

Appendix A – Public Involvement

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Regional Transportation Plan Outreach Process

Public participation is a key element to the transportation planning process. The 2035 Statewide Transportation Plan provides an opportunity for anyone and everyone impacted by transportation to provide input and make comments on regional transportation needs and solutions for the next 28 years. In addition to reaching out to citizens, a concerted effort was made to inform and include local elected officials and underserved populations in the planning process through several the opportunities described below.

These meetings covered all issues that were relevant to the development of the Regional Transportation Plan, from the development of Corridor Visions to public outreach to funding issues. The Regional Planning Commission provided a key element to coordinate plan development within their jurisdictions.

Information gathered from these studies and outreach efforts helped guide the development of the plan and are included in this appendix for the 2035 Statewide Transportation Plan.

The regional transportation plan outreach process is intended to provide the public with reasonable opportunity to participate in the development of the plan. Opportunities have been provided to the following groups:

- Citizens
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers
- Private providers of transportation
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways & bicycle transportation facilities
- Representatives of the disabled
- Providers of freight transportation services
- Other interested parties

Four primary events were scheduled to provide this opportunity:

- Pre Forum Meeting – gather preliminary information on emerging trends and issues that affect transportation plans
- Regional Transportation Forum – review transportation related documentation and other data and discuss how this may affect priorities
- Prioritization Meeting – assign priorities to Vision and Constrained plans
- Regional/Statewide Draft Plan Joint Review – opportunity to review and comment on both the regional and statewide plans prior to final adoption and publication

Pre Forum Meeting

Purpose

The Pre Forum meeting helped identify changes/trends in the region that might impact the transportation system or the priorities since the last RTP was completed. The primary purposes of the meeting included:

- How to make choices
- Data analysis to inform decisions
- Limited funds = Priority requirements
- Public / RPC Input

Format

The Pre Forum was approximately 2 1/2 hours in length. It 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. The Pre Forum was a platform used to stimulate conversation about what will be discussed during the Forum meeting. 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

TPR	Date	Location	Address	Time
Southeast	June 28	Lamar	SECED 112 West Elm St.	1:30 p.m.

Pre Forum Notes

Southeast TPR Pre Forum

Lamar, CO

June 28, 2006

US 287

- Residents anxious to complete the concrete resurfacing and shoulder widening. Several projects are currently underway, with others programmed in the future
- There is an observed increase in truck traffic on US 287, assuming that truckers are taking advantage of the Ports to Plains route from Texas to Denver and I-80
- US 287 Reliever Route – Lamar, Environmental Assessment is nearly complete (due Jan '07). Important project to provide better connectivity for truckers by bypassing surface streets. Construction funds have not been identified for the project.
- New assisted living facility (in Eads) south side of US 287 - would like a crosswalk and/or flashing light (caution light for trucks)

US 50

- A Tiered EIS has nearly been completed on US 50, including 136 of miles corridor preservation. A detailed EA will be completed for individual projects as construction funding becomes available.
- Residents would like additional passing lanes on US 50 between Lamar to Fowler; the double yellow line between La Junta and Las Animas makes passing especially difficult

SH 96

- An increase of truck traffic on SH 96 has been noted, with truckers attempting to avoid traffic on US 50
- SH 96 is a designated transcontinental bike route and needs wider shoulders to provide safe zone for bicyclists

Rail

- Railroad crossing maintenance issues on US 287 in Campo, although a recent project provided some improvements

Transit

- Local government transit match - transit match is difficult in the area. While ridership is up, revenue is down

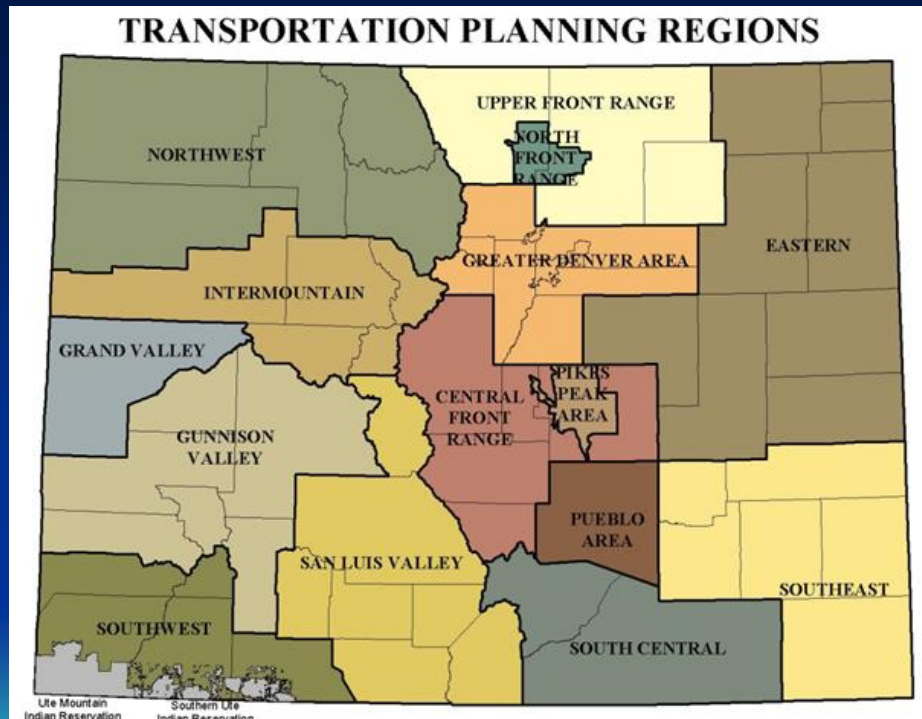
General

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

Pre Forum Presentation

2035 Transportation Plan Update

Southeast TPR
June 28, 2006



Southeast TPR



Why Now?

- Meet SAFETEA-LU Requirements for 2009 STIP
 - ❑ Support economic vitality & efficiency
 - ❑ Safety
 - ❑ Homeland & personal security
 - ❑ Access/Mobility for people & freight
 - ❑ Environment
 - ❑ Energy Conservation
 - ❑ Quality of life
 - ❑ Consistency w/local planned growth and economic development
 - ❑ Intermodal connectivity efficient management & operation
 - ❑ System preservation
 - ❑ Environmental Justice (Race / Income)

Why Now?

- Resource Allocation / Funding Changes
 - ▣ Increase in system maintenance costs
 - ▣ Limited future construction funds
 - ▣ Focus on what IS attainable
- Integrate Transit
- Synchronize with MPO / STIP Schedule

Goals

- Update!
- Focus on Regional Trends
- Determine If/How Trends affect 2035 Plan
- Incorporate Trends in Corridor Visions & Implementation Strategy
- Improved Transit Plan integration

Purpose

- How to make choices
- Data analysis to inform decisions
- Limited funds = Priority requirements
- Public / RPC Input

Schedule

Pre-Forum / Data Collection	Summer 06
Regional Transportation Forum	Sept 06
Tech Report 1 – Major Trends	Oct 06
Forum Output / TPR Meeting	Nov 06
Draft Plan	Spring 07
Final Regional Plan	Dec 07
Statewide Plan	Jan 08

Major Components

- Demographic / Economic update to 2035
- Transportation System Analysis
 - Multimodal
 - Current conditions / 2035 needs
- Corridor Vision Updates (if required)
- Implementation Strategy
- Statewide Plan
 - 17 Technical Reports
 - Funding Scenarios

Regional Transportation Forum

- Identify date in September
- Purpose – public input
- Concept
 - Review summarized information
 - Interactive / general priorities
 - corridor / mode / safety / capacity / surface

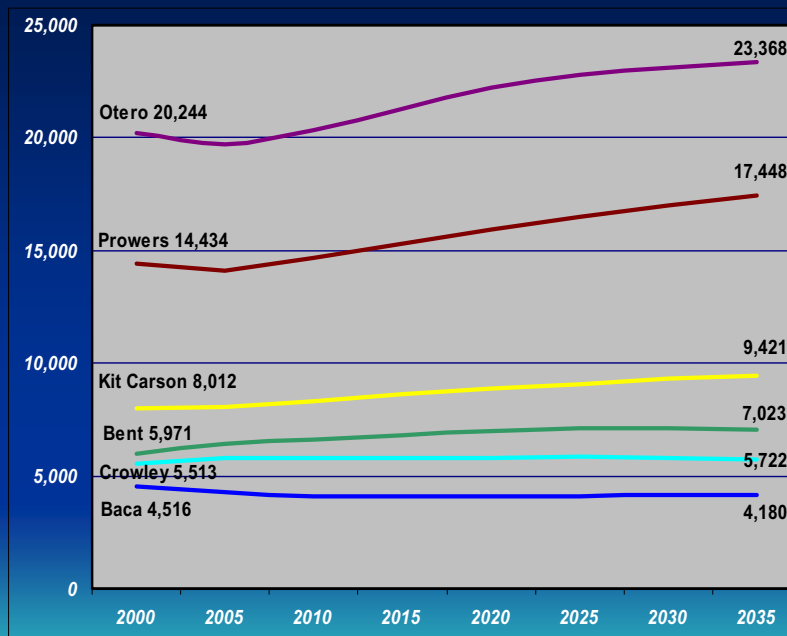
Regional Transportation Forum

➤ Who to invite ?

- ❑ Your constituents (we need your help to identify)
- ❑ Community leaders
- ❑ Business owners
- ❑ Modal interests
- ❑ Environmental groups

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Population Growth



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Other Issues ?

- Development
 - Residential
 - Economic
 - Resource
 - Recreation
- Major Traffic Generators
- Priority Changes
- Other ?

Contact

- Ed Hocker, URS Project Manager (Regional Plan)
719-533-7857
edward_hocker@urscorp.com
- Caroline Ekberg, Deputy Lead
719-268-7422
caroline_ekberg@urscorp.com
- Mike Felschow, LSC (Transit)
719-633-2868
mfelschow@lscs.com

Regional Transportation Forum

Purpose

The Regional Transportation Forums provided a significant opportunity for dialogue between leaders, planners and residents of the TPR. The format was designed to be interactive, including discussions about the process and exercises to stimulate conversation and allow other direct feedback. This departs from previous “open house” events in which participants were expected to review mounted displays, talk with planners, and leave comments - all on a come and go basis. For this event, participants remained for the entire session.

Information was presented as an electronic slide show. The goal was to provide the minimum background and data to assist in understanding the 2035 Plan and the maximum opportunity for discussion of Key Issues and Emerging Trends. A key outcome was to provide direction to CDOT on how to allocate scarce resources to growing needs.

The primary purposes of the meeting included:

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

Schedule

TPR	Date	Location	Address	Time
Southeast	Sept 12	Lamar	Community Building 610 S. 6 th St.	6pm - 9pm

Format

The Forum was approximately 3 hours in length. The meeting 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

Notification

Multiple forms of notification were utilized. Several weeks before the meeting, a letter signed by the RPC chair was sent 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.

This was followed with a meeting notice and press releases to media outlets describing the purpose of the meeting and requesting attendance. In addition, CDOT, consultant and TPR representatives made numerous phone calls to 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 in great numbers, especially businesses and business groups, local and regional planning groups, alternative mode representatives, and elected officials beyond members of the RPC. Approximately 100 information letters were sent out; 111 formal invitations and numerous phone calls were made to personally invite individuals.

In addition, global invitations indicating the time and location of Forums at all ten TPRs 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)

Press Release

Press Release

2035 Southeast

Regional Transportation Forum

TIME FOR TEAMWORK! The Southeast Regional Transportation Planning Commission announces an invitation to the **2035 Regional Transportation Forum**, which will provide an opportunity for the public to take part in their future.

The purpose of the forum is to gather public input on key transportation issues and emerging trends that are important considerations to developing a safe, efficient and effective transportation system. The input gathered at the forum will provide crucial information needed to develop the 2035 Regional Transportation Plan for the Southeast Transportation Planning Region.

