfalls will be disappointing and discouraging. People may ask – Why are we here to discuss how to spend what is not available? Need to provide motivation and rationale for why attendance and the generation of ideas is beneficial to the region.
- Applications for enhancement funds for bicyclists – this funding was also negatively impacted.
- Walden may be a good consideration for a meeting, but it appears Steamboat Springs would attract the most attendees.

- Maybe consider more than one forum meeting due to large study area and equity for residents, and/or RPC to check into video conferencing to involve more people throughout the region due to long distances between communities.
- Forum date agreed upon is for Wednesday, September 27th to be held in Steamboat Springs at the Olympian Hall.
- Construction costs have doubled and employment costs for transit operators has increased as energy truck drivers make more.
- Need to consider impacts to the first alternate route (US 40) to I-70 when improvement projects are occurring along I-70. If I-70 impacted by beetle infestation – and closed – parallel roads won't be prepared. Evident at Glenwood Canyon – one Thanksgiving the canyon was closed.
- Gravel pits are not desired in the region, but are a needed supply for roadway improvements.
- Major increase in roadway construction supplies 40-60% asphalt. 30-35 % increase in gravel and materials. Contractors are not bidding as frequently as previously due to increase cost of supplies – now CDOT is lucky to get even two construction bids on a project.
- Grand County, Jackson County, Steamboat Springs on Forest Service Land – all the way to I-25 are experiencing effects from beetle infestations. It is a major problem in areas where a mix of trees does not exist.
- Associated Governments of Northwest Colorado (AGNC) is the voluntary regional association representing cities and counties in the 5-county northwest Colorado area of Garfield, Mesa, Moffat, Rio Blanco and Routt. Currently there are 5 counties and 17 cities participating as members. One county, Jackson, participates currently as an associate member and 2 counties, Clear Creek and Grand participate in the Northwest Colorado Enterprise Zone. Steamboat Springs recently joined.
- Growing residential and commercial construction are bringing increased heavy truck traffic, especially near Steamboat Springs and Winter Park, degrading both state system highways and county roads
- Routt County needs more transit connections as there are gaps in service for seniors and no service for the general public.

San Luis Valley

Attendance (14)

Primary Issues

- How to Contact Stakeholders and Key Persons
- Who to Invite to Forum Meeting
- How to Engage the Public
- Forum Meeting
- Other Items
- Action Items

South Central**Attendance** (14)**Primary Issues**

- Proposed new route connecting SH 12 to San Luis via Whiskey Creek Pass, Talyor Ranch
- SH 12 (Scenic/Historic Byway) – more local traffic, tourism/recreation, gas/oil development. Weston bridge under construction/width restrictions pushes heavy trucks to county road bypass. Road damage/safety issues. Passing lanes, turnouts, signage, intersection improvements needed. Could expand use of oil/gas impact fees for road maintenance/construction. Many new roads off SH 12 to drill sites. Concern about what happens when boom is over, roads remain, jobs gone
- CR 18.3 – Trinidad State Park – cut through traffic avoiding circuitous route into Trinidad take CR 18.3 across narrow dam to Starkville and I-25 south. Safety issues for pedestrians, road damage.
- Stockpile of coal at New Elk Mine may be moved by truck on SH 12 to Canon City and Pueblo since RR has been abandoned and tracks removed. Status of the abandonment is unclear.
- Pinon Canyon – Ft Carson army training site – Traffic/caravans on I-25, SH 350. Concerns about potential expansion of training site that may require acquisition of ranchland (loss of tax base in already poor area. Truckers use SH 350 to bypass weigh station.
- State prison at Beshoar Junction – employee expansion, commuting, new subdivision.

Southeast**Attendance** (22)**Primary Issues**

- Additional roadway construction is more desirable than minor improvements like guardrail installation.

Southwest**Attendance** (20)**Primary Issues**

- Rapid increase in population in both Archuleta and La Plata Counties is having effects on the transportation system (access issues, safety, congestion)
- Environmental impacts from transportation
- Development of Coal Bed Methane (CBM)
- North-South Corridor limits – Congestion
- Roads that are not suited for multiple uses (lack of bike lanes)
- Limited Roadway alternatives – Geography challenge
- Affordable transportation for low income/elderly
- County development effects on City streets
- Safety

- Potential New Casino off SH172
- Natural Gas (Dolores County)
- Animal – Vehicle Collisions (Durango to Bayfield)
- Environmental impacts from transportation
- Population growth
- Health care
- 2nd homes / affordable housing
- Telecommunication
- Wildfire
- Tourism

Upper Front Range

Attendance (12)

Primary Issues

- Morgan County has been experiencing a steady and significant growth in residential development.
- Morgan County has a new ethanol plant which generates 100 – 150 trucks per day.
- Larimer County has experienced some travel pattern shifts, with development occurring in some areas where it was not anticipated.
- There is a potential boundary modification between the Upper Front Range and DRCOG, which will need to be incorporated in this RTP update. The boundary change will entail a portion of southwest Weld County transferring into DRCOG.
- A development (Pioneer Development) with 8,000 – 12,000 residential units plus some commercial uses is being planned near I-76 and WCR 49.
- A new 1,000 bed prison is being planned in Hudson.
- The proposed Carma development along the I-25 corridor includes 5,000 – 6,000 residential units.
- Growth is occurring in all of the communities along the US 85 corridor, as far north as Eaton and Ault.
- There is more of a demand for east-west travel than there has been in the past.
- The findings and recommendations from the North I-25 Environmental Impact Study need to be incorporated in the RTP update.
- There has been an increase in oil and gas production in Weld County in recent years; however, it does not seem to have much impact on the traffic.
- The air quality conformity status of Weld and Larimer Counties needs to be considered in the RTP update.

Appendix C: Summary of Comments Received at the Regional Forums

Central Front Range**Notification**

Information Letters (100)

Invitations (111)

Phone calls (3)

Attendance (12)**Primary Issues**

- Road maintenance and repair; preserving the existing system emerged as the primary need
- Addressing safety and congestion throughout the region, largely a result of significant growth
- Individual corridors of high importance included US 50 west through Bighorn Canyon (safety), US 24 east of Colorado Springs (trucks), and US 285 in Park County (commuting).

Eastern**Notification:**

Invitations/information letters (77)

Posters in Libraries (11)

Attendance (40)**Primary Issues**

- Roadways need to be adequately maintained in order to support the long distance, rural travel often required
- Shoulders need to be added for both safety and mobility
- Roadway improvements are needed to accommodate truck travel on several corridors, including SH 385, SH 71, and US 24. The Ports to Plains (US 287) Corridor continues to attract large numbers of trucks in interstate commerce
- Energy development is bringing much-needed economic development to parts of the TPR

Gunnison Valley**Notification:**

Information Letters (374)

Invitations (374)

Press Release to Media (14)

Attendance (43)**Primary Issues**

- Wildlife crossings need to be maintained and potential wildlife/vehicle conflicts are a safety concern
- A desire for increasing public transportation and providing alternative modes to driving passenger vehicles has been identified

- Increases in truck traffic (primarily mining and logging) throughout the TPR are starting to and could continue to degrade and congest the roadways causing safety concerns, especially on highways with no shoulders
- A designated truck route, which would bypass the populated areas, is needed throughout the TPR
- Improved roadway maintenance is needed to address poor roadway surface conditions in the TPR.
- Passing lanes and additional lanes are needed throughout the TPR to address safety issues

Intermountain

Notification:

Information Letters (300)

Invitations (300)

Attendance (50)

Primary Issues

- Regional and multi-modal transportation and appropriate funding continues to be a primary issue for the region as it faces growing congestion and longer commutes
- There is strong support for fixed-guideway transportation along the I-70 Mountain Corridor from Avon to Denver
- A wide range of environmental issues, including wildlife habitat, growth, noise and air quality are seen as important issues
- Affordable housing and associated effects on commute times and distances is a long standing and still growing problem
- Alternatives for transportation funding

Northwest

Notification:

Information Letters (200)

Invitations (260)

Attendance (40)

Primary Issues

- A desire for increasing public transportation and providing alternative modes to driving passenger vehicles has been identified. The need for eventually providing mass public transportation within the TPR has been expressed
- Lack of shoulders on the TPR roadways is a safety concern as pull off areas/bicycle ways are either not provided, or are not wide enough to accommodate bicycles, or motor vehicles that need to pull off the road
- Increases in truck traffic (primarily energy development and lumber extraction) throughout the TPR are starting to occur and could continue to degrade and congest

the roadways causing safety concerns, especially on highways with no shoulders (see above)

- The need for passing/climbing lanes exists throughout the TPR, as roadway capacity often does not allow enough opportunity for safe or convenient passing
- Improved roadway maintenance is needed to address poor roadway surface conditions

San Luis Valley

Notification:

Information Letters (398)

Invitations (398)

Press Release to Local Media (8)

Attendance (41)

Primary Issues

- Lack of shoulders on the TPR roadways is a safety concern as pull off areas/bicycle ways are either not provided, or are not wide enough to accommodate bicycles, or motor vehicles that need to pull off the road
- The need for passing lanes exists throughout the TPR, as roadway capacity often does not allow enough opportunity for safe or convenient passing
- A desire for increasing public transportation and providing alternative modes to driving passenger vehicles has been identified. The need for eventually providing mass public transportation within the TPR has been expressed which would connect to the Great Sand Dunes, Alamosa Refuge and Fort Garland
- Improved roadway maintenance is needed to address poor roadway surface conditions in the TPR
- The need for intersection improvements was expressed throughout the TPR to provide safe crossings

South Central

Notification

Information Letters (165)

Invitations (165)

Phone calls (5)

Attendance (14)

Primary Issues

- SH 12 west of Trinidad is getting very congested and has many safety and environmental issues, including enormous growth in Coal Bed Methane Gas production
- Strong opposition to the Army's proposed Pinon Canon Maneuver Site expansion in Las Animas County has emerged and is becoming more organized
- While part of the Trinidad I-25 Viaduct project will be under construction next year, there is great concern that the remainder of the money will be delayed, causing a cascade of negative effects to the community, businesses and region

- Connections through Trinidad on US 160 and SH 350 are difficult and dangerous

Southeast

Notification:

Information Letters (147)
Invitations (147)
Phone calls (20)

Attendance (17)

Primary Issues

- US 287 improvements on the Ports to Plains Corridor are welcomed; completing the Lamar bypass link is critical for the community
- Availability of municipal and agricultural water is a major regional issue
- More passing lanes are needed on US 50 between Lamar and Fowler
- SH 96 has a significant increase of truck traffic which contribute to deteriorating surface conditions

Southwest

Notification:

Information Letters (116)
Invitations (116)
Phone calls (23)

Attendance (35)

Primary Issues

- Rapid increase in population in both Archuleta and La Plata Counties is having effects on the transportation system (access issues, safety, congestion)
- Environmental impacts from transportation
- Development of Coal Bed Methane (CBM)
- Limited roadway alternatives – Geography challenge (mountainous terrain)
- Animal / vehicle collisions throughout region – especially US 160

Upper Front Range

Notification

Invitations/information letters (53)
Posters in libraries (5)

Attendance (27)

Primary Issues

- Growth is occurring faster than expected, especially in previously undeveloped areas, leading to “leap-frog” development, long commutes and sometimes minimal input to the infrastructure-supporting tax-base

- Ongoing discussion of establishing a Regional Transportation Authority in Weld and Larimer Counties
- Convert project-based plan to corridor-based plan; some priorities may need to be adjusted
- The expense of capacity and interchange improvements on I-25 continues to be a major problem when compared to available funding.

Appendix D: Summary of the Prioritization Meetings

The primary purpose of the Prioritization Meetings was to examine recommended changes to Corridor Visions and the 2035 Vision Plan (primary components of Technical Report 2 – Visions and Priorities) as a result of analysis of key issues and emerging trends throughout the region. The RPC examined the recommendations of the 2030 RTP, Pre Forum Meeting Notes, Technical Report 1 – Regional Systems, and Technical Report 2 mentioned above to update priorities and identify additional projects. The prioritization meetings resulted in a completed vision plan, which includes Primary Investment Category, the Priority, and percent Regional Priority Program funds for each corridor and are documented in the Regional Transportation Plans.

TPR	Date	Location
Central Front Range	February 28, 2007	Cripple Creek
Southwest	March 15, 2007	Durango
Gunnison Valley	March 16, 2007	Montrose
Northwest	March 22, 2007	Steamboat Springs
San Luis Valley	March 27, 2007	Alamosa
Southeast	March 28, 2007	Lamar
South Central	April 4, 2007	Trinidad
Intermountain	April 12, 2007	Gypsum
Upper Front Range	April 19, 2007	Greeley
Eastern	April 23, 2007	Holyoke

Appendix E: Joint STAC-TC Workshop Presentation Materials

The Anticipated Long-Run and Mid-Term Impacts of 2035 Resource Allocation

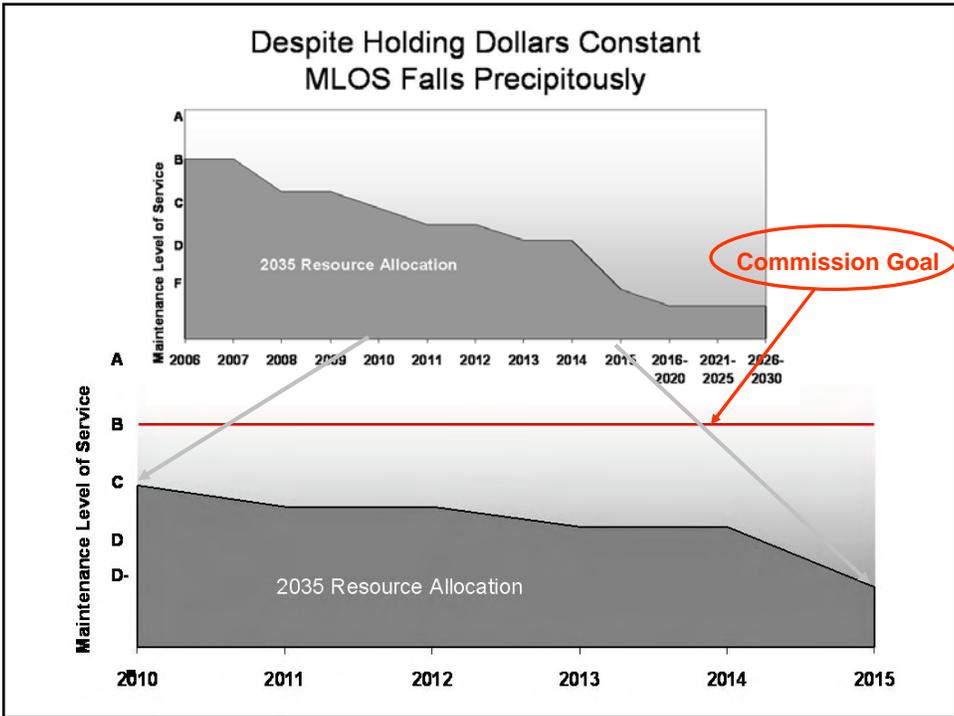
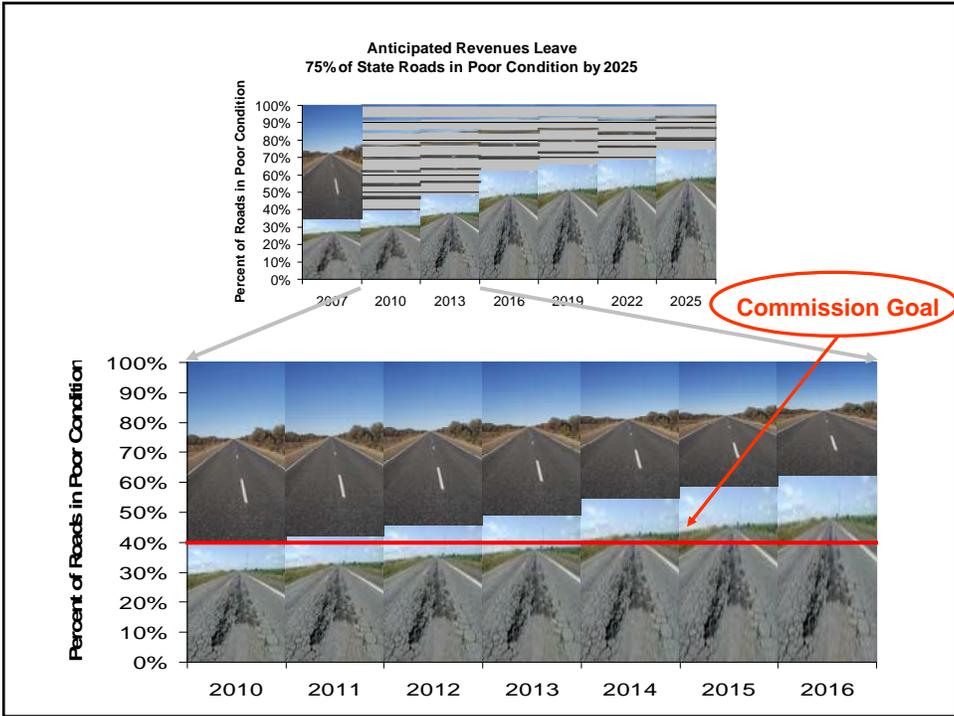
Congestion
Surface Condition
Maintenance Level of Service Grade
and
Bridge Repair Backlog

January 22, 2007
DRAFT – Not for Citation

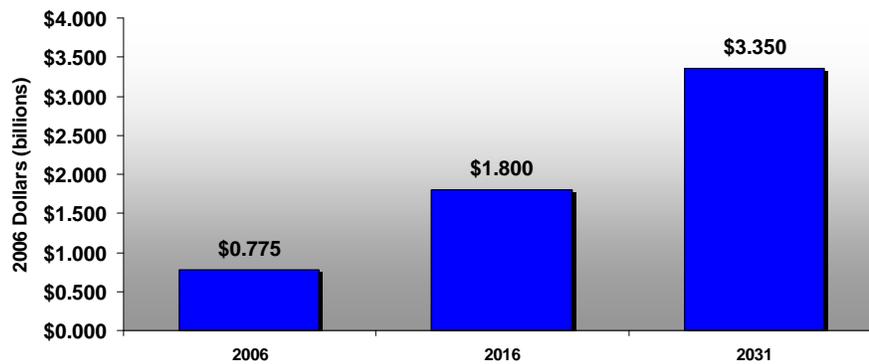
No Funds for Capacity Improvements Means
Congestion More than Doubles by 2016



January 22, 2007
DRAFT – Not for Citation



Cost to Eliminate Bridge Repair Backlog



January 22, 2007
DRAFT – Not for Citation

Sample Plan to Address Mid-Term (2010-2014) Shortfalls

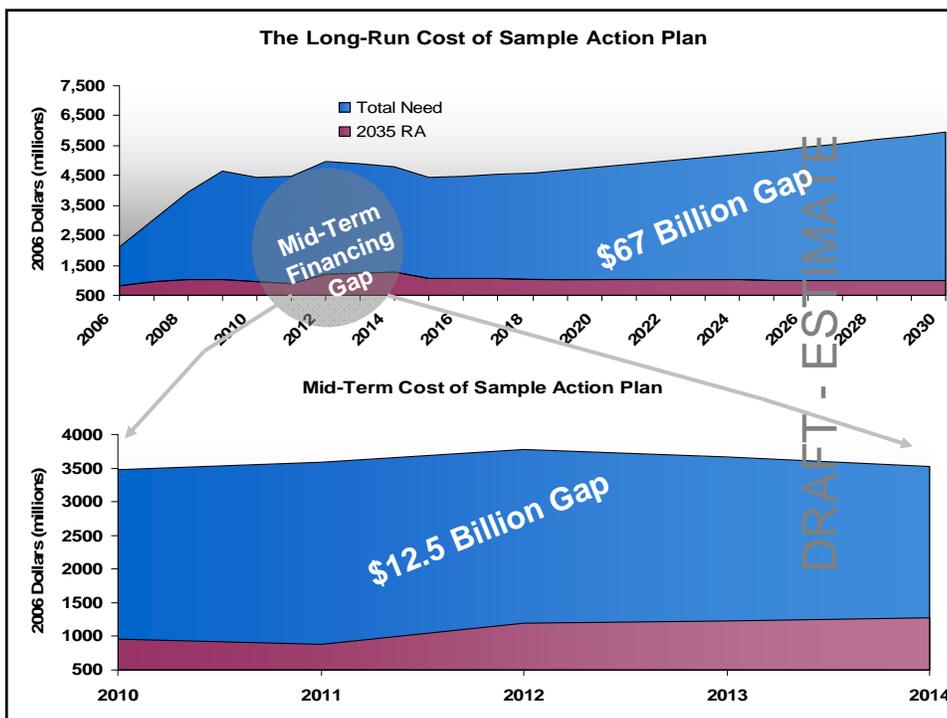
January 22, 2007
DRAFT – Not for Citation

DRAFT

Sample Mid-Term ('10-'14) Action Plan

	TC Goal	2035 RA 2014 Impact	Mid-Term Action	Cost (2006-2014)
Congestion	50 percent increase	109 percent increase	55 percent increase	\$4.5b (36%)
MLOS	Grade B	B in 2008 D+ in 2014	B 2008 - 2013 B- in 2014	\$3.0b (25%)
Surface Condition	60 percent good/fair	45 percent good/fair	60 percent good/fair	\$3.0b (25%)
Bridge Repair Backlog	<i>no goal</i>	\$1.8 billion	\$778 million	\$2.0b (17%)
Total				\$12.5b

January 22, 2007
DRAFT – Not for Citation



Long Term and Mid Term Sample Calculations

January 22, 2007
DRAFT – Not for Citation

2010-2014 Financing Gap Calculation									
Needs	2006-2009 Gap ¹	2010	2011	2012 ²	2013 ²	2014 ²	Totals	Backlog	Category Total
Congestion	1,410	282	282	282	282	282	2,820	1,449	4,269
MLOS	82	266	274	283	291	300	1,496	1,542	3,038
Good/Fair Pavement	447	300	300	300	300	300	1,947	1,542	3,489
On-System Bridge	317	144	144	144	144	144	720	740	1,460
Off-System Bridge	170	65	65	65	65	65	325	334	659
Previous Funding Gap		(2,426)	(2,528)	(2,711)	(2,588)	(2,436)			
Total Need		3,483	3,593	3,785	3,670	3,527	18,058		
2035 RA (\$2008)		955	882	1,197	1,234	1,269	5,537		
Annual/Total Gap		(2,426)	(2,528)	(2,711)	(2,588)	(2,436)	(2,258)		(12,521)