The Southeast Regional Planning Commission needs your help in identifying key transportation issues and emerging trends to develop future transportation priorities. There are several examples of emerging trends and issues that may influence transportation priorities including:

- 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)
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- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

An interactive polling system will be used to measure the audience's response to questions that will affect current and future transportation priorities. Everyone with an interest in transportation issues is encouraged to attend and participate.

Tuesday, September 12, 2006

Community Building

610 S. 6th Street

Lamar

Transportation Forum: 6:00pm-9:00pm

Any questions please contact:

Ed Hocker

Email: ed_hocker@urscorp.com

Mail: URS Corporation

9960 Federal Drive, Suite 300

Colorado Springs, CO 80921

Phone: 719.533.7858

Information Letter

July 27, 2006

The Southeast Regional Transportation Planning Region has begun the process to update its regional transportation plan as part of a statewide effort to update the 2030 Colorado Statewide Transportation Plan. URS is the lead consultant brought on by the Colorado Department of Transportation to help the Southeast Regional Planning Commission to prepare the 2035 regional and statewide transportation plan updates.

I would like to ask you to take a few moments of your time to help in identifying, from your professional perspective, developing issues and emerging trends that you believe are important considerations in developing a safe, efficient and effective transportation system for the Southeast Transportation Planning Region.

As part of the process, the Southeast Regional Planning Commission has scheduled a **Regional Transportation Forum on September 12, 2006 from 4pm-7pm at the Community Center located at 610 S. 6th Street, Lamar**. In addition to inviting the general public a special effort is being made to contact and bring to the table representatives from the public and private sectors such as yourself that play a policy and decision making role in the region. An important component of the Forum and the 2035 plan update process is the identification of key issues occurring in the Southeast Transportation Planning Region that may affect transportation priorities. It is important to note that at this phase of the update, issues and trends and not specific projects are of most concern. The issues and trends will be used to develop future transportation priorities.

Specific trends and issues that may influence transportation priorities may include:

- 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

Please forward your response to our URS consultant by August 28, 2006 so we have sufficient time to prepare for the September Regional Transportation Forum.

Email: edward_hocker@urscorp.com

Mail: Ed Hocker

URS Corporation

9960 Federal Drive

Colorado Springs, CO 80921

Phone: 719-533-7858

I want to thank you in advance for helping in the development of the 2035 Southeast Regional Transportation Plan Update.

Sincerely,

Dan Tate, Executive Director

Southeast Colorado Economic Development

Forum Invitation

2035 Southeast Regional Transportation Forum

Time for Teamwork

Please join your colleagues in discussing key issues and emerging trends that you believe are important considerations in developing a safe, efficient and effective transportation system for the Southeast Transportation Planning Region.

- ✓ Take an interactive poll about regional issues
- ✓ What are the costs of transportation?
- ✓ Are some people underserved by transportation?
- ✓ What about rail freight?
- ✓ How does truck traffic affect the transportation system?
- ✓ What are your priorities for transportation improvements?

Hosted by your Regional Transportation Planning Commission

When: September 12, 2006

Time: 6:00pm-9:00pm

Location: Community Building

Address: 610 S. 6th Street

Lamar, CO

Refreshments will be served.

ADA Accessible

Contact Ed Hocker (719)533-7858 edward_hocker@urscorp.com for more information.

Forum Presentation

2035 Regional Transportation Forum

Time for Teamwork

Southeast
Transportation Planning Region
September 12, 2006

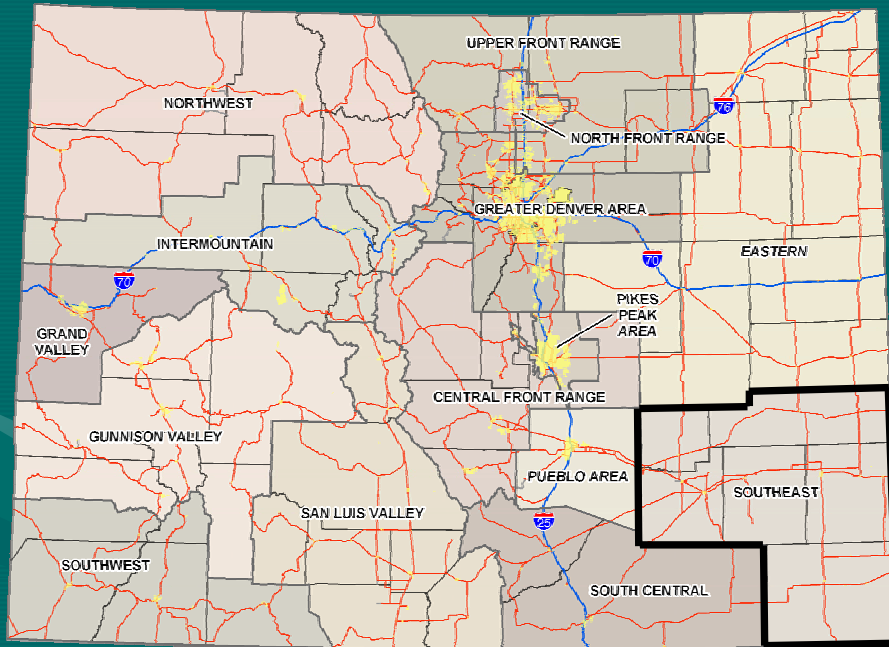
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Today's Forum

- Planning Process Overview
- Revisiting 2006 Telephone Survey (Audience Response)
- 2030 Plan Overview
- Current Transportation System
- Break
- Trends & Issues (Audience Response)
- Allocating Limited Funds
- Next Steps

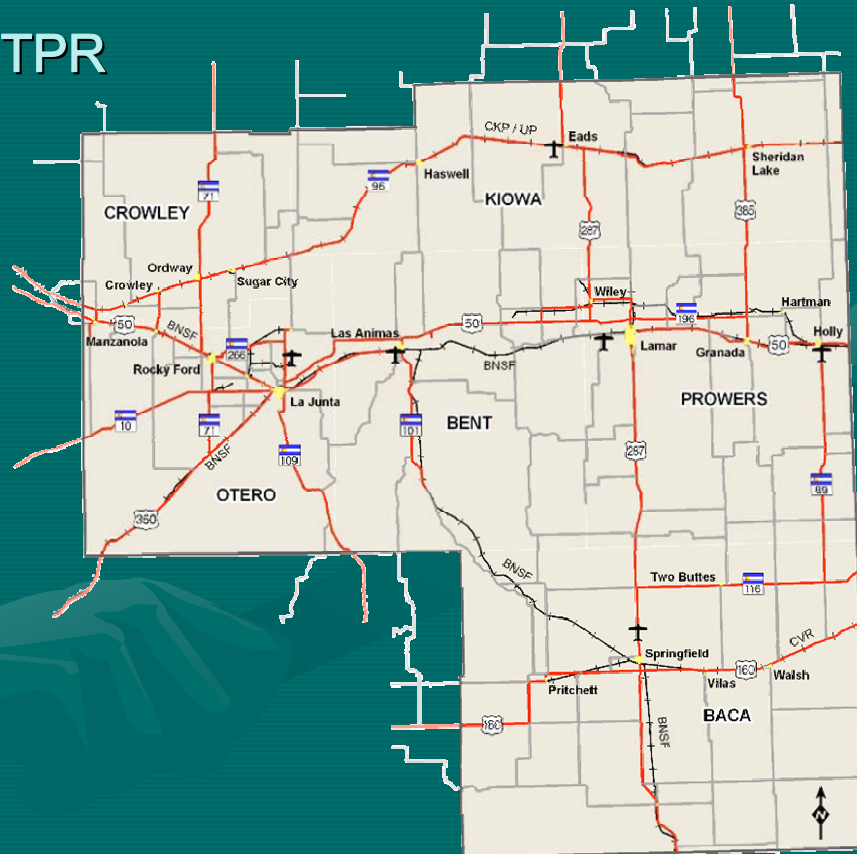
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Colorado Transportation Planning Regions (TPR)



3

Southeast TPR



Why Update Now?

- Respond to future funding scenarios
- Focus on regional trends
- Develop near term Implementation Strategy
- Meet federal requirements for 2009 STIP

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Revisiting the 2006 Statewide Telephone Survey

6

2030 Plan Overview – Top Issues

- **Economic Development**
 - Ports to Plains (US 287)
 - Major improvements on US 50 & US 287
- **Safety**
 - 4-Lane US 50
 - RR Xings
 - Shoulders
- **Transit**
 - More funding for intercity / local / specialized

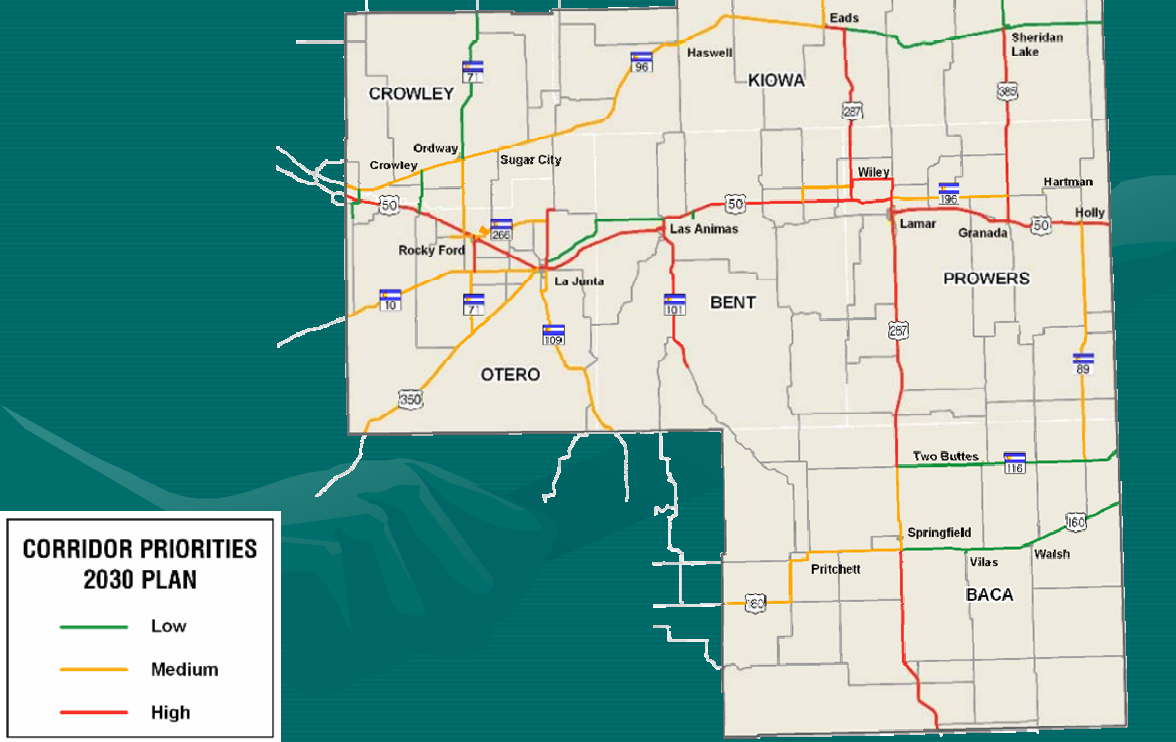
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2030 Plan Overview – Top Issues

- **Rail**
 - Stabilize operation of Towner Line
- **Air**
 - Re-establish passenger service
- **Bike / Ped**
 - Increase in bike use US 50 & SH 69
- **Transportation Financing**
 - Need “Fair Share” to maintain System Quality
 - Explore alternative financing

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Southeast Corridor Priorities 2030 Plan

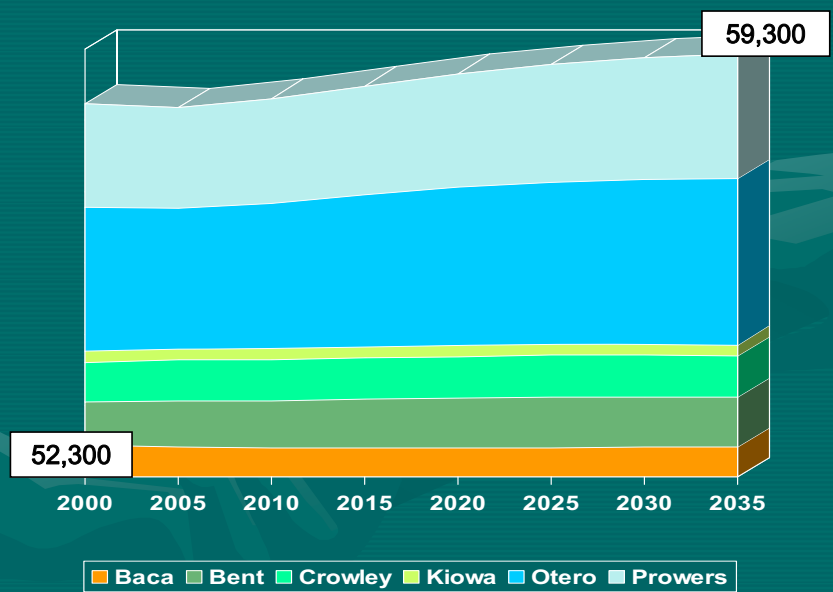


Accomplishments Major Projects 2005 - 2009

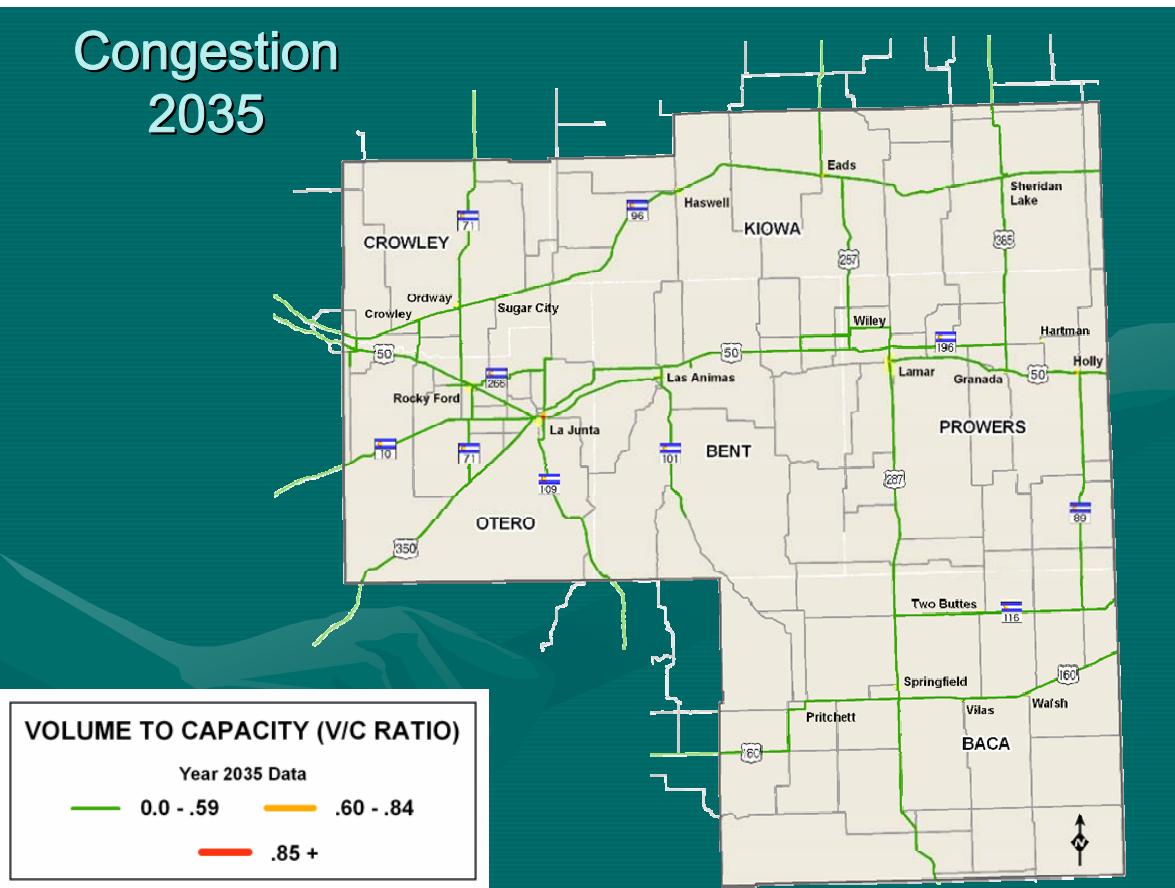


Current System Overview

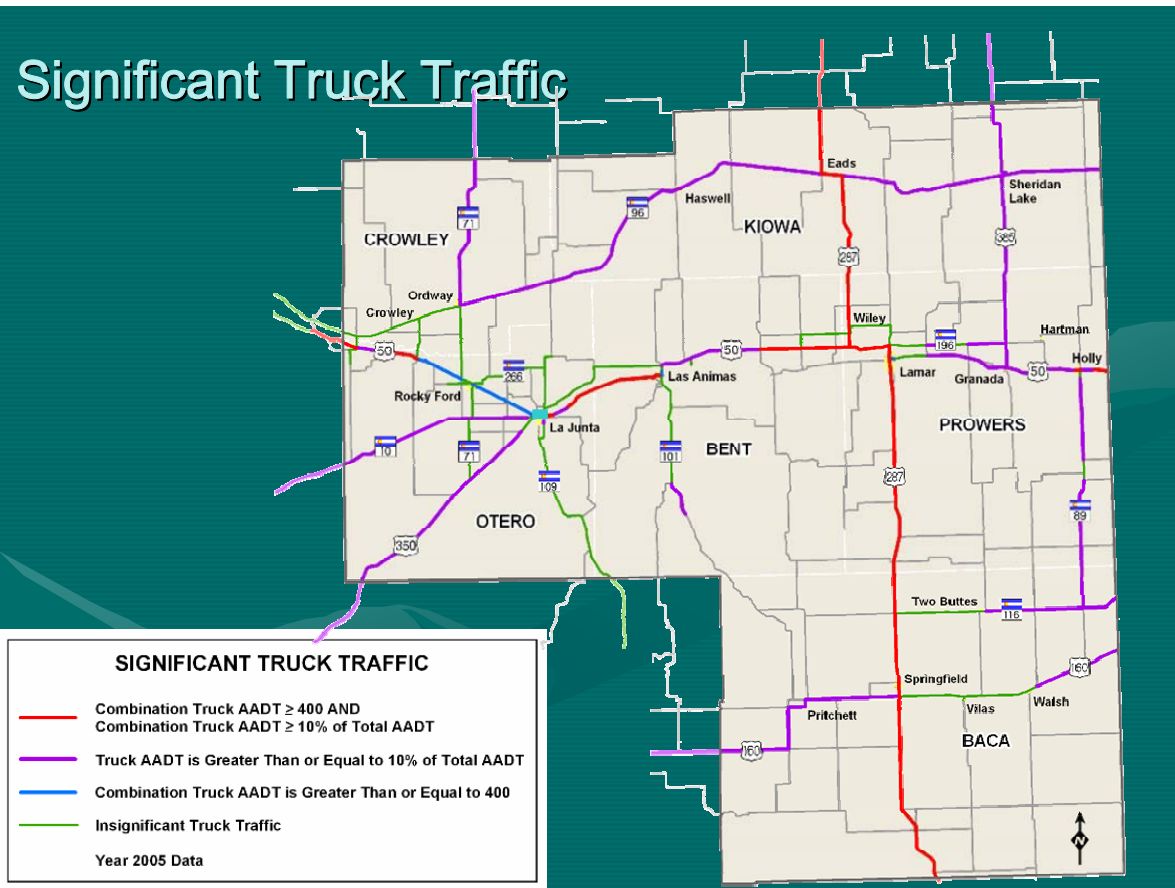
Population Growth 2000 - 2035



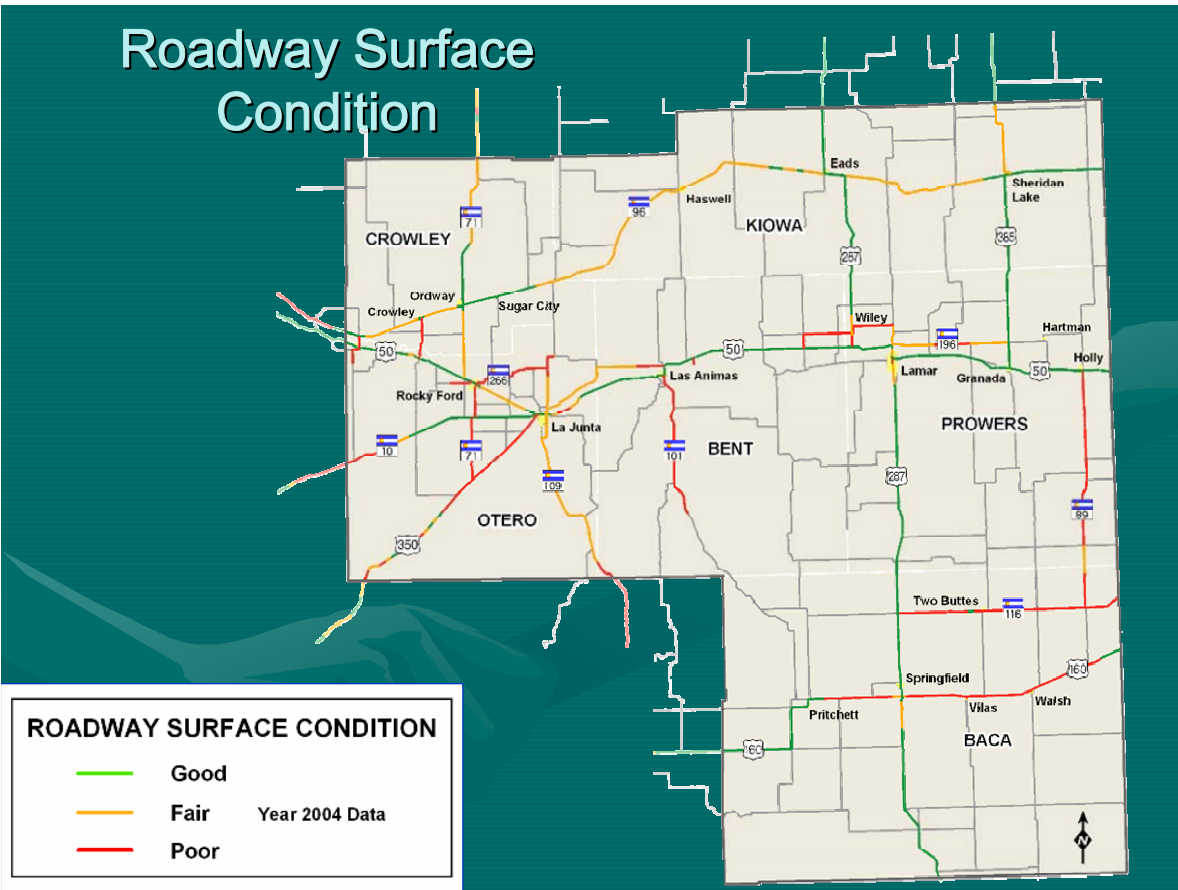
Congestion 2035



Significant Truck Traffic



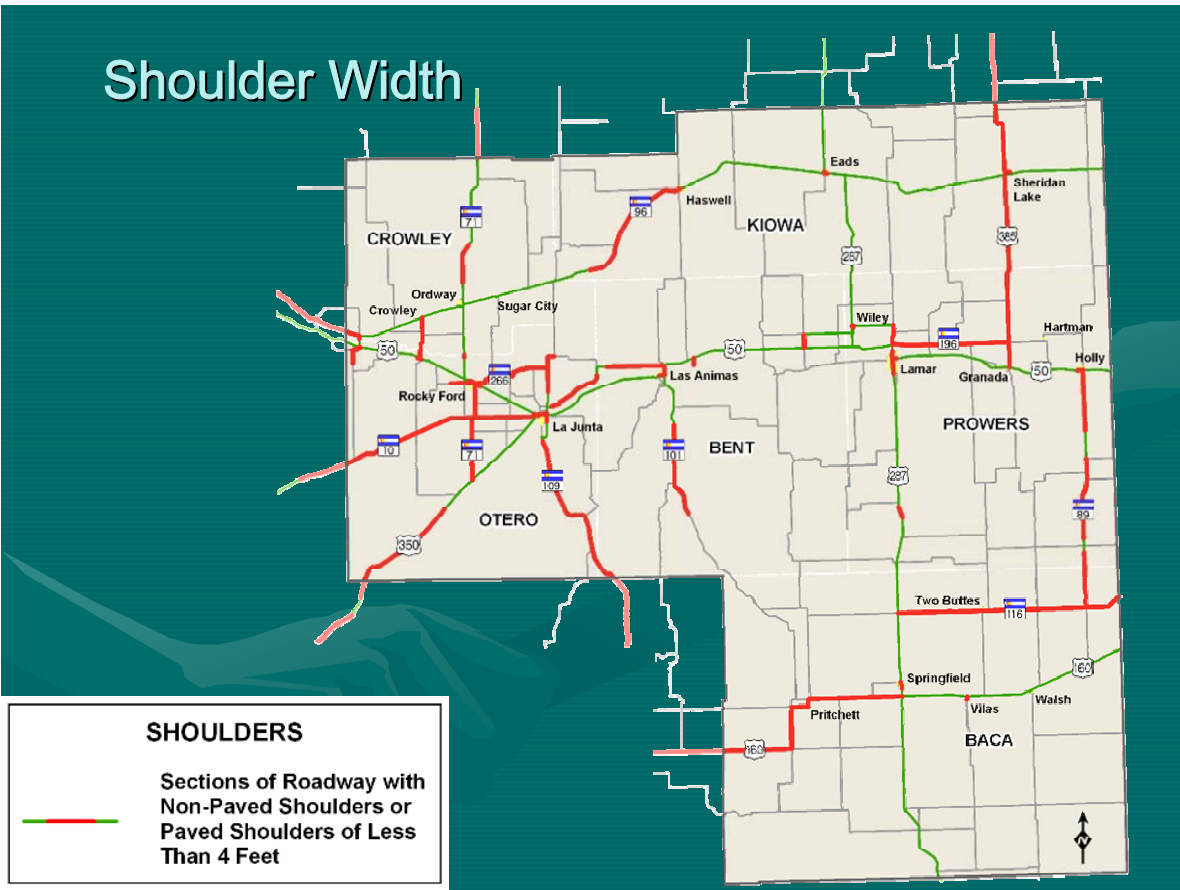
Roadway Surface Condition



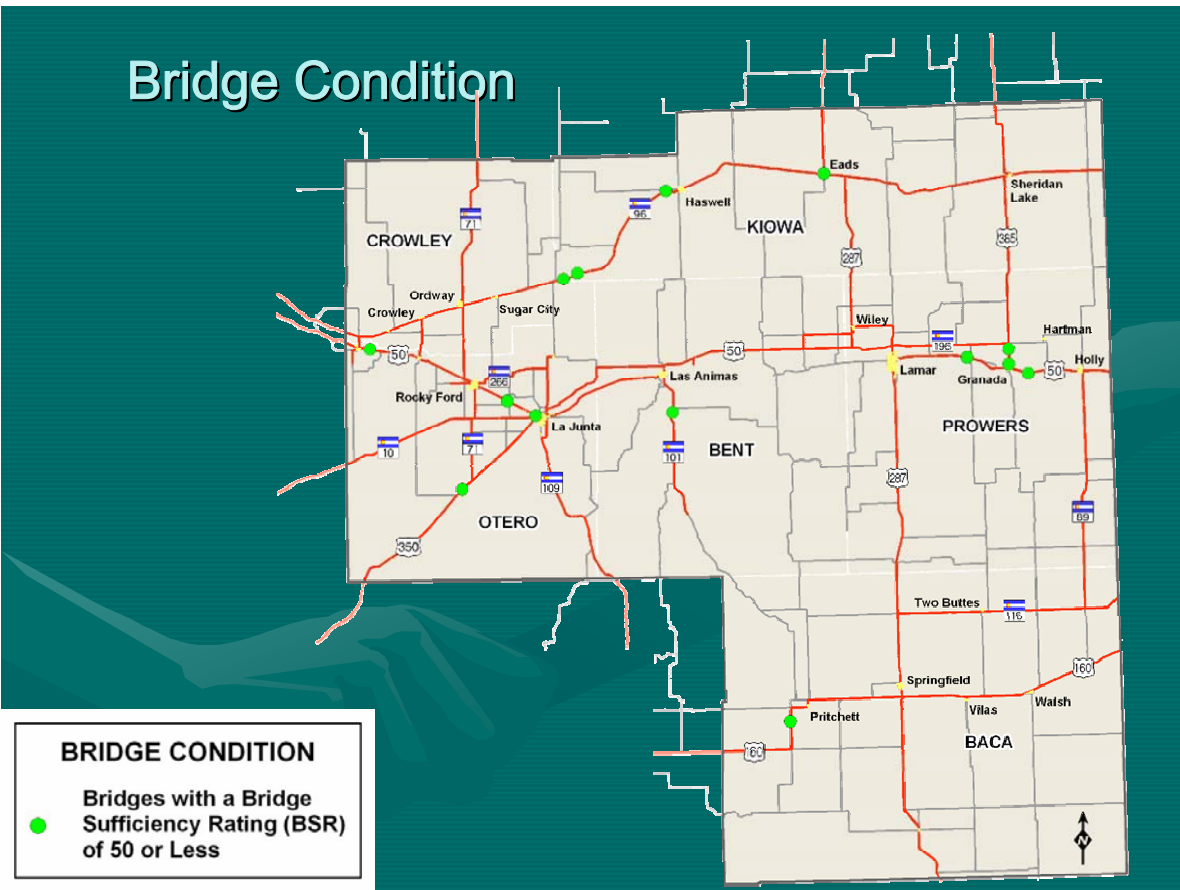
Safety



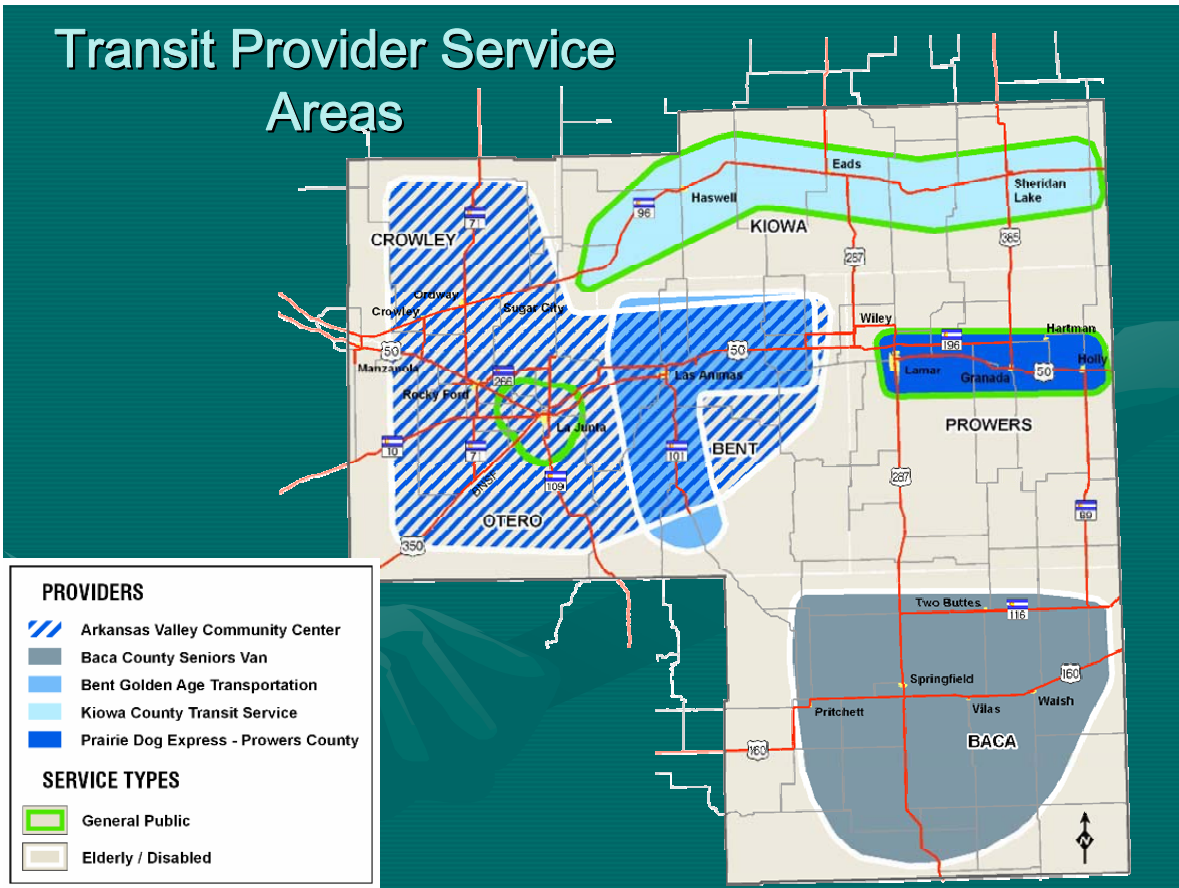
Shoulder Width



Bridge Condition



Transit Provider Service Areas



Take a Break

- Back in 15 minutes



Trends & Issues

Here is a set of questions concerning impacts to transportation from issues and concerns that have been expressed.