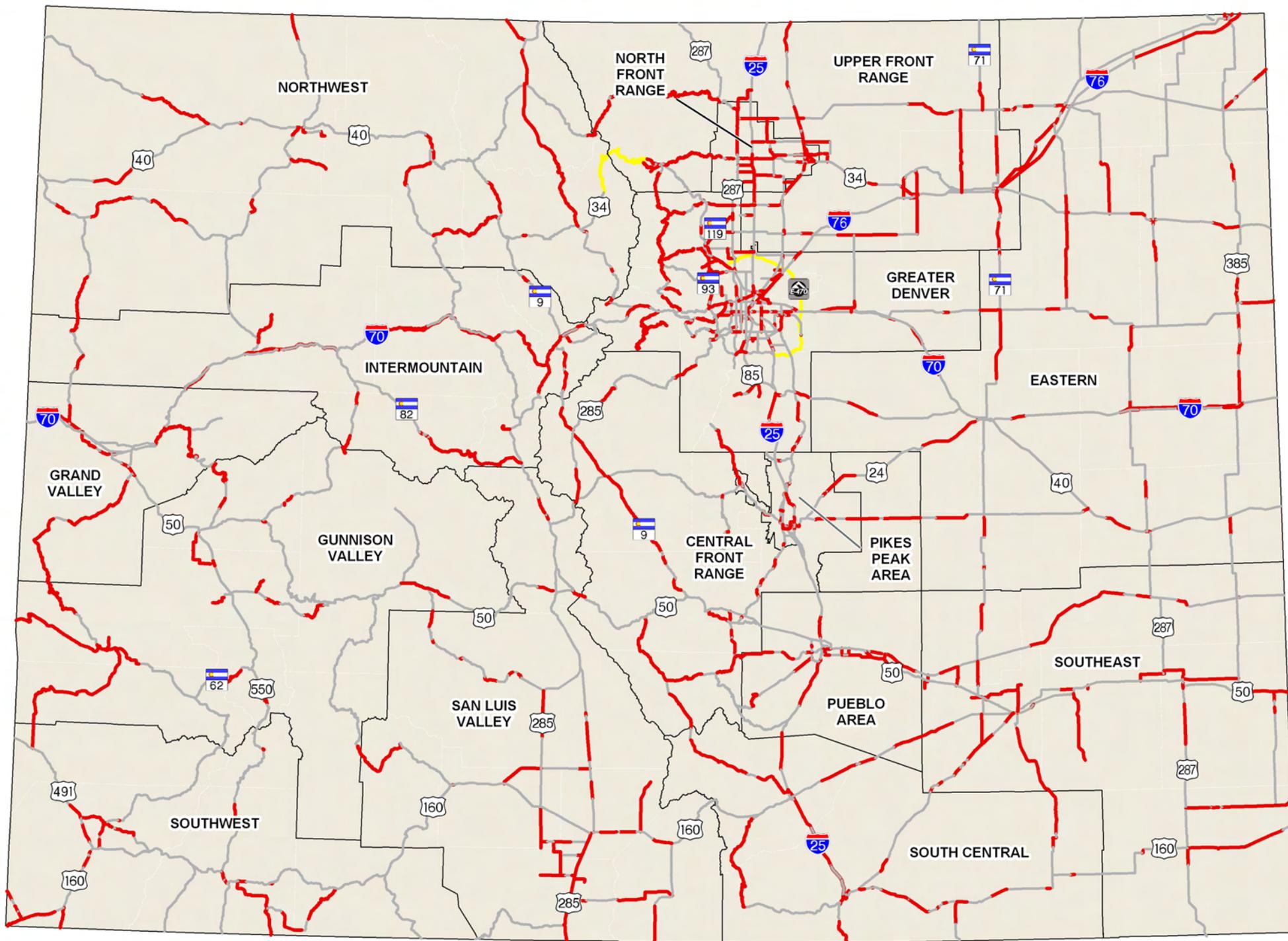
¹ Gap Definitions: Congestion = 5 years at \$282m/yr, MLOS = '08+'09 total of 82m, G/F Pavement = 3 years a \$149m/yr. On/Off-System Bridges = '07+'08+'09 gap between RA and \$144/\$65m need

² Resource Allocation surpasses listed needs in '12 by \$123m, in '13 \$153 and '14 by \$179m

Performance Measure	Objective	Source and Explanation
Congestion (\$2005)	50 percent reduction in delay growth compared to no action	DTD - estimate of annual cost of construction of additional lanes and maintenance
MLOS(\$2006)	Grade B through 2013 declining to B- in 2014	CDOT Maintenance - MLOS Grade declines after 2013 because system quality has deteriorated, for instance no additional maintenance can keep a thoroughly rutted road at a level of service B.
G/F RSL (\$2006)	Funding to Maintain 60 percent through 2014	CDOT Pavement Management Program - Estimated that \$300/year will maintain the 60/40, declining to a minimum of 55/45 in 2023 and returning to 60/40 in 2026.
OnS/OfS BR (\$2006)	Maintain Existing Condition	CDOT Bridge Program

January 22, 2007
DRAFT – Not for Citation

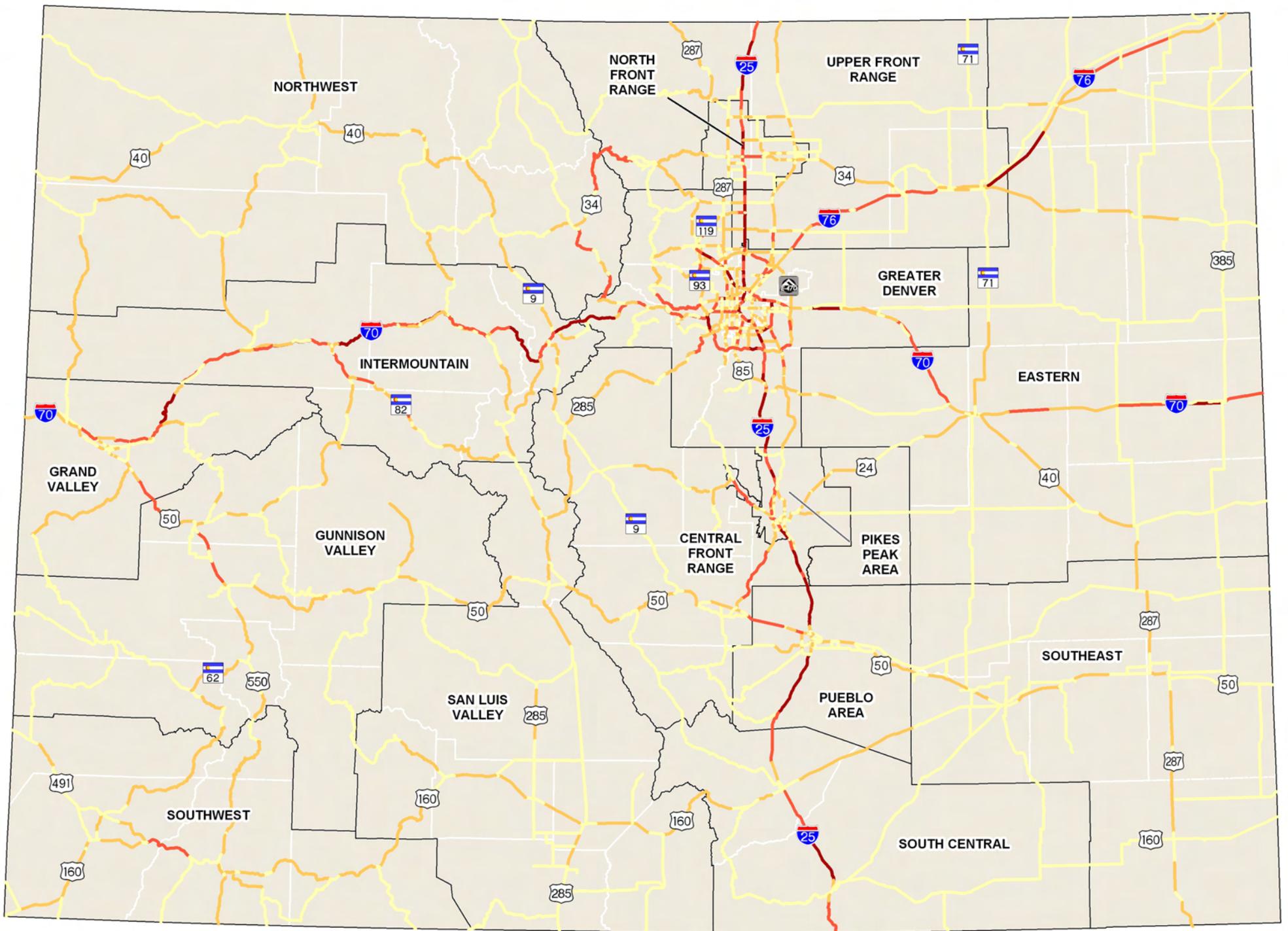
2006-2030 Financing Gap Calculation							
	2006	2007-2010	2011-2015	2016-2020	2021-2025	2026-2030	TOTAL
Need for Maintenance, Pavement, Bridges and Congestion	1,318	12,120	17,933	17,891	20,441	23,450	93,153
2035 RA (\$2008)	817	3,982	5,649	5,198	5,071	5,012	25,730
GAP	(501)	(8,138)	(12,284)	(12,692)	(15,370)	(18,438)	(67,422)
Performance Measure	Objective			Source and Explanation			
Congestion (\$2005)	50 percent reduction in delay growth compared to no action			DTD - estimate of annual cost of construction of additional lanes and maintenance			
MLOS(\$2006)	Grade B through 2013 declining to B- in 2014			CDOT Maintenance - MLOS Grade declines after 2013 because system quality has deteriorated, for instance no additional maintenance can keep a thoroughly rutted road at a level of service B.			
G/F RSL (\$2006)	Funding to Maintain 60 percent through 2014			CDOT Pavement Management Program - Estimated that \$300/year will maintain the 60/40, declining to a minimum of 55/45 in 2023 and returning to 60/40 in 2026.			
OnS/OIS BR (\$2006)	Maintain Existing Condition			CDOT Bridge Program			
<p>January 22, 2007 DRAFT – Not for Citation</p>							



ROADWAY SURFACE CONDITION (2005)

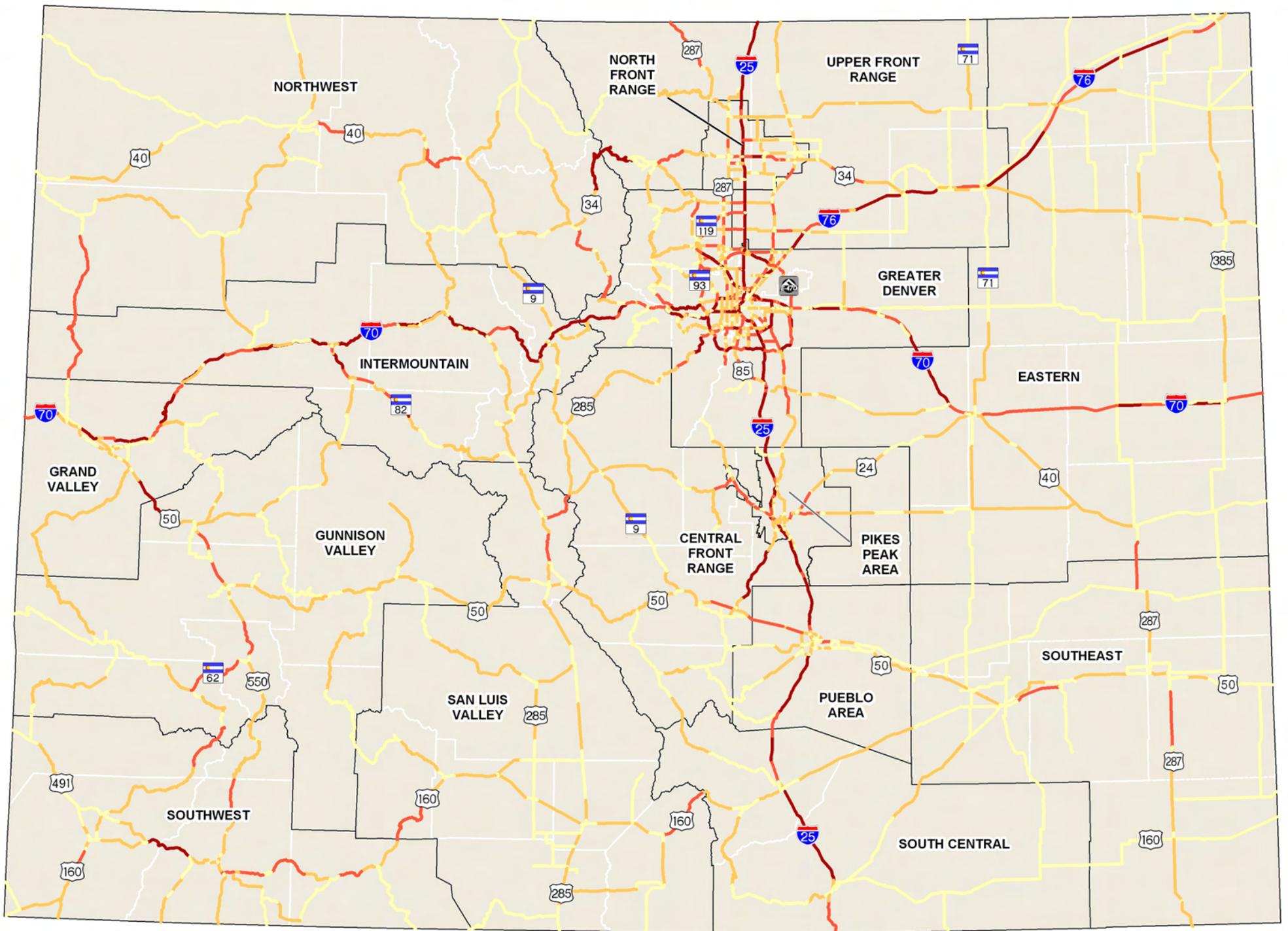
- POOR CONDITION
- GOOD / FAIR CONDITION
- DATA UNAVAILABLE