You will be asked to discuss each issue, then vote on a set of possible answers. After that we will have the opportunity to identify and discuss any other issues you would like.

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Other ?

- What other issues have a significant impact on the regional transportation system?

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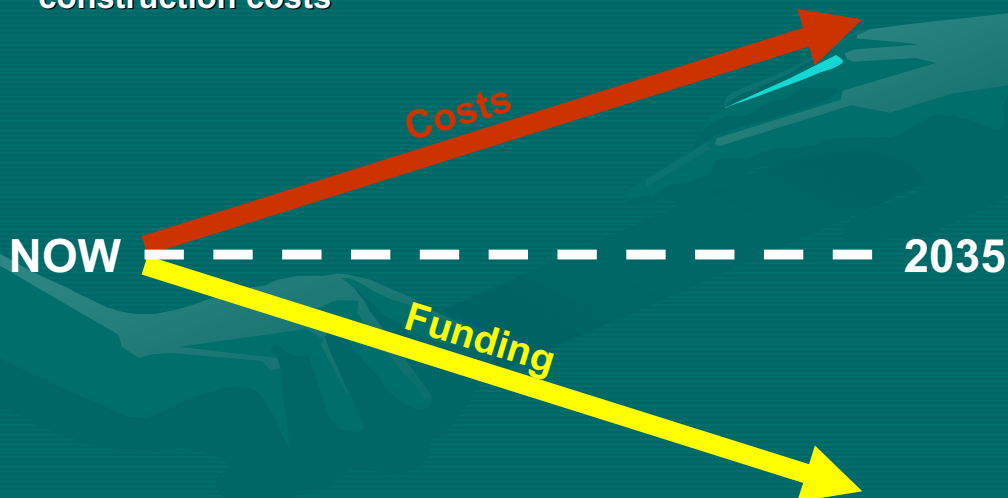
Allocating Limited Resources

In this section, you will be asked to allocate a given amount of funds to transportation activities in the transportation planning region. Funding amounts and estimated costs represent actual 2030 Plan needs and available funding for the TPR

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Costs Are Up / Funding is Down

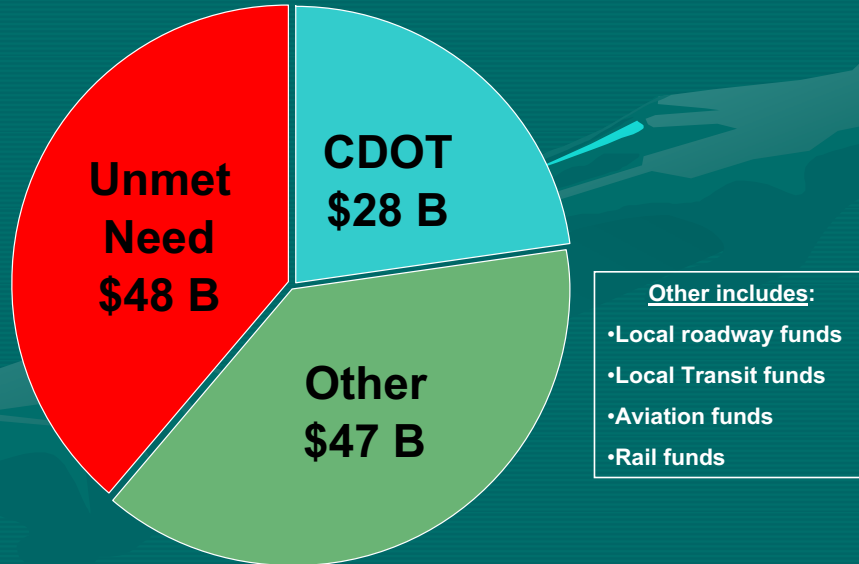
CDOT's projected revenue stream is expected to decrease sharply in coming years due to reductions in State and Federal funding and be impacted by increasing energy and construction costs



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Cost to Sustain Existing System & Services 2030 Statewide Plan

Statewide Total Need \$123 B



System Performance 2030 Statewide Plan

Investment Category	Performance Level Sustaining Level \$123 B	Performance Level Current Investment \$75 B
Pavement	58% Good/Fair	32% Good/Fair
Bridge	96% Good/Fair	80% Good/Fair
Maintenance	B - Scale of A to F	F - Scale of A to F
Congestion	10% - Congested Miles	25% - Congested Miles
Safety	1.47 - Fatalities/MVMT *	1.47+ - Fatalities/MVMT

* Million Vehicle Miles Traveled

Southeast - Background

- 777 miles of state highway – 30% are in Poor condition
- 7,648 miles of local roads
- 14 bridges needing replacement (on-system)
- 5 local transit agencies providing human services or public transportation
- Commercial Air Service at Lamar and 5 General Aviation Airports
- AMTRAK Southwest Chief at Lamar and La Junta
- Freight rail on BNSF, UP, and Towner Lines

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Southeast - Background

- Population will grow from 52,300 to 59,300
- Jobs are expected to grow from 23,800 to 30,300
- Daily VMT will grow from 1.3 million to 2.0 million
- 7% households have no vehicle available
- 21% population is below the poverty level
- 20% population over age 65

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Allocating Limited Resources

Here is the problem: The TPR has a total High Priority need of \$2,2 M.* You have an estimated 30-year transportation budget of \$400 M for the TPR. Where are your priorities?

* 2030 Plan

Program Area	Needs *	Allocation
Mobility	\$1,724 M	\$?
Safety	\$212 M	\$?
Existing System Highway Reconstruction / Bridge Repair / Resurfacing	\$181 M	\$?
Alternative Modes	\$63 M	\$?
Total	\$2,180 M	\$400 M

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Costs of Transportation

- Today it costs about:
 - \$2.9 M to construct a mile of two-lane highway with shoulders
 - **17 miles = \$50 M**
 - \$900,000 to reconstruct & maintain one mile of highway in Good Surface Condition for 30 years
 - **55 miles = \$50 M**
 - \$60,000 to purchase a step van plus \$45,000 annually to maintain and operate for one year
 - **8 Step Vans = \$12.5 M for 30 years**

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Allocation Exercise

- Place your “TransBucks” on the issues and areas of your greatest concerns
- More than one sticker may be placed at a location
- Maps
 - Congestion
 - Safety
 - Road Surface Condition
 - Transit Service Providers
 - Alternative Modes (Shoulders / Bike / Airports / Railroads)

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Next Steps

Pre-Forum / Data Collection	Summer 2006
Regional Transportation Forum	Sept 2006
Forum Output / TPR Meeting	Nov 2006
Statewide Transportation Forum	Jan 16, 2007
Draft Regional & Statewide Plan	May 2007
Final Regional Plan	Oct 2007
Final Statewide Plan	Jan 2008

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Forum Notes

Meeting Minutes
Southeast TPR Regional Transportation Forum
September 12, 2006 at 6:00 pm
Community Building in Lamar, CO

The 2035 Southeast Regional Transportation Forum was conducted on September 12, 2006 in Lamar, CO. Sixteen people attended from the public, along with two representatives from CDOT, one from FHWA, and three consultants.

The meeting format was a presentation along with interactive voting on questions embedded within the presentation. Refreshments were also provided. CDOT recently acquired electronic polling equipment that allowed the consultant to ask attendees to vote on several questions pertaining to the issues and trends of the Southeast Transportation Planning Region (SETPR). Five boards were also on display showing the 2035 estimated traffic congestion, alternative modes of transportation, transit, state highway surface conditions, and safety information.

The presentation began with a welcome from CDOT representative Wendy Pettit and attendees introducing themselves. Wendy then explained the purpose of the meeting with was to solicit information from attendees regarding what their issues and concerns along with priorities for transportation in the SETPR. A map of the SETPR was presented and a description of the TPRs throughout Colorado. Next Wendy provided an overview of the forum agenda. Wendy wrapped up her presentation explaining that the update process is in response to future funding scenarios (which are expected to be substantially limited), focus on regional trends, develop a near term implementation strategy and meet federal requirements for the 2009 State Transportation Improvement Program (STIP).

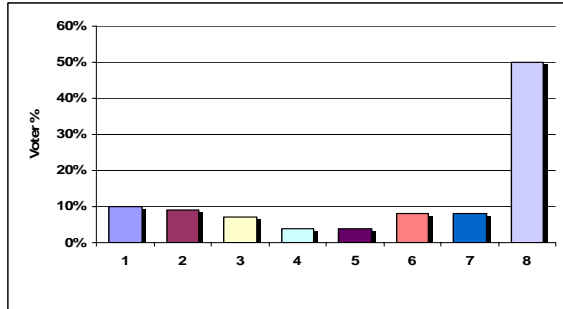
Next, audience electronic polling devices were distributed with a description of their use. A test question was asked to familiarize attendees with the polling technology. This section of the program revisited some of the results of the CDOT Statewide Telephone Survey, conducted in January 2006. Attendees were asked to select responses to survey questions that were then compared to the responses of the original phone survey. Because attendees were not a randomly selected sample of respondents, it was explained that the results of the questions at the Forum, while not statistically valid for the larger population, would be taken into consideration during the planning process.

The first round of polling included three questions repeated from the telephone survey.

What is the most important problem or issue facing the state of Colorado?

1. Budget/taxes
2. Economy
3. Education
4. Growth
5. Illegal Immigration

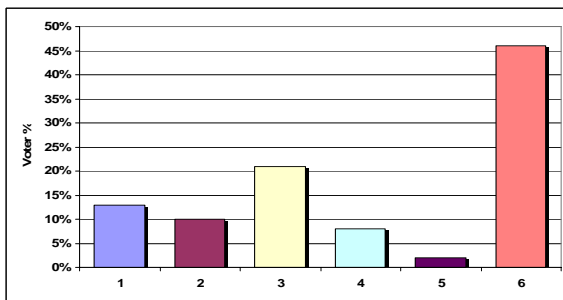
6. Transportation
7. Water
8. Other



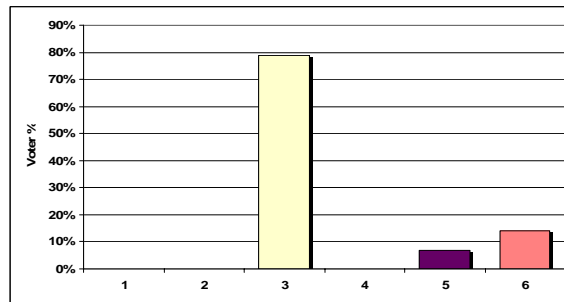
Phone Survey Results

Which of these is the most important transportation problem facing Colorado?

1. Traffic congestion
2. Public transportation
3. Road maintenance and repair
4. Fuel costs
5. Construction delays
6. Other



Phone Survey Results

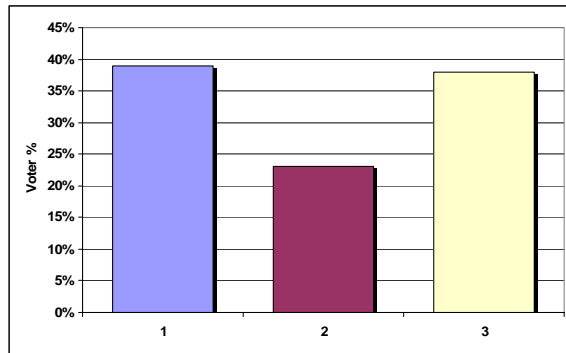


Forum Audience Results

Which of these transportation needs should get the highest priority?

1. Maintain and repair the transportation system
2. Improve safety
3. Provide travel options that relieve congestion

*Vote was not taken at the Forum – however strong preferences for maintenance of the existing system was expressed.



Phone Survey Results

Next an overview of the 2030 Plan and existing conditions of the SETPR was presented including:

- 2030 Plan corridor priorities
- Accomplishments in the TPR – major CDOT projects completed or underway between 2005 and 2009.
- Population growth estimates for 2035
- Estimated congestion for 2035
- Existing significant truck traffic
- Roadway surface condition – good, fair, poor
- Safety – accidents per mile
- Shoulder width (bicycle accommodations)
- Bridge condition – sufficiency rating of 50 or less

Mike Felschow of LSC, (transit consultant) then provided an overview of Transit provider service for the TPR. Mike described SAFETEA-LU changes that will now require human service providers and transit providers to coordinate within this planning process to be eligible for funding.

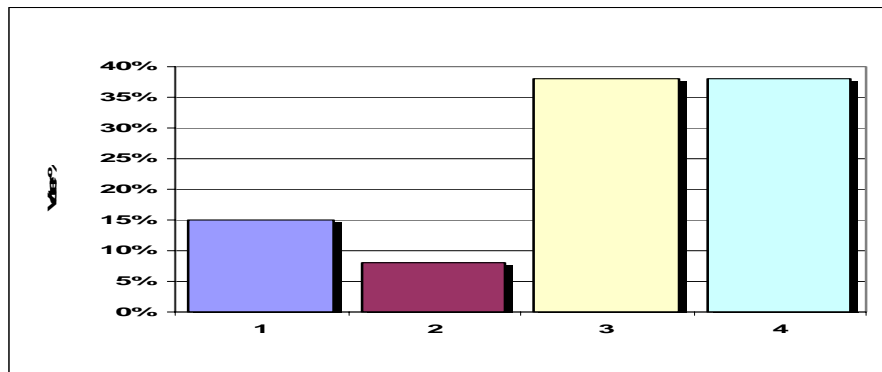
The polling of attendees about their perceptions of trends and issues within the TPR was then continued. Comments and other discussion raised during this phase of the polling process are listed under the questions associated with specific issues, followed by the polling results.