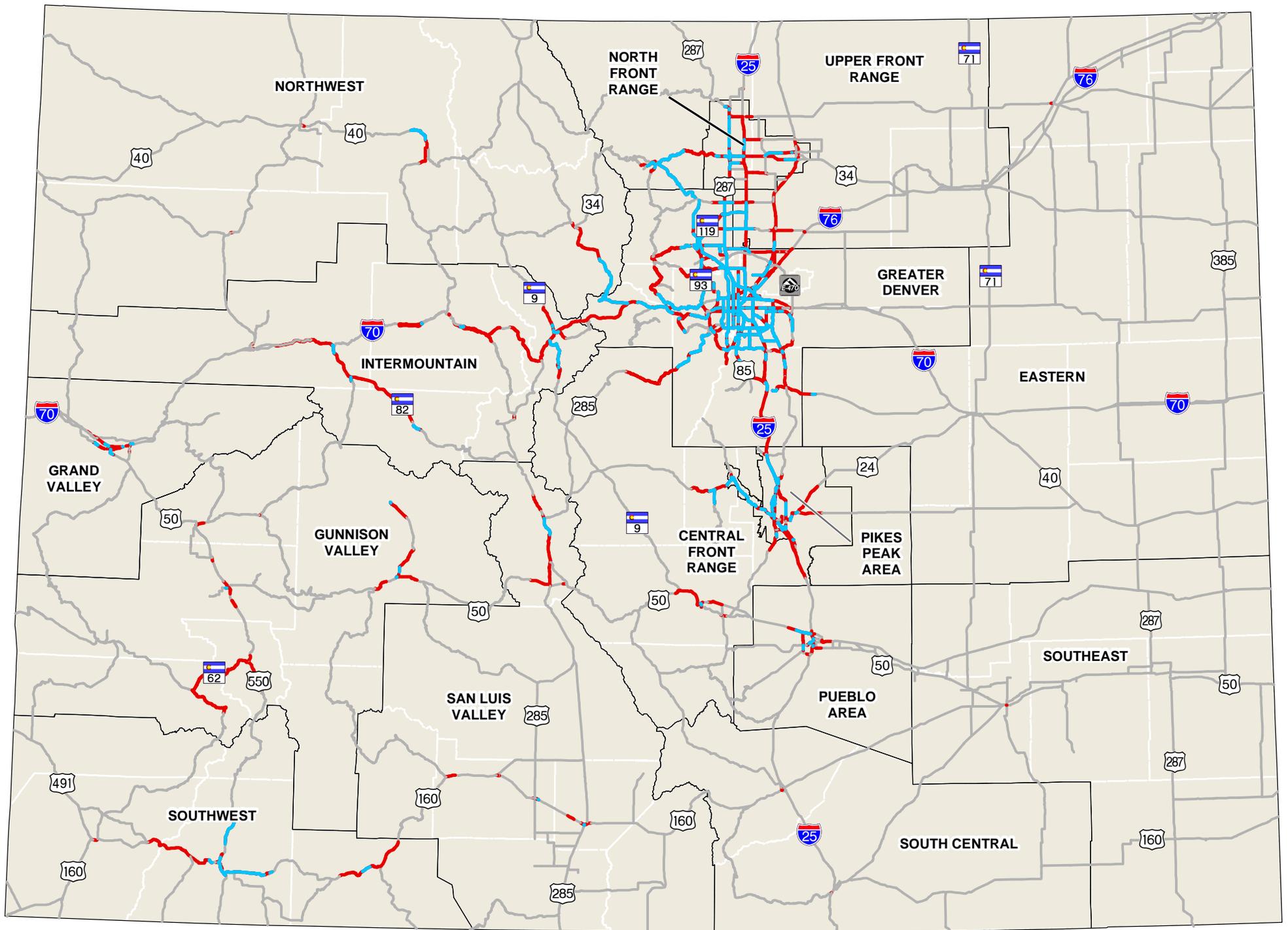
DAILY VEHICLE MILES TRAVELED (2006)





DAILY VEHICLE MILES TRAVELED (2016)