The improvements on US 287:

1. Have led to too much truck traffic
2. The additional traffic is good for the regional economy
3. Are welcomed and should be accelerated
4. The Lamar Bypass is a critical link and should be accelerated

Audience Discussion:

- US 287 – needs to be completed – couple of segments not improved – concrete with 10ft shoulders
- Truck traffic in Lamar is destroying downtown and stops businesses from relocating there; the bypass is needed ASAP
- Most everyone agreed that the US 287 improvements were welcomed, but also agreed that the Lamar bypass is critical for the community



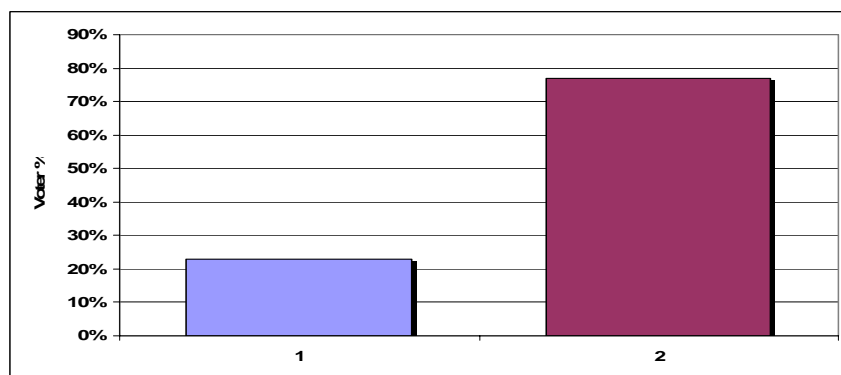
Forum Audience Results

Pedestrian improvements in my community:

1. Are adequate
2. Need improvements to be made safer because of the increased traffic

Audience Discussion:

- *No discussion.*



Forum Audience Results

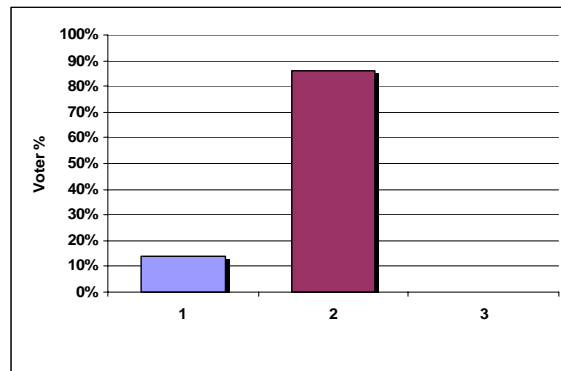
Further improvements on the US 50 corridor may be very expensive. Considering these costs, the highway:

1. Needs more passing lanes

2. Should be 4-laned
3. Operates OK as is

Audience Discussion:

- US 50 – needs to be four-laned for economic development potential– a tiered EIS which is establishing conceptual alignments and design is underway currently and will determine priority segments for implementation.
- US 50 at the Kansas state line should be rated poor not good on the surface condition map.



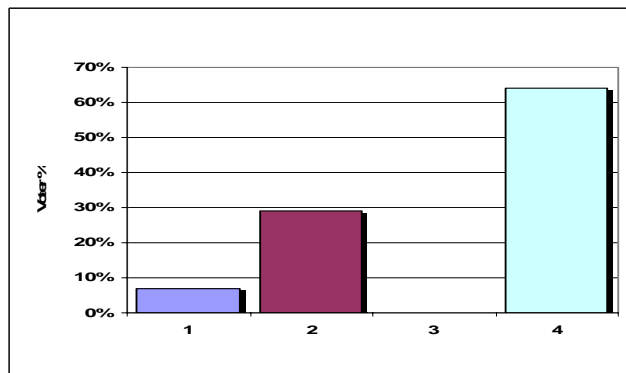
Forum Audience Results

Large trucks may be using SH 96 at an increased rate. I have noticed:

1. Large increase in large trucks
2. Moderate increase in trucks
3. No noticeable increase in trucks
4. Don't know

Audience Discussion:

- SH 96 is used by trucks bypassing the port of entry.
- The increase in trucks has caused a noticeable deterioration in pavement condition.



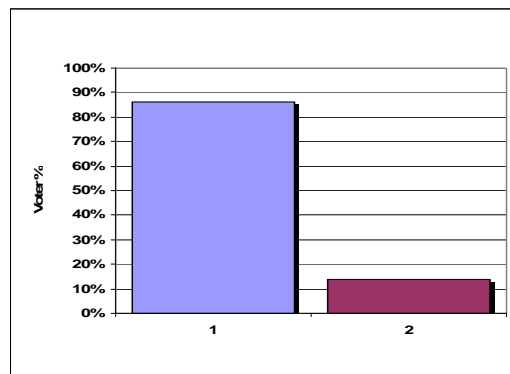
Forum Audience Results

SH 96 is a designated bicycle route. The highway should be improved to better accommodate bicyclists.

1. Agree – wider shoulders would be a benefit
2. Disagree – creates unsafe conditions

Audience Discussion:

- *No discussion*



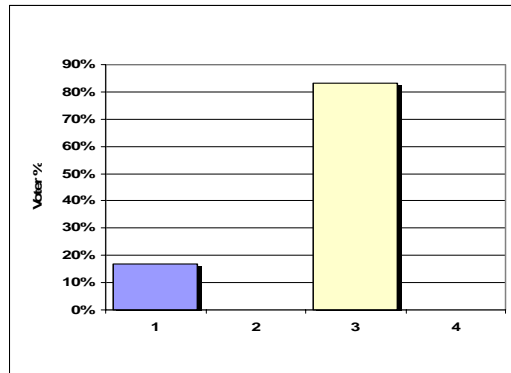
Forum Audience Results

Fort Carson often uses SH 350 to transport troops and equipment to the Pinon Canyon Maneuver Site. Military use of SH 350 may cause certain impacts to transportation. These impacts are primarily:

1. Safety related – I can't pass the big rigs and they are too wide
2. Congestion related – I have to wait for slow moving convoys to pass
3. Traffic operations related – The convoys have a difficult time navigating from I25 to SH 350
4. Highway condition related – The additional truck traffic speeds up deterioration of the roadway

Audience Discussion:

- Most material is moved to the site by rail, rather than by truck.
- Pueblo at I-25 is good training for Baghdad.
- Audience does not see any economic benefits coming from this training site expansion.



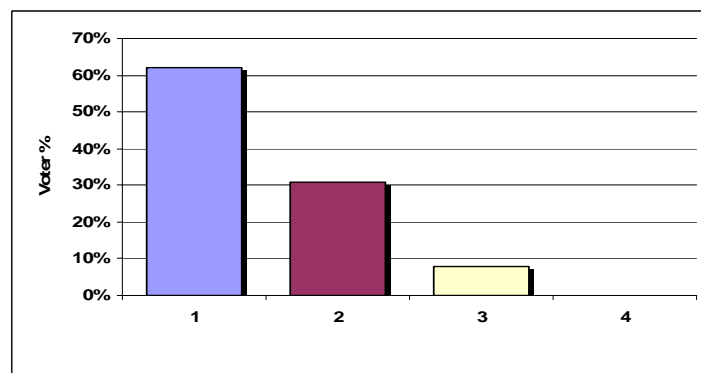
Forum Audience Results

My opinion about the much talked about expansion of the Army training site is:

1. Difficult situation for the region due to loss of tax base
2. Undesirable due to loss of ranching lifestyle
3. Will help the area develop economically
4. May have unreasonable impacts to the highway system

Audience Discussion:

- The Army has said it will not condemn property, but would purchase instead. However, those ranchers who do not want to sell would create a checkerboard pattern of land ownership which may be unacceptable to the Army, forcing condemnation procedures.
- Strong opposition to the expansion of the training site; local community and activist opposition is organizing and growing.



Forum Audience Results

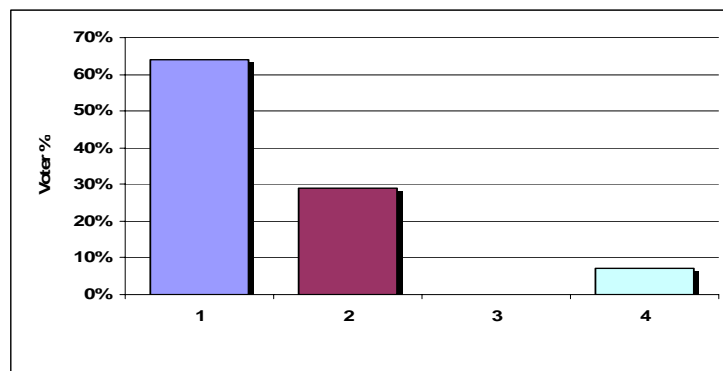
Local public transportation (bus/van) serves seniors and the disabled in my community well.

1. Agree
2. Somewhat agree

3. Disagree
4. Don't know

Audience Discussion:

- SAFETEA-LU requires transit providers – human service providers - to coordinate in the state, COG planning process in order to receive funding. There will be a transit focused meeting sometime in October – TBD – regarding transit strategies. All transit providers will be invited.



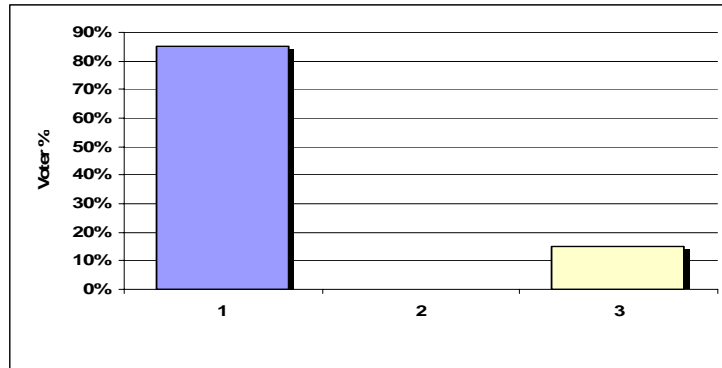
Forum Audience Results

Rail freight transportation is critical to this area's economic stability.

1. Agree
2. Disagree
3. Don't know

Audience Discussion:

- Need to get rail service back for freight to get trucks off the road – but loads need to be larger to make economically feasible – or establish piggy-back system. Unit trains need to fill 100 cars, while area shipments are sometimes only three cars, leading to consolidation of unit train loading sites, mostly out of the region.
- Most rail loading is occurring in Coolidge east of Cheyenne Wells. Most of the freight trucked in now is as no unit loading in six county areas. The region has no elevator storage facilities to fill trains of that size
- A visual count of coal trains was 95 trains in a 7 day period.



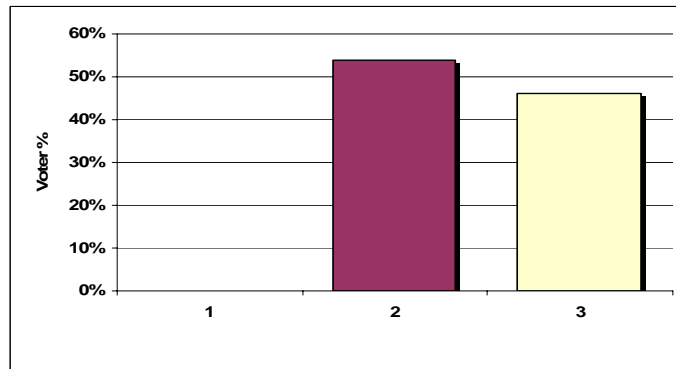
Forum Audience Results

I would use air passenger service at the Lamar airport if it were available.

1. Frequently
2. Sometimes
3. Don't know

Audience Discussion:

- The City of Lamar supported a grant application, but was turned down. Passenger service is actually available from Lamar to La Junta to DIA via the Lamar Flying Service.



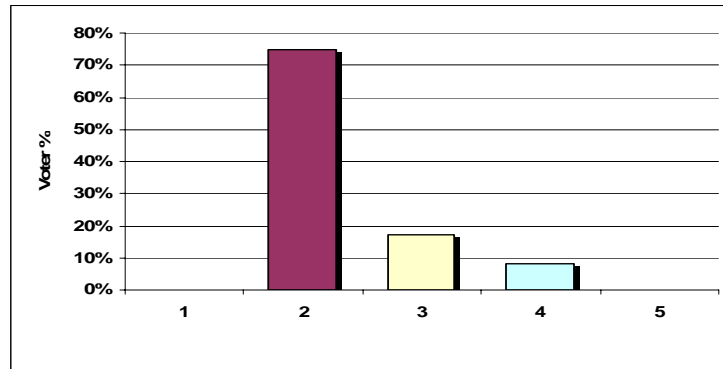
Forum Audience Results

What is the most important regional transportation issue?