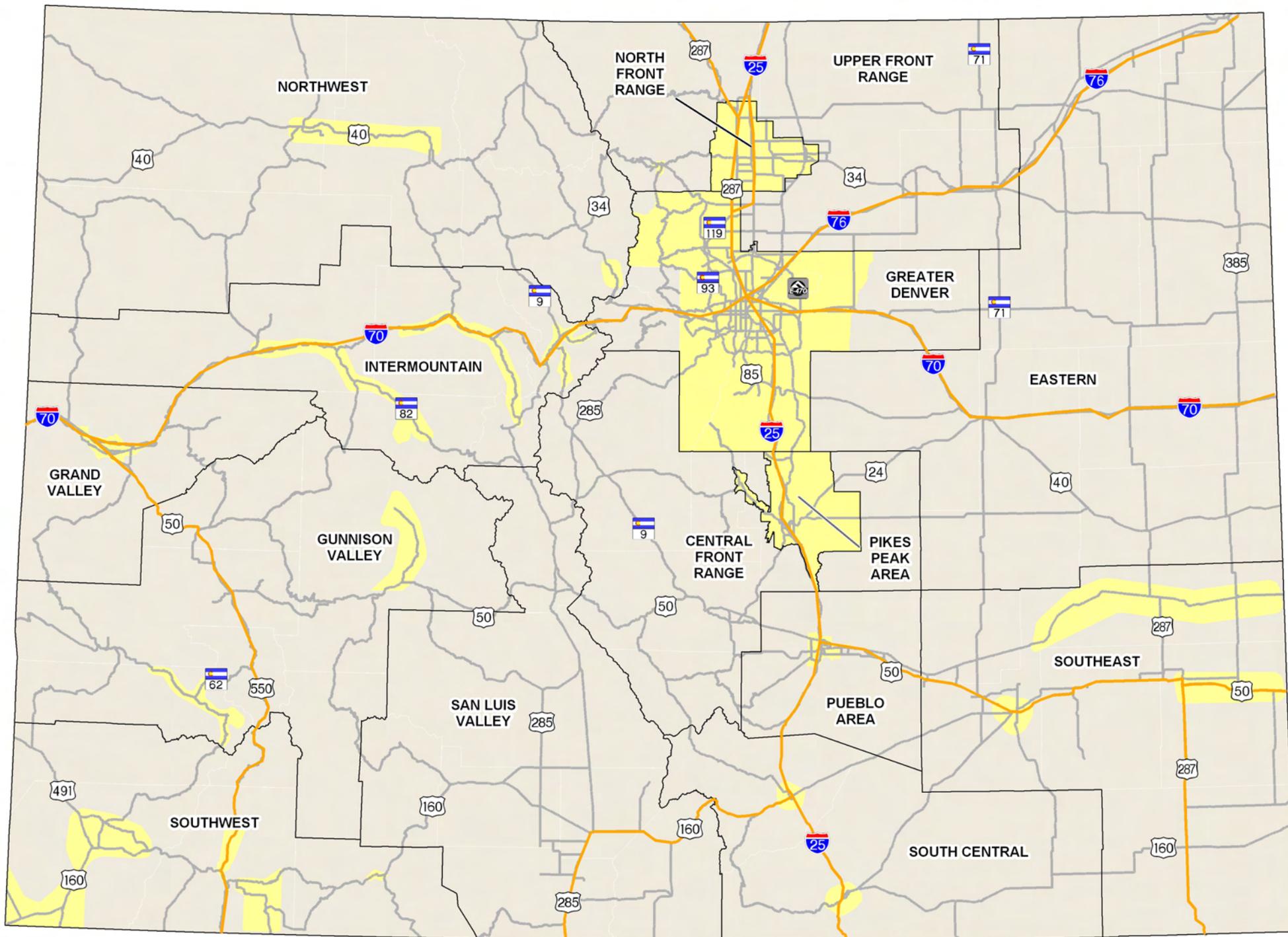




CONGESTION

- VOLUME TO CAPACITY RATIO > 0.85 IN 2006
- VOLUME TO CAPACITY RATIO > 0.85 IN 2016

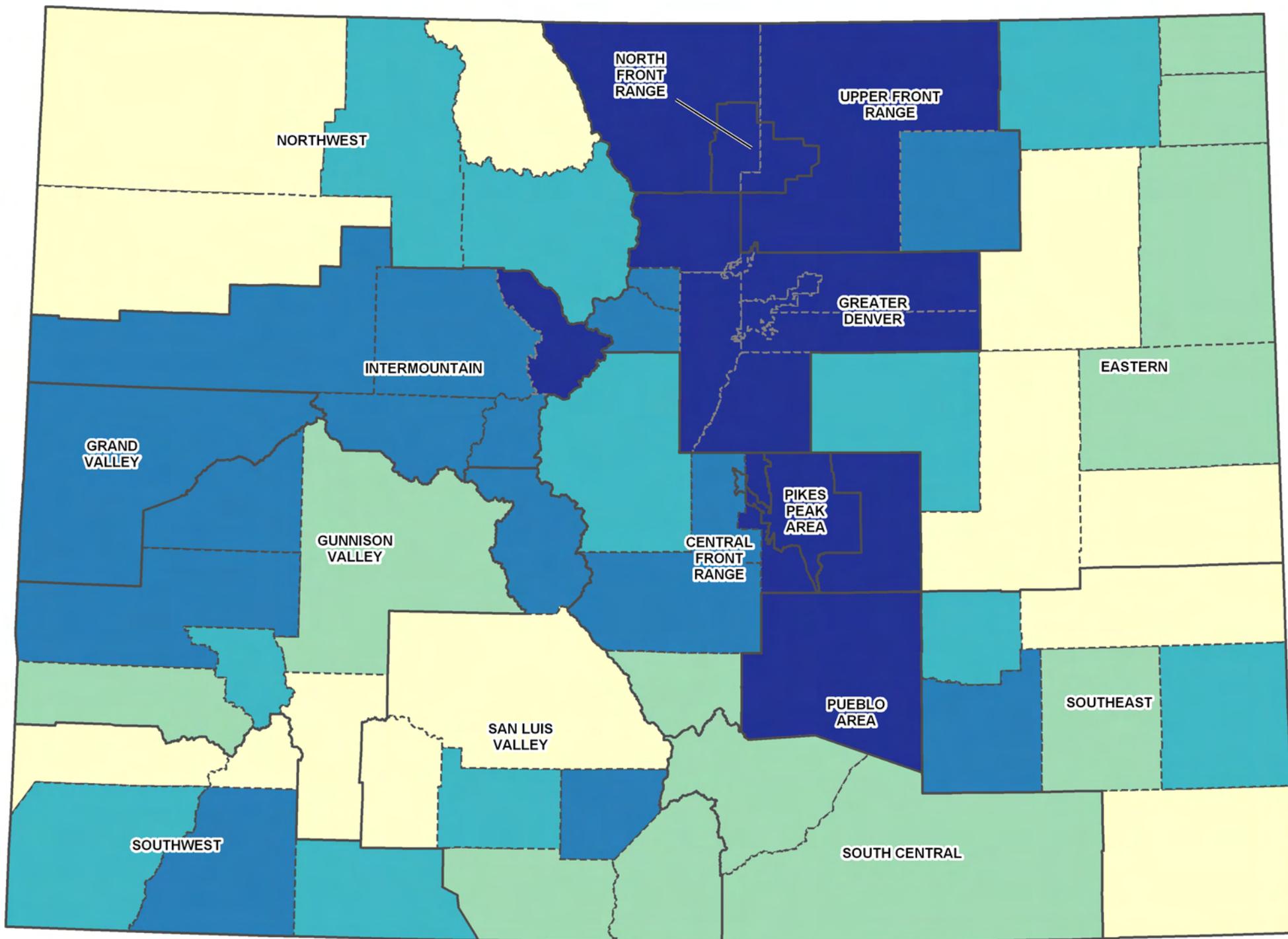




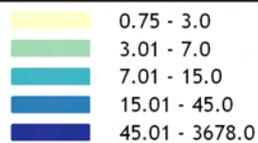
TRANSIT

- GENERAL PUBLIC TRANSIT PROVIDERS
(HUMAN SERVICE PROVIDERS NOT INCLUDED)
- INTERCITY BUS ROUTES



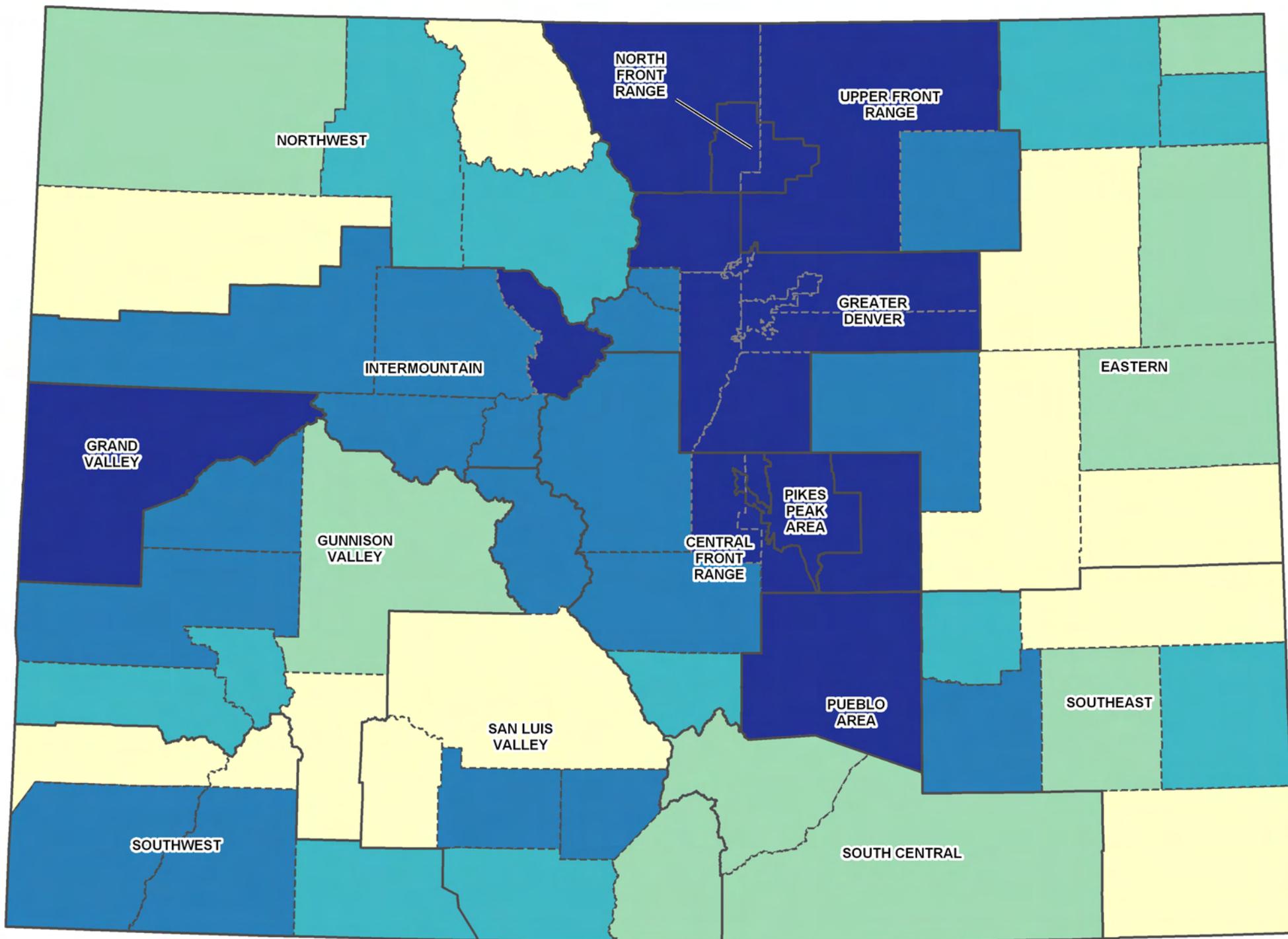


POPULATION DENSITY - 2005

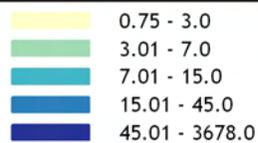


PERSONS PER
SQUARE MILE
BY COUNTY





POPULATION DENSITY - 2015



PERSONS PER
SQUARE MILE
BY COUNTY



Appendix F: Summary of Comments Received at the Political Action Committee Meetings

Political Action Committee Meetings Summary

All Political Action Committee meeting presentations started with a series of orientation questions, to allow participants to get comfortable with using the keypad devices and allow CDOT staff to gain demographic information and share some informative facts which help frame discussions on limited highway funding. On questions where participants were asked generally how resources should be allocated by primary investment category (mobility, safety and system quality), participant responses closely matched those found in the Statewide Survey from the same geographic area. Club 20 participants representing western slope and mountain communities voted strongly to address issues surrounding the lack of transit, while Progressive 15 participants, representing rural eastern plain communities stressed the importance of road maintenance. Individuals that participated in the Action 22 presentation, who represent southern and southwest counties stressed the need to alleviate traffic congestion on state highways.

(N/A indicates the specific question was not asked at that meeting)

PAC Electronic Town Hall Meeting Results

1. Have you ever exceeded the speed limit?

	Club 20	Pro15	Action 22
1. Yes	67%	82%	86%
2. No	4%	0%	0%
3. Yes, but somebody else was driving	4%	0%	0%
4. Plead the 5th amendment	21%	18%	14%
5. Don't know	4%	0%	0%
<i>Total Respondents</i>	<i>24</i>	<i>17</i>	<i>7</i>

2. What is the approximate cost to resurface 1 mile of 2 lane rural Colorado state highway?

	Club 20	Pro15	Action 22
1. The average cost of a home in Aspen	75%	47%	57%
2. The average cost of a home in rural Kansas	4%	11%	0%
3. The cost of a 2006 Volkswagen Beetle	0%	0%	0%
4. The average cost of a home in the Denver Metro Area*	21%	42%	43%
<i>Total Respondents</i>	<i>24</i>	<i>19</i>	<i>7</i>

* The correct answer is the average home in Denver Metro Area which is approx \$165,000 (City and County of Denver). Average homes in Aspen are approx \$1 million, rural Kansas is approx \$64,000 for the Goodland, KS and surrounding communities, and a 2006 Volkswagen beetle is approx \$17,500 with standard features. The average cost to resurface 1 mile of rural 2 lane state highway ranges from \$140,000 to \$210,000 depending on various construction factors.

3. What Colorado tunnel has the highest elevation?

	Club 20	Pro15	Action 22
1. Wolf Creek Pass	29%	35%	14%
2. Eisenhower *	67%	35%	43%
3. Hanging Lake	4%	30%	43%
<i>Total Respondents</i>	24	20	7

* The correct answer is Eisenhower Tunnel, with an elevation of 11,112 feet. Wolf Creek Pass is 10,850 feet, and Hanging Lake Tunnel is approx 5800 feet.

4. What is your position in local government?

	Club 20	Pro15	Action 22
1. County Commissioner	16%	15%	0%
2. Other County Elected Official	4%	5%	0%
3. Transportation Staff	0%	0%	29%
4. Planning or other staff	8%	5%	0%
5. Other Appointed Official	8%	5%	14%
6. Contractor	4%	10%	0%
7. Other	60%	60%	57%
<i>Total Respondents</i>	25	20	7

5. Describe your county or local government.

	Club 20	Pro15	Action 22
1. Small rural	44%	35%	43%
2. Mix of urban and rural	52%	57%	29%
3. Urban	4%	9%	29%
<i>Total Respondents</i>	25	23	7

6. What is the total centerline mileage for all Colorado State highways?

	Club 20	Pro15	Action 22
1. 5500	N/A	N/A	0%
2. 7500	N/A	N/A	14%
3. 9000*	N/A	N/A	71%
4. 12,000	N/A	N/A	14%
<i>Total Respondents</i>	N/A	N/A	7

* The correct answer is 9000 miles, according to the 2030 Statewide Transportation Plan state highway centerline mileage totals 9124 miles statewide.

7. What is the population of your local government?

	Club 20	Pro15	Action 22
1. Over 200,000	4%	N/A	N/A
2. 50,000 to 199,999	16%	N/A	N/A
3. 25,000 to 49,999	36%	N/A	N/A
4. 10,000 to 24,999	24%	N/A	N/A
5. under 10,000	20%	N/A	N/A
<i>Total Respondents</i>	25	N/A	N/A

8. Is your local government a part of one of the following Colorado Metropolitan Planning Organizations?

	Club 20	Pro15	Action 22
1. Denver Regional Council of Governments (DRCOG)	8%	N/A	N/A
2. Grand Valley MPO (GVMPO)	16%	N/A	N/A
3. North Front Range MPO (NFRMPO)	0%	N/A	N/A
4. Pikes Peak Area Council of Governments (PPACG)	0%	N/A	N/A
5. Pueblo Area Council of Governments (PACOG)	4%	N/A	N/A
6. Not sure/No answer	72%	N/A	N/A
<i>Total Respondents</i>	25	N/A	N/A

9. Is your local government a part of one of these rural Transportation Planning Regions?

	Club 20	Pro15	Action 22
1. Northwest (NW)	23%	N/A	N/A
2. Intermountain (IM)	12%	N/A	N/A
3. Grand Junction (GJ)	19%	N/A	N/A
4. Gunnison Valley (GV)	12%	N/A	N/A
5. San Luis Valley (SLV)	0%	N/A	N/A
6. Southwest (SW)	23%	N/A	N/A
7. Don't know	12%	N/A	N/A
<i>Total Respondents</i>	26	N/A	N/A

10. Tell us about yourself. How old are you?

	Club 20	Pro15	Action 22
1. 18 to 24	0%	N/A	N/A
2. 25 to 34	12%	N/A	N/A
3. 35 to 44	15%	N/A	N/A
4. 45 to 54	15%	N/A	N/A
5. 55 to 64	38%	N/A	N/A
6. 65 or older	19%	N/A	N/A
<i>Total Respondents</i>	26	N/A	N/A

11. What category describes your race or ethnicity?

	Club 20	Pro15	Action 22
1. African American	0%	N/A	N/A
2. Asian or Pacific Islander	0%	N/A	N/A
3. Hispanic	4%	N/A	N/A
4. Native American	4%	N/A	N/A
5. White	81%	N/A	N/A
6. Other	12%	N/A	N/A
<i>Total Respondents</i>	26	N/A	N/A

12. About how much was your total household income in 2005?

	Club 20	Pro15	Action 22
1. Less than \$15,000	4%	N/A	N/A
2. \$15,000 to less than \$25,000	0%	N/A	N/A
3. \$25,000 to less than \$35,000	4%	N/A	N/A
4. \$35,000 to less than \$50,000	12%	N/A	N/A
5. \$50,000 to less than \$75,000	23%	N/A	N/A
6. \$75,000 or more	58%	N/A	N/A
<i>Total Respondents</i>	26	N/A	N/A

13. How many people in your household have a valid driver's license?

	Club 20	Pro15	Action 22
1. One	12%	N/A	N/A
2. Two	65%	N/A	N/A
3. Three	15%	N/A	N/A
4. Four	8%	N/A	N/A
5. Five or more	0%	N/A	N/A
6. Other	0%	N/A	N/A
<i>Total Respondents</i>	26	N/A	N/A

14. How many motor vehicles licensed for highway use do you have in your household?

	Club 20	Pro15	Action 22
1. One	4%	18%	0%
2. Two	54%	27%	29%
3. Three	19%	27%	43%
4. Four	8%	0%	14%
5. Five or more	12%	27%	14%
6. Other	4%	N/A	7
<i>Total Respondents</i>	26	22	

How will you respond to the questions we asked Colorado residents?

15. Which of these is the most important problem or issue facing Colorado?

	Club 20	Pro15	Action 22**	Statewide Survey*
1. Budget/Taxes	19%	4%	43%	8%
2. Economy	12%	4%	--	8%
3. Education	15%	4%	14%	14%
4. Growth	4%	9%	14%	8%
5. Illegal Immigration	12%	13%	--	7%
6. Transportation	27%	4%	0	7%
7. Water	12%	57%	29%	7%
8. Other/None of these	0%	4%	0%	24%
<i>Total Respondents</i>	26	23	7	3200 approx

* Note that when the phone survey was conducted this question had 23 possible responses, while during the PAC presentations only the top 8 statewide responses were provided to participants. Therefore, the statewide survey responses will not total 100%. ** Possible responses were further limited for the Action 22 presentation.

16. Which of these do you think is the most important transportation issue facing Colorado?

	Club 20	Pro15	Action 22	Statewide Survey*
1. Road maintenance	15%	65%	14%	27%
2. Traffic congestion	19%	22%	43%	20%
3. Lack of transit	50%	9%	14%	12%
4. Fuel cost	4%	4%	14%	6%
5. Road surface problems	4%	0%	0%	2%
6. Other/None of them	8%	0%	14%	6%
<i>Total Respondents</i>	26	23	7	3200 approx

* Note that when the phone survey was conducted this question had 24 possible responses, while during the PAC presentations only the top 6 statewide responses were provided to participants. Therefore, the statewide survey responses will not total 100%.

17. Which of these three areas do you think should get the highest priority?

	Club 20	Pro15	Action 22	Statewide Survey
1. Congestion relief (mobility)	35%	30%	71%	50%
2. Maintenance and repair (system quality)	50%	65%	14%	29%
3. Transportation safety (safety)	15%	4%	14%	18%
<i>Total Respondents</i>	26	23	7	3200 approx

18. Which of these transportation needs should get the highest priority?

	Club 20	Pro 15	Action 22	Statewide Survey
1. Maintaining infrastructure	54%	N/A	71%	40%
2. Adding facilities to serve other transportation modes	23%	N/A	14%	33%
3. Adding lanes to highways	23%	N/A	14%	25%
4. Don't know/No answer	0%	N/A	0%	2%
<i>Total Respondents</i>	26	N/A	7	3200 approx

19. How likely would you be to use the following options?

	Club 20	Pro 15	Action 22	Statewide Survey *
1. Drive Alone	N/A	52%	86%	88%
2. Ride the Bus	N/A	4%	0%	26%
3. Bicycle	N/A	0%	0%	31%
4. Work at home to telecommute	N/A	17%	14%	44%
5. Carpool	N/A	0%	0%	42%
6. Commute at non-peak times	N/A	26%	0%	62%
<i>Total Respondents</i>	<i>N/A</i>	<i>23</i>	<i>7</i>	<i>3200 approx</i>

* The statewide survey results reflect the percent of respondents who stated "very" or "somewhat likely." Therefore, the statewide survey responses will not total 100%.

20. If additional money becomes available for transportation purposes how could CDOT best spend it?

	Club 20	Pro 15	Action 22**	Statewide Survey*
1. Light rail/Passenger Rail	N/A	26%	29%	29%
2. Bike/pedestrian facilities	N/A	0%	0%	3%
3. Safety Improvements	N/A	9%	0%	6%
4. Carpool/HOV lanes	N/A	0%	--	6%
5. Additional highway lanes	N/A	35%	71%	19%
6. Increase highway maintenance	N/A	26%	0%	20%
7. Bus Service	N/A	4%	--	7%
8. Other/Don't Know	N/A	0%	0%	6%
<i>Total Respondents</i>	<i>N/A</i>	<i>23</i>	<i>7</i>	<i>3200 approx</i>

* Additional statewide responses included Public Safety campaigns 3%, and Mass/public transit 1%, these responses were not offered as possible options during the Club 20 or Progressive 15 presentations. ** For the Action 22 Town Hall meeting, all transit related and HOV lane responses were combined into one possible transit response.

21. What is the most common cause of traffic accidents?

	Club 20	Pro 15	Action 22	Statewide Survey
1. Driver behavior	N/A	96%	86%	81%
2. Highway design	N/A	4%	0%	6%
3. Weather	N/A	0%	14%	5%
4. Highway condition	N/A	0%	0%	4%
5. <i>Other/Don't know</i>	N/A	0%	0%	3%
<i>Total Respondents</i>	N/A	23	7	3200 approx

22. Which traffic safety solution should get the highest priority?

	Club 20	Pro 15	Action 22	Statewide Survey
1. Public safety campaigns including Public Service Announcements (PSAs), education programs, posters, etc.	15%	22%	71%	36%
2. Improvements to roadways such as guard rails or shoulders	85%	63%	29%	58%
3. Don't know/No answer	0%	13%	0%	6%
<i>Total Respondents</i>	26	22	7	3200 approx

23. Which roadway safety improvements should get the highest priority?

	Club 20	Pro 15	Action 22	Statewide Survey
1. Signing and striping	35%	22%	50%	25%
2. Improving intersection safety	46%	30%	13%	54%
3. Adding guard rails	4%	48%	38%	19%
4. Don't know/No answer	15%	0%	0%	3%
<i>Total Respondents</i>	26	23	8	3200 approx

24. Deicing products like magnesium chloride have both negative and positive impacts. Which of the following do you prefer?

	Club 20	Pro 15	Action 22	Statewide Survey
1. A product that provides clear, open roads but may be corrosive and have environmental impacts.	13%	39%	33%	34%
2. A product that is less effective at clearing snow and ice but is less corrosive.	29%	26%	33%	21%
3. A product that is less effective at clearing snow and ice but more environmentally friendly.	46%	35%	33%	42%
4. Don't know/No answer	13%	0%	0%	2%
<i>Total Respondents</i>	<i>24</i>	<i>23</i>	<i>9</i>	<i>3200 approx</i>

25. When your commute takes longer than usual, what would you say is the most common reason?

	Club 20	Pro 15	Action 22	Statewide Survey*
1. Too many cars on the road	38%	17%	0%	41%
2. An accident or incident	33%	56%	22%	20%
3. Construction	8%	9%	33%	7%
4. Bad weather	8%	9%	44%	17%
5. Other	13%	9%	0%	15%
<i>Total Respondents</i>	<i>24</i>	<i>23</i>	<i>9</i>	<i>3200 approx</i>

* Note that when the phone survey was conducted this question had 18 possible responses, while during the PAC presentations only the top 5 statewide responses were provided to participants.

26. How familiar are you with Colorado Transportation Planning Process?

	Club 20	Pro 15	Action 22	Statewide Survey
1. Very Familiar	N/A	30%	44%	4%
2. Somewhat familiar	N/A	48%	33%	47%
3. Not familiar at all	N/A	22%	22%	48%
4. Don't know	N/A	0%	0%	1%
<i>Total Respondents</i>	<i>N/A</i>	<i>23</i>	<i>9</i>	<i>3200 approx</i>

27. What is the best way for you to learn about/provide feedback on transportation issues to the CDOT?

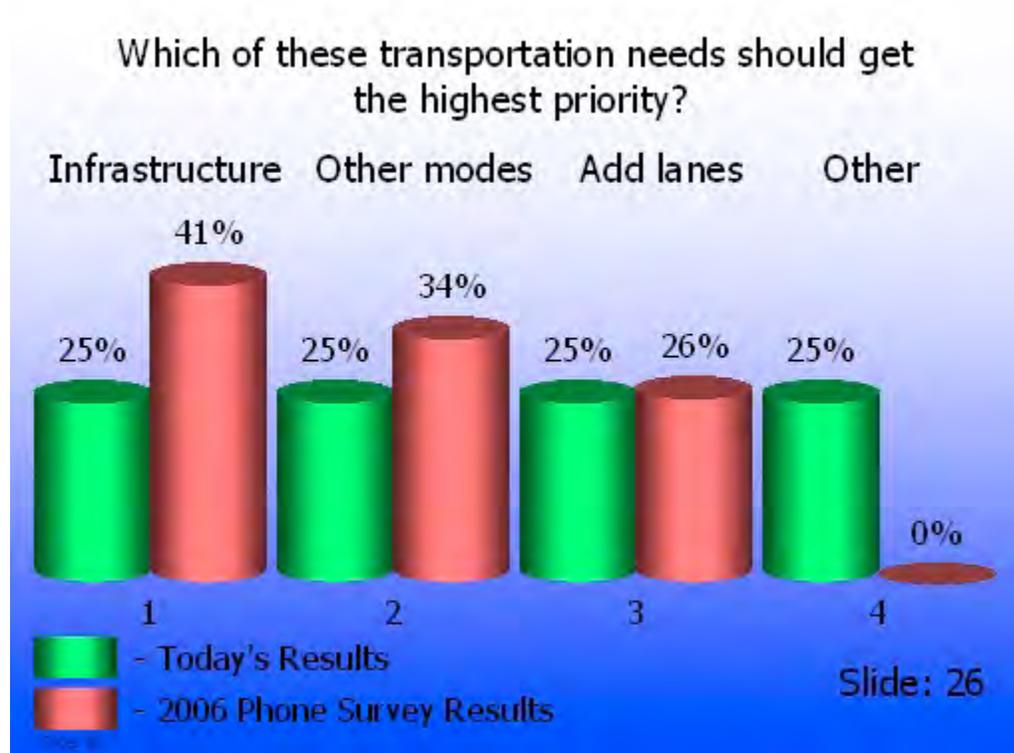
	Club 20	Pro 15	Action 22	Statewide Survey
1. Website/E-mail	N/A	33%	N/A	36%
2. Word of Mouth	N/A	4%	N/A	1%
3. Newsletter/Mailed survey	N/A	8%	N/A	19%
4. Telephone	N/A	0%	N/A	11%
5. Public Meeting	N/A	29%	N/A	3%
6. Radio/Television	N/A	21%	N/A	8%
7. Newspaper	N/A	4%	N/A	4%
8. Other/Don't know	N/A	0%	N/A	20%
<i>Total Respondents</i>	<i>N/A</i>	<i>23</i>	<i>N/A</i>	<i>3200 approx</i>

Selected Screen Shots from the Club 20 Electronic Town Hall Meeting



Which of these three areas do you think should get the highest priority?

	Club 20	Pro15	Action 22	Statewide Survey
1. Congestion relief (mobility)	35%	30%	71%	50%
2. Maintenance and repair (system quality)	50%	65%	14%	29%
3. Transportation safety (safety)	15%	4%	14%	18%
<i>Total Respondents</i>	26	23	7	3200 approx



What is the most common cause of traffic accidents?

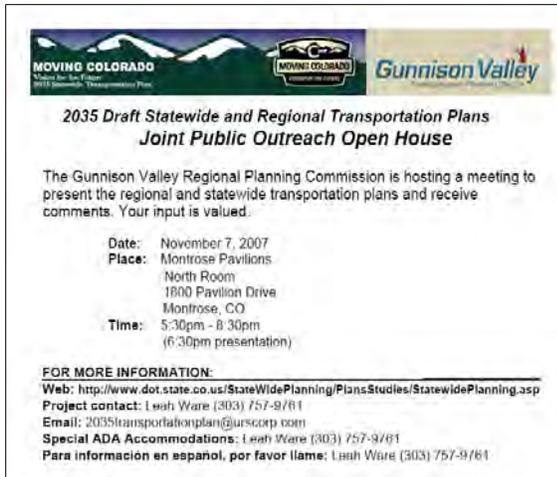
	Club 20	Pro 15	Action 22	Statewide Survey
1. Driver behavior	N/A	96%	86%	81%
2. Highway design	N/A	4%	0%	6%
3. Weather	N/A	0%	14%	5%
4. Highway condition	N/A	0%	0%	4%
5. Other/Don't know	N/A	0%	0%	3%
<i>Total Respondents</i>	N/A	23	7	3200 approx



How familiar are you with Colorado Transportation Planning Process?