1. Traffic congestion
2. Road maintenance and repair
3. Safety
4. Public transportation
5. Other

Audience Discussion:

- Most important need facing Colorado is new construction. (comment doesn't agree with chart below).



Forum Audience Results

Transportation Funding

An overview of the 2030 Statewide Plan was presented along with the associated funding shortfalls. Needs identified for the TPR were estimated in the 2030 plan to be about \$2.2 billion while it was estimated that approximately \$400 million might be available to address those needs. Updated funding projections for 2035 will be available by the end of the year, but are expected to be less than expected in the previous plan.

In order to get a better idea of the audience's preferences for future expenditures, an allocation exercise was conducted in which attendees were provided \$ 400 million in "TransBucks" to distribute among their priorities as represented on five maps displayed throughout the room. Available options included: Safety, Alternative Modes of Transportation (Shoulders, Airports, Railroads), Roadway Surface Condition, Transit Provider Service Areas, Congestion.

Allocation Exercise Results - (\$400 M total available in \$40 M denominations)

Surface Condition – 36%

Transit – 8%

Alternative Modes – 13%

Safety – 15%

Congestion – 28%

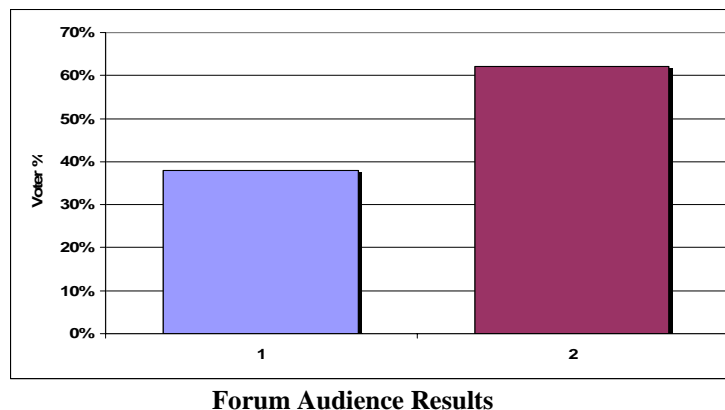
Finally, the following question was asked in an effort to stimulate more discussion about the perceived or actual shortfall of funds for transportation:

What do you want to do about the funding gap?

1. Prioritize transportation improvements with existing revenues
2. Pursue additional funds

Audience Discussion:

- Increasing the gas tax was described as a potential funding source by the consultant – no one commented on it being supported.
- Need more money – roads will turn to gravel if nothing done.
- Regarding the funding gap – we need pursue more funding - open space is not needed in this TPR – go back to the voters and get lottery funds switched to cover highway improvements and education.

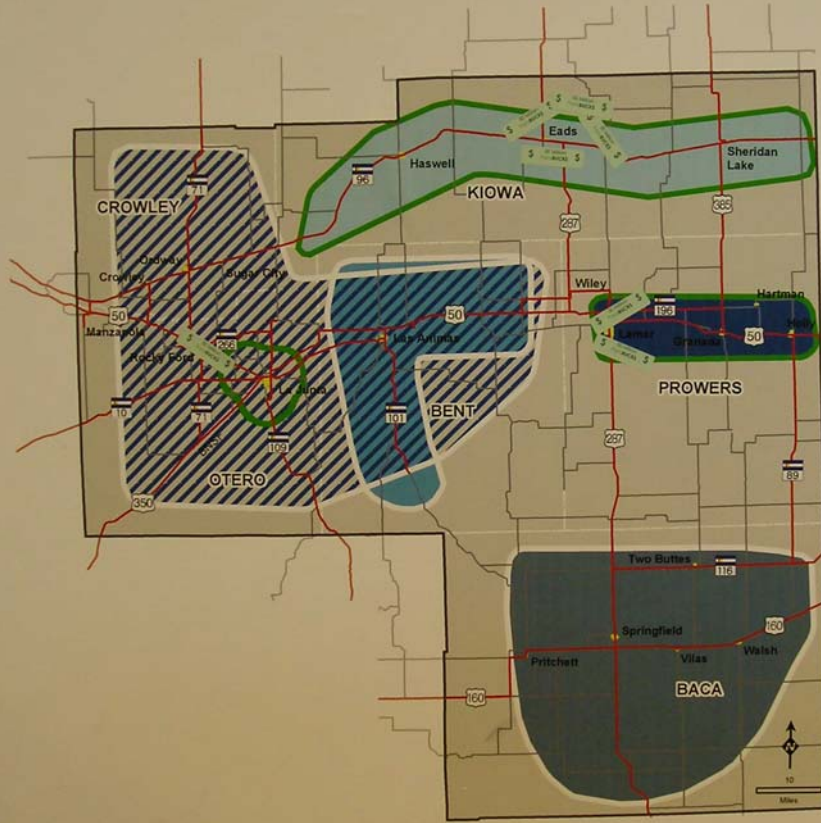


Discussion of other transportation issues:

- How are roadways rated for condition? They are engineering assessments- pavement management system - based on roadway life expectancy and roadways are checked on a cyclical basis. This process is managed on a regional level. Funds are limited for this process too.
- Participants would like to access roadway condition on line.
- Invasive weeds are a problem along SH 385 and SH 96 and need to be treated regularly. Trucks may be helping to spread seeds from distant areas. CDOT agreed this is a statewide problem that definitely needs to be addressed prior to 2035. Funding for weed control is a drop in the bucket with approximately \$15,000 available statewide. Counties have spent up to \$100K per year, but have recently changed their focus to construction projects. The recent rain has also aggravated the situation.
- SH 101 is a dead end at county road – some would like to see it extended to provide better connections.
- Bridge map does not show the bridges between Haswell and Sugar City. CDOT responded that bridges are scheduled for repair probably after 2009 which is the timeframe of the map.
- Availability of municipal and agricultural water is a big regional issue.

Transbucks Maps

8



PROVIDERS

- Arkansas Valley Community Center
- Baca County Seniors Van
- Bent Golden Age Transportation
- Kiowa County Transit Service
- Prairie Dog Express - Prowers County

SERVICE TYPES

- General Public
- Elderly / Disabled

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VOLUME TO CAPACITY (V/C RATIO)

Year 2035 Data

- 0.0 - .59
- .60 - .84
- .85 +

37



ROADWAY SURFACE CONDITION

- Good
- Fair
- Poor

Year 2004 Data



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ACCIDENTS PER MILE

Averages for Years 1999 - 2003

- < 5.0
- 5.01 - 15.0
- > 15.0



14



SHOULDERS

Sections of Roadway with
Non-Paved Shoulders or
Paved Shoulders of Less
Than 4 Feet

Prioritization Meetings

Purpose

The Prioritization Meeting was used to help assign priorities to corridors in the TPR. This input was used by the RPC to help determine what changes to the previous (2030) Plan were necessary. A follow-up meeting was scheduled to prioritize needs for the plan update within the context of available funding. The primary purposes of the meeting included:

- Review of 2030 priorities
- Assigned Primary Investment Category
- Prioritize corridor needs
- Assigned percentage of RPP funds to each corridor
- Prioritize Transit Projects
- Prioritize Aviation Projects

Schedule

TPR	Date	Location	Address	Time
Southeast	March 28	Lamar	SECED 112 West Elm	1:30pm.-2:30pm

Outcome

The Prioritization Meeting was held in Lamar on March 28, 2007. The primary purpose of this meeting 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 – Vision, Goals and Strategies to update priorities and identify additional needs.

Draft Statewide/Regional Plan Joint Outreach Meeting

The Draft 2035 Plan was released in July 2007, incorporating as appropriate all input from the public and decisions by the RPC. After a period of review, the draft plan was presented at a public meeting in Lamar on December 4, 2007. The meeting was held jointly with CDOT to enable review of the draft Statewide Plan at that time. This approach was useful so that attendees could see the regional plan in context with other regions and the state as a whole. Comments received at that meeting have been incorporated as appropriate in the final plan prior to its adoption by the RPC in January 2008. 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.

Invitation



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




The Southeast Transportation Planning Region and the Colorado Department of Transportation are hosting a meeting to present the Draft Regional and Statewide Transportation Plans and receive comments. Your input is valued.

Date: December 4, 2007
Place: SECED Boardroom
112 W. Elm Street
Lamar, CO
Time: 3:30pm – 6:30pm
(Presentation at 4:30pm)

FOR MORE INFORMATION:

Web: <http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.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

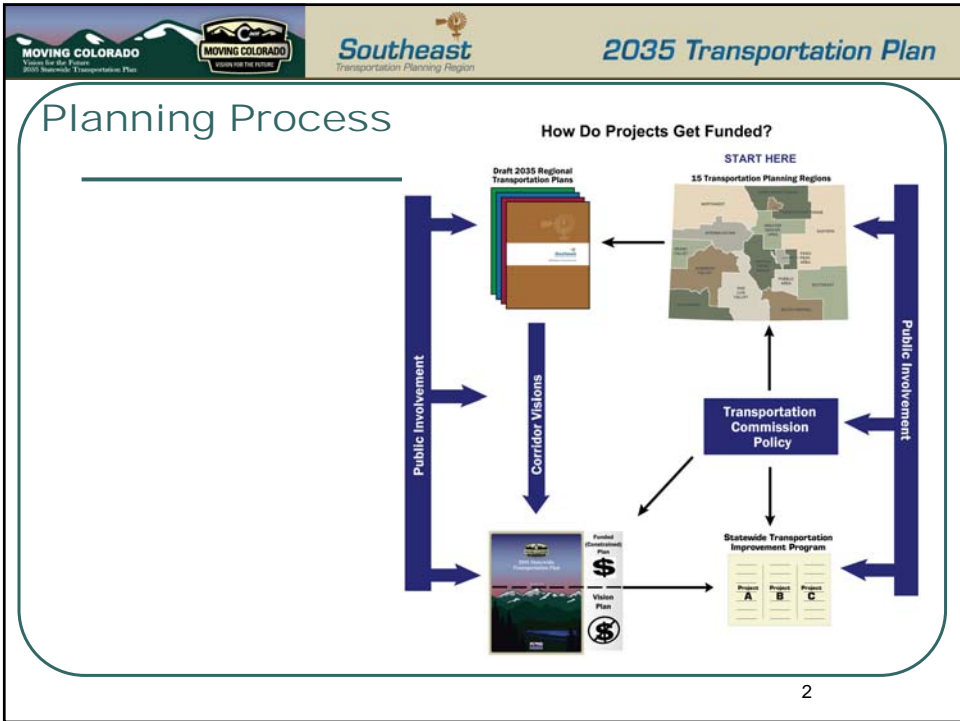
Presentation








2035 Transportation Plan

2035 Transportation Plan Joint Outreach Meeting

Southeast TPR & Colorado Department of Transportation

1







2035 Plan Components

- Key Issues & Emerging Trends
- Vision Plan
 - Corridor Visions
 - Environmental Plans, Resources, Mitigation
- Funded (Constrained) Plan
- Midterm Implementation Strategies

3

Public Participation

Participants	Input
<ul style="list-style-type: none"> ● Decision Makers: Such as Colorado Transportation Commission, State and Local Elected Officials, and Indian Tribal Governments ● The Public: All citizens of Colorado have an opportunity to review and change priorities as needed ● Stakeholders: Such as Transportation Providers, private sector interests, advocacy groups and the public interested in transportation 	<ul style="list-style-type: none"> ● Provided input to the Transportation Commission Policy, Revenue Projections, and Resource Allocation ● Considered during the development of both Regional and Statewide Transportation Plans