	Club 20	Pro 15	Action 22	Statewide Survey
1. Very Familiar	N/A	30%	44%	4%
2. Somewhat familiar	N/A	48%	33%	47%
3. Not familiar at all	N/A	22%	22%	48%
4. Don't know	N/A	0%	0%	1%
<i>Total Respondents</i>	N/A	23	9	3200 approx

Appendix G: Sample Joint Public Involvement Materials



MOVING COLORADO
 Making the Best Future
 2035 Statewide Transportation Plan

MOVING COLORADO
 Making the Best Future
 2035 Statewide Transportation Plan

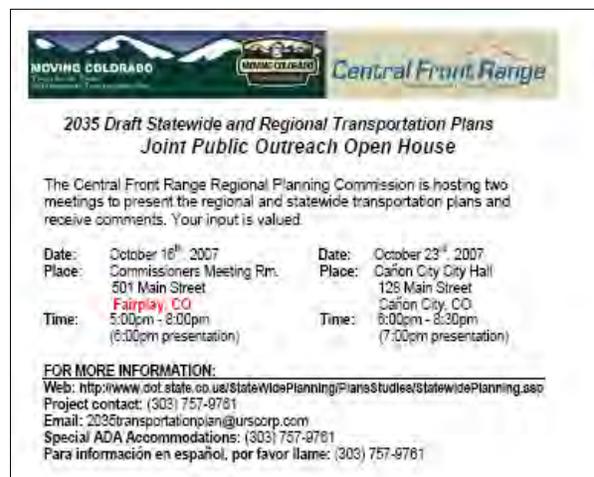
Gunnison Valley
 Regional Planning Commission

**2035 Draft Statewide and Regional Transportation Plans
 Joint Public Outreach Open House**

The Gunnison Valley Regional Planning Commission is hosting a meeting to present the regional and statewide transportation plans and receive comments. Your input is valued.

Date: November 7, 2007
Place: Montrose Pavilions
 North Room
 1800 Pavilion Drive
 Montrose, CO
Time: 5:30pm - 8:30pm
 (6:30pm presentation)

FOR MORE INFORMATION:
 Web: <http://www.dot.state.co.us/StateWidePlanning/PlansStudies/StatewidePlanning.asp>
 Project contact: Leah Ware (303) 757-9761
 Email: 2035transportationplan@urscorp.com
 Special ADA Accommodations: Leah Ware (303) 757-9761
 Para información en español, por favor llame: Leah Ware (303) 757-9761



MOVING COLORADO
 Making the Best Future
 2035 Statewide Transportation Plan

MOVING COLORADO
 Making the Best Future
 2035 Statewide Transportation Plan

Central Front Range
 Regional Planning Commission

**2035 Draft Statewide and Regional Transportation Plans
 Joint Public Outreach Open House**

The Central Front Range Regional Planning Commission is hosting two meetings to present the regional and statewide transportation plans and receive comments. Your input is valued.

Date: October 16th, 2007
Place: Commissioners Meeting Rm.
 501 Main Street
 Fairplay, CO
Time: 5:00pm - 8:00pm
 (6:00pm presentation)

Date: October 23rd, 2007
Place: Cañon City City Hall
 125 Main Street
 Cañon City, CO
Time: 6:00pm - 8:30pm
 (7:00pm presentation)

FOR MORE INFORMATION:
 Web: <http://www.dot.state.co.us/StateWidePlanning/PlansStudies/StatewidePlanning.asp>
 Project contact: (303) 757-9761
 Email: 2035transportationplan@urscorp.com
 Special ADA Accommodations: (303) 757-9761
 Para información en español, por favor llame: (303) 757-9761

Sample Joint Public Outreach Meeting notification postcards



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Travel Info | News & Info | Business with CDOT | Planning/Construction | Permits/Documents | Stats & Data | About CDOT

Los Planes 2035 de Transporte Estatal y Regional

El proceso para poner al día los **Planes 2030 de Transporte Estatal y Regional, *Moviendo a Colorado – Visión Para el Futuro*** ha comenzado. El programa general para el desarrollo de los **Planes 2035 de Transporte Estatal y Regional** es lo siguiente:

Planes 2035 de Transporte Estatal y Regional – Tareas de Desarrollo	Fechas
La Comisión de Transporte tomó medidas sobre proyecciones de renta de largo plazo y reparto de recursos	Diciembre de 2006
Taller Ambiental del Estado	Feb 14, 2007
Foro Ambiental	Marzo de 2007
Borradores de Planes Regionales por Organizaciones de Planificación no Metropolitanas (MPOs)	Entre junio y julio de 2007
Borradores de Planes por Organizaciones de Planificación Metropolitanas (MPOs) y Planes Estatales	Entre agosto y octubre de 2007
La complicitad del público en los borradores de Planes Estatales y Regionales	Entre septiembre y noviembre de 2007
Plan Regional Final vence	Diciembre de 2007
La Comisión de Transporte adoptará el Plan 2035 de Transporte Estatal	Primera parte de 2008

- Home Page
- Blue Ribbon Panel
- STAC
- Statewide Planning
- Regional MPO Planning
- 2035 Plan Home
- Data Links
- STIP/Plan Amendments
- Public Participation
- Contacts
- 2035 En Español

Screenshot of the 2035 Statewide and Regional Transportation Plan Informational Website in Spanish. Available via the web at

http://www.dot.state.co.us/StatewidePlanning/PlansStudies/2035Plan_Spanish.asp

Corridor Visions & Environmental Coordination
RESPONDING TO KEY ISSUES & EMERGING TRENDS

Statewide System

Regional Corridors

Regional Corridor Strategies

Environmental Resources

Statewide Mitigation Strategies

Top 10 Corridor Vision Strategies from Regional Transportation Plans*

- Construct auxiliary lanes (passing, turn, access/merge)
- Add/improve shoulders
- Construct interchanges/interchange improvements
- Add surface treatments/maintenance
- Provide and expand transit bus and rail services
- Improve geometrics
- Provide bicycle/pedestrian facilities
- Add general purpose lanes
- Improve traffic signals
- Consolidate or trim access and develop access management plans

CDOT's Environmental Stewardship Ethic

CDOT will support and enhance efforts to protect the environment and quality of life for all of Colorado's citizens in the pursuit of providing the best transportation systems and services possible.

Issues and Activities

Environmental Stewardship Activities

- Strategic transit initiatives mitigate impacts in Eastern Colorado and preserve 20,000 acres of strategic habitat.
- Using Colorado's Landscape Program identifies significant wild or crossing areas throughout Colorado.

Equity

- CDOT ensures minority and low-income communities do not suffer a disproportionate share of environmental consequences from transportation-related activities.
- CDOT monitors system performance on state highways to ensure transportation services and facilities are provided equitably in all communities.

Global Warming

- Need to increase use of transit, alternative modes and alternative fuels that use less energy and are less reliant on fossil fuels to decrease Colorado's contribution to global warming.
- Need to partner with businesses and consumers to pursue policies that reduce related carbon emissions.

Sample statewide display board

Central Front Range 2035 Transportation Plan

2035 Regional and Statewide Planning Process

How Do Projects Get Funded?

START HERE
15 Transportation Planning Regions

Public Involvement

Corridor Visions

Transportation Commission Policy

Statewide Transportation Improvement Program

Public Involvement

2035 PLAN COMPONENTS

Key Issues & Emerging Trends	Midterm Implementation Strategies	Funded (Constrained) Plan	Vision Plan
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Sample transportation planning region display board

Appendix H: Summary of Joint Outreach Meetings & Comments on Regional Transportation Plans

Introduction

The Draft 2035 Regional Transportation Plans (RTP) were released in July 2007. After a period of review, the draft plans were presented at Joint Regional/Statewide Outreach meetings. In each Transportation Planning Region (TPR), the meeting was held jointly with the Colorado Department of Transportation (CDOT) to enable the public to review the draft Regional Plan and the draft Statewide Plan at the same time. This approach was also useful because attendees could see their region's plan in context with other regions and the state as a whole.

Following is a brief summary of each TPR's outreach meeting that was held in the fourth quarter of 2007. Hosted by both the Regional Planning Commission (RPC) and CDOT, the meetings included display boards highlighting significant information from the RTP and the Statewide Plan. At the end of each section, written comments that were received are summarized and CDOT's response is provided in *italics*. Comments received at the joint meetings have been incorporated, as appropriate, in the final plans prior to adoption by the RPCs.

Central Front Range

The first meeting was held in Fairplay on October 16, 2007. Primary issues brought up by the public included:

- Growth, development and traffic along the US 285 corridor in Park County.
- The need to recognize US 24, SH 9 and US 285 as major access routes to recreation areas in central Colorado which also serve as relievers to the often congested or weather-bound Interstate 70.
- General concern about the lack of funding at all levels for transportation improvements, including support for some sort of funding enhancements as being explored by the Statewide Transportation Advisory Committee (the Governor's Blue Ribbon Panel commissioned to explore and recommend funding options).

The second meeting was held in Cañon City on October 23, 2007. The presentation was broadcast on local public access TV. Primary issues brought up by the public included:

- The possible future need for a Cañon City Bypass to be included in the Vision Plan as a corridor study.
- The need for bridge replacements on SH 120, east of Florence.
- General consensus that US 50 is, and should be, of the highest priority for major improvements due to its truck volumes and interregional connectivity.
- A long-standing need to improve the intersection of SH 69 and SH 96 in Westcliffe. The intersection is off-set and difficult for trucks to maneuver.
- The need for a general public transit provider in the Cañon City/Fremont County area still exists. It is hoped that an agency will be able to undertake a program of this sort in the near future.

Summary of Written Comments & Responses

Public comments were received encouraging inclusion of the following issues into the CFR Regional Transportation Plan:

- SH96/SH69 intersection
- SH69 offset in Westcliffe
- SH115 between Florence and Canon City
- future transit funding in Fremont County

Response letters were sent to each commenter that directed them to the specific section of the RTP where each of these issues is indeed addressed.

Eastern

The draft plan was presented at a public meeting in Akron on October 29, 2007.

Summary of Written Comments & Responses

A written comment was submitted that addressed possible changes in traffic patterns due to increasing fuel prices.

CDOT noted that they and the Eastern TPR should monitor effects on major transportation routes in the future.

A comment concerning alternate funding for transit services between Fort Morgan and Loveland or Sterling was submitted to the Upper Front Range TPR. Sterling is in the Eastern TPR.

Unmet transit needs are identified in the UFR RTP. Transit projects are outlined for the next 28 years at an estimated cost of \$88.5 million dollars. The commenter was encouraged to contact a demand responsive service provider regarding specific service concerns.

Three comments were received with corrections or additions for various maps within the Eastern RTP, primarily identifying additional energy related facilities.

The maps have been modified to include the additional facilities.

Gunnison Valley

The draft plan was presented at a public meeting in Montrose on November 7, 2007. Primary issues discussed at the meeting included:

- Interregional transportation for visitors and service employees along the US 550/SH 62/SH 145 corridor between Montrose and Telluride, and on the SH 92/SH 133 corridor from Delta and the North Fork Valley to the Roaring Fork Valley in the Aspen area.
- Concern expressed for needed improvements on the US 50 corridor related to interregional trucking and the tourism industry.

Summary of Written Comments & Responses

A comment was received regarding the inclusion of wildlife strategies for specific corridor visions.

An additional wildlife related goal and strategy has been added for the specified corridors.

Two comments were submitted that notifies CDOT of revisions to the Delta County Local Transit & Human Service Transportation Coordination Plan and one additionally clarifies a listed service as meal transportation, not transportation.

Revisions to the referenced transit/human service document have been noted.

Intermountain

The draft plan was presented at a public meeting on November 1, 2007 in Glenwood Springs.

Summary of Written Comments & Responses

A comment was submitted that provided correct information on Glenwood Springs' fleet and maintenance facility.

The appropriate changes have been made in the Intermountain TPR Transit and Human Services Transportation Coordination Plan.

A comment was received regarding general lane expansion on I-70 from Denver to Grand Junction.

The comment was forwarded to CDOT Planning Staff in charge of the I-70 Environmental Impact Statement.

Northwest

The Joint Public Outreach Meeting was held in Steamboat Springs on October 24, 2007. Primary issues discussed at the meeting included:

- A controversial proposal for a bypass of the main part of Steamboat Springs via a new route that may cross potentially sensitive open space
- The increasingly heavy truck traffic associated with energy development and associated road condition and safety concerns; local governments have inadequate funding streams in place to mitigate the growth in traffic
- The increasing role of public transportation in the resort areas and its ability to mitigate transportation demand

Summary of Written Comments & Responses

Written comments were received suggesting specific road maintenance, speed limit, and traffic operation changes.

Speed limits are reevaluated when a change recommended by the Region Traffic and Safety Engineer, and this request must go through local officials. Appropriate CDOT personnel will be notified of the traffic signal issue for investigation and the rumble strip concern for consideration during the next resurfacing design phase.

A comment expressed concern about traffic conditions on US 40 (Steamboat Springs to Kremmling) and SH 9 (Kremmling to Silverthorne) and requested increased enforcement until passing lanes (with advance signage) can be constructed.

The Northwest RPC agreed with concerns on safety issues for SH 40 and SH 9 and ranked both corridors as high priorities. The 2035 Northwest RTP also includes safety and passing lanes improvements as strategies for both SH 40 and SH 9.

A comment requested consideration of additional alternatives to the proposed Emerald Mountain bypass in Steamboat Springs.

CDOT and the Northwest RPC are aware of this idea and regard it as a local proposal and strictly conceptual in nature. Any proposed bypass requires a significant amount of planning and conceptual analysis prior to placement in a regional transportation plan.

A comment was received suggesting the following improvements to US 40: consider restriping specified segment, construct roundabout at two specified intersections, expand to four-lanes on specified segment, and construct a tunnel under US 40 to bypass Steamboat Springs.

In the Northwest 2035 RTP document, the following strategies have been identified that address your concerns regarding US 40. While specific improvements such as roundabouts, re-striping, and widening to four lanes are not included, the following goals and strategies address the same general improvement types:

- *Reduce traffic congestion, improve traffic flow, and provide for safe movement of bicycles/pedestrians*
- *Add auxiliary lanes (passing, turn, acceleration/deceleration lanes)*

Regarding your request for a bypass for downtown Steamboat Springs, CDOT and the Northwest RPC are aware of this idea and regard it as a local proposal and strictly conceptual in nature. Any bypass proposal requires a significant amount of planning and conceptual analysis prior to placement in a regional transportation plan.

San Luis Valley

The draft plan was presented at a public meeting in Alamosa on October 30, 2007.

Summary of Written Comments & Responses

A comment questions the presence of Chaffee County in the San Luis Valley TPR and requested the inclusion of regional light rail systems, key-node planning, integrated bike paths and transportation trail networks feeding the light rail systems, traffic calming and reducing techniques around population centers, and other environmentally and life-enhancing solutions.

The San Luis Valley Regional Planning Commission recognizes the geographic differences in the region and understands that there may be some portions of the San Luis Valley Transportation Planning Region (TPR) that better identify with areas outside of the TPR. Each new long-range transportation plan development process begins with a review of any changes in TPR boundaries. Any proposed changes to TPR boundaries will, therefore, be reconsidered during the next transportation plan process.

While the plan does not specifically include light rail transit improvements, it does describe in detail the need for general transit need and bike and pedestrian system expansion. The federal Transportation Enhancement Program provides funding for bicycle and pedestrian facilities, as well as other enhancements to the transportation system.

Concerning your statements regarding traffic calming, these projects on state highways are handled by the CDOT engineering regions. Any project involving traffic calming measures would be a partnership between CDOT and a local agency.

A comment was received concerning wildlife linkages over two specific corridors in the region and suggesting the inclusion of the related strategy for wildlife mitigation measures.

The strategy is in the plan for both of the named corridors.

A written comment requested a joint Rio Grande County and CDOT effort to accelerate the widening and improvements of the intersection of US 160 and CR 19. The comment mentioned traffic flow along US 160/ US 285 between Monte Vista and Alamosa and stated a preference for 4-lanes instead of the recently constructed passing/turn lanes and intersection improvements. It also included comments about CDOT not paying gasoline taxes (which funds road maintenance), yet CDOT trucks contribute to road damage (as all large trucks do) more than cars do.

Region 5 studied this location as part of the 2003 Intersection Analysis and Prioritization Study at the request of the Rio Grande County Commissioners. This location is also included in the update of the intersection study (again at the commissioners' request) that is currently in process. Region 5 engineers are looking at the short- and long-term solutions recommended in the study for US 160 at County Road 19.

Concerning your comments about traffic being impeded on US 160 between Monte Vista and Alamosa, CDOT widened the highway in this corridor and constructed turn lanes and shoulders in 1999. The purpose of the project was to improve safety.

The number of CDOT trucks using the state highway system is very small compared to the number of heavy trucks using the same roads. Gas tax revenues serve as the primary source of funding for all CDOT operations. CDOT vehicles are used for construction and maintenance activities such as road reconstruction, road maintenance and repair, and snow removal, as well

as numerous other maintenance and construction activities that benefit the taxpayers of Colorado. These pieces of equipment are vital to keeping our highways safe and operational for the public.

South Central

The draft plan was presented at a public meeting in Trinidad on December 3, 2007. Significant discussion items at the meeting included:

- Reconstruction of the I-25 northbound lanes in Trinidad is well under way. CDOT states that additional funds have been identified to apply to Phase II (southbound lanes) of the I-25 project. CDOT is optimistic that sufficient funds will be made available to complete the project in the next several years.
- The BNSF railroad company is exploring options to move operations from the Front Range to the east because of congestion, which as a result has slowed the railroad transport process. The meeting attendees strongly support the idea of commuter rail on the existing Front Range corridor. It was clarified that public funds would not be used to support new freight rail infrastructure, but that they could be used in the future to support passenger rail service.
- Many concerns were expressed for the SH 12 corridor. The issues are safety (narrow roads, lack of shoulders, rock fall, night visibility, and sight lines), impact of potential coal mine operations (increase congestion), coal bed methane gas development (congestion and road surface deterioration), school buses (need sufficient accel/decel and turn lanes). Traffic volumes are especially high during peak commuting hours (6-8 a.m. and in the evening). Due to constraints of the terrain in the narrow canyon, there is not lot of room to increase capacity. It is confined by the river, canyon walls, and existing structures.
- Concern was expressed for County Road 18.3 as it is not designed for current traffic volumes, especially in the State Park area and through the little town of Starkville. Truck and other traffic use the road as a shortcut from US 160 to I-25. The heavy traffic is not compatible with pedestrian, bicycle, and recreation traffic.
- Several attendees expressed concern about decreasing revenues available for major construction projects and that today's dollars will lose buying power over time. This makes it especially important to find new funding sources. A citizen expressed support for increasing state fuel tax or other revenue sources for state transportation funds.
- Rural Health: Many elderly or economically disadvantaged persons, especially those in poor health, may not have access to private transportation and have a need for public transportation to access healthcare and other services
- The Trinidad Historic District is a significant contributor to the regional tourism economy. It would be helpful to place signage on the Interstate to direct visitors to this area.

Summary of Written Comments & Responses

One written comment was received requesting consideration of non-emergency medical transportation in rural and underserved areas of the South Central region.

The response letter identified where transit needs are identified in the RTP and referred the commenter to an additional document, the South Central Coordinated Human Service Plan, that outlines such needs and strategies in greater detail.

Southeast

The draft plan was presented at a public meeting in Lamar on December 4, 2007. Major issues discussed at the meeting included:

Transit

- The consultant clarified that funding identified in the plan for transit services is primarily from Federal Grants channeled through CDOT (primarily FTA 5310/5311 programs), local fares, and local government contributions.

US 287 / Lamar Bypass

- CDOT will continue to complete upgrades to US 287 as funding allows; a new project will begin next year.
- The Environmental Assessment for the Lamar Bypass is complete. Funds for final design have been identified; however, construction funds are not available at this time.
- Concern that if truck volumes continue to grow at the rate that they have been, the construction that is complete for the Super 2 on US 287 will not be adequate to for future volumes.

Colorado Rail Relocation Study

- The TPR agreed to add text to the SH 71 corridor vision supporting the potential relocation of freight rail from the existing Front Range Corridor to the east, potentially along SH 71.

Funding

- A lot of interest was expressed in the outcome of the Governor's Blue Ribbon Transportation Panel that will recommend options for funding increases. Support was expressed for additional funding as long as any new funds follow the existing planning process recommendations. It is critical to recognize the need to balance spending in rural and urban areas. While urban areas may have more traffic, goods that supply urban areas travel using the highway system. Concern was expressed that as the relative population center of Colorado concentrates along the Front Range, rural and sparsely populated areas will not have adequate road systems.

Summary of Written Comments & Responses

A written comment was submitted that encouraged strengthening the pedestrian/bicycling language in the RTP, specifically suggesting "provide 4- to 6- road shoulder widths along principal and minor arterials..." and requesting the addition of a goal supporting tourist-friendly travel and cyclist safety for nine named corridors.

Corridor vision strategies serve as the blueprint for anticipated improvements. The document includes some sort of shoulder improvements for all of the corridors previously listed, and such improvements should sufficiently cover the concerns regarding cyclist safety.

Southwest

The draft plan was presented at a public meeting in Durango on November 8, 2007. Key issues identified at this meeting included:

- Bicycle and pedestrian transportation is an economically and environmentally desirable part of the transportation picture. Constructing and maintaining (sweeping) highway shoulders is one way to provide this option.
- Given this region's location in the Four Corners Area, and the exchange of traffic among the states for employment, tourism, and other commerce, a greater effort should be made to plan jointly with surrounding states.
- The accelerating development along US 160 west of Pagosa Springs presents a significant challenge in terms of intersection design, safety, and access control.

Summary of Written Comments & Responses

A comment was submitted that identified the need for commuter loops servicing the major labor pool areas and encouraged the inclusion of safe passenger boarding areas with all new road and road reconstruction projects.

The Southwest RTP addresses the identified needs.

A comment form was submitted with editorial corrections and suggested rewording of corridor goals and strategies pertaining to wildlife mitigation measures.

Editorial corrections were made and language relating to wildlife strategies was edited to avoid excluding possible alternatives.

Upper Front Range

The draft plan was presented at a public meeting in Greeley on November 8, 2007.

Summary of Written Comments & Responses

A comment concerning alternate funding for transit services between Fort Morgan and Loveland or Sterling was submitted.

Unmet transit needs are identified in the UFR RTP. Transit projects are outlined for the next 28 years at an estimated cost of \$88.5 million dollars. The commenter was encouraged to contact a demand responsive service provider regarding specific service concerns.

A comment was received questioning the inclusion of rail and transit improvements.

The RTP includes transit information and rail within the region. Additional transit information is available in the Upper Front Range Human Service Coordination Plan and the 2035 Statewide Plan Transit Technical Report.

A comment identified a different prioritization of SH 71 in the UFR and Eastern regions. Also noted was expanded transit in Morgan County.

The UFR population, commuter patterns, and job growth differ greatly from that of the Eastern TPR, and those differences have a significant influence on regional corridor prioritization and funding allocation. The UFR 2035 Plan outlines several regional transit needs that are consistent with future expansion plans mentioned on the comment form.