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2035 Transportation Plan

Public Participation



February 2007 Joint Transportation Commission/STAC Workshop



March 2007 Statewide Environmental Forum

Outreach Activities

- Customer Survey** on Transportation Issues
- Regional Transportation Forums** on Key Issues and Concerns
- Statewide Transportation Forum** on Tough Choices to Stretch Transportation Dollars or Reduce Services
- Environmental Forum** to Identify Significant Environmental and Planning Concerns
- Security Workshop** to Discuss Issues with Agencies Involved in Operational Security Activities
- Transportation Commission and Statewide Transportation Advisory Committee * Meetings** on Transportation Issues
- Joint Public Meetings on Regional and Statewide Transportation Plans** to be Held at All Planning Regions

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2035 Transportation Plan

Schedule

- Aug 20 - Draft Regional Plan Released
- Sept 20 - Draft Statewide Plan Released
- Nov 16 – Comments on Regional Plan Due
- Jan 4 – Comments on Statewide Plan Due
- January – Regional Plan Adoption
- February – Statewide Plan Adoption

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2035 Transportation Plan


Recent Accomplishments



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2035 Transportation Plan

Key Issues & Emerging Trends



8

MOVING COLORADO Vision for the Future 2035 Southeast Transportation Plan

Southeast Transportation Planning Region

2035 Transportation Plan

Key Issues & Emerging Trends

System Quality	Individual Corridor Issues	Regional Concern
<ul style="list-style-type: none"> Road surface maintenance Safety improvements at certain locations Transportation support: including truck and rail freight for economic development, particularly for farm to market uses Improvements in support of truck traffic 	<ul style="list-style-type: none"> US 287 improvements are welcomed, especially completion of Lamar bypass More passing lanes needed on US 50 between Lamar and Fowler Surface conditions on SH 96 are deteriorating due to increased truck traffic 	<ul style="list-style-type: none"> Availability of municipal and agricultural water

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MOVING COLORADO Vision for the Future 2035 Southeast Transportation Plan

Southeast Transportation Planning Region

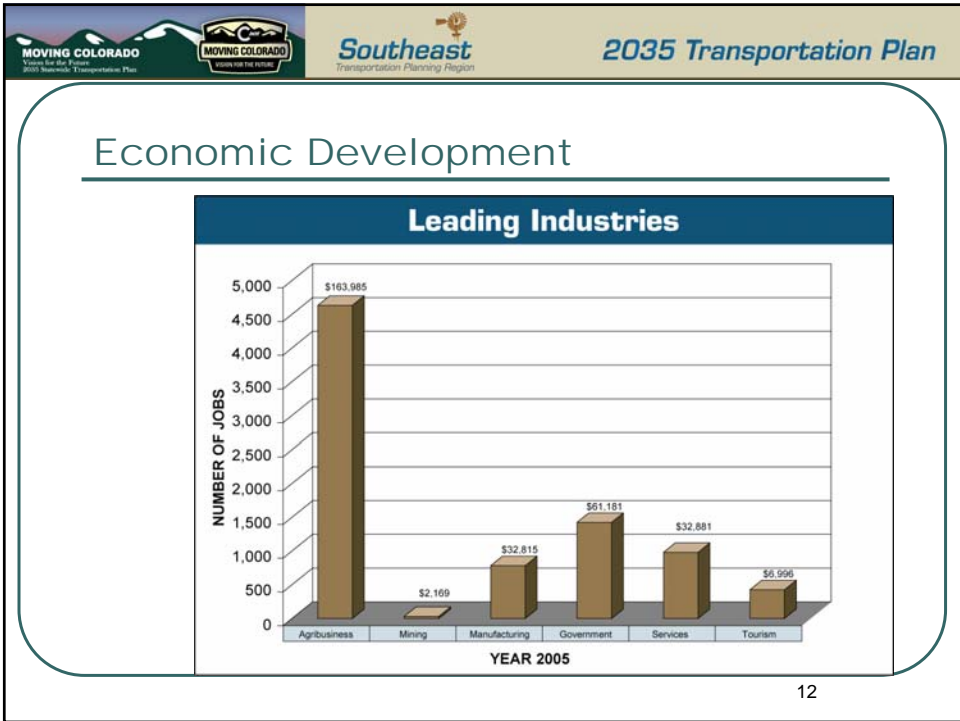
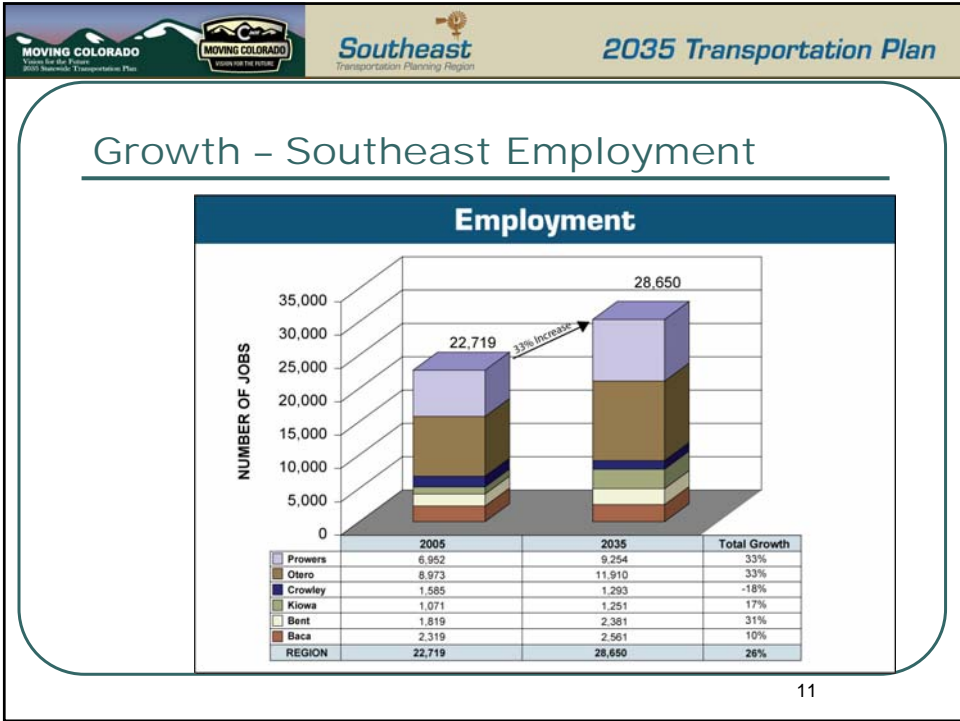
2035 Transportation Plan

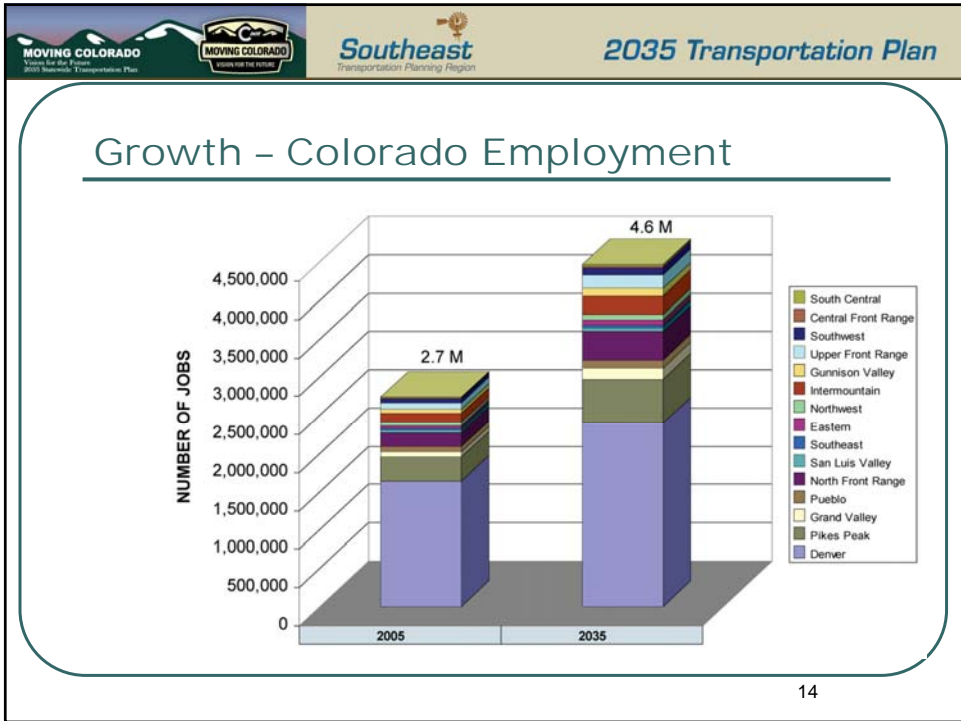
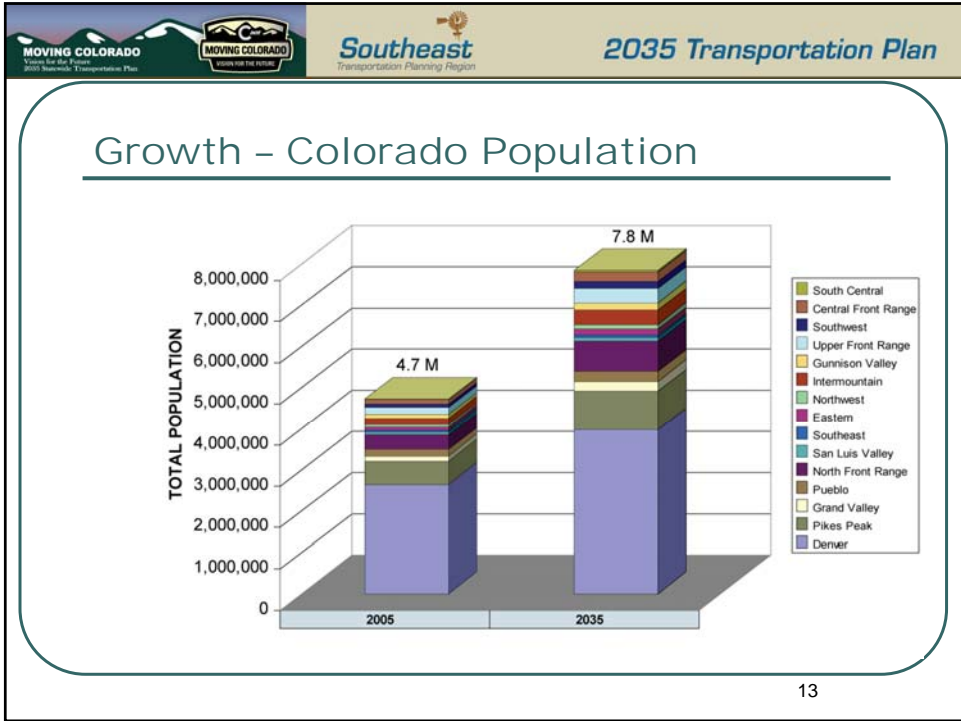
Growth - Southeast Population

Population

	2005	2035	Total Growth
Prowers	14,086	17,448	24%
Otero	19,718	23,368	19%
Crowley	5,817	5,722	-2%
Kiowa	1,514	1,561	3%
Bent	6,402	7,023	10%
Baca	4,260	4,180	-2%
REGION	51,797	59,302	14%

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MOVING COLORADO
Vision for the Future
2035 Statewide Transportation Plan

MOVING COLORADO
Vision for the Future
2035 Statewide Transportation Plan

Southeast
Transportation Planning Region

2035 Transportation Plan

Economic Drivers - Energy Development

The map displays various energy development sites across Colorado, including oil and gas wells, and nuclear power plants. Major cities and transportation routes are also shown for context.

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MOVING COLORADO
Vision for the Future
2035 Statewide Transportation Plan

MOVING COLORADO
Vision for the Future
2035 Statewide Transportation Plan

Southeast
Transportation Planning Region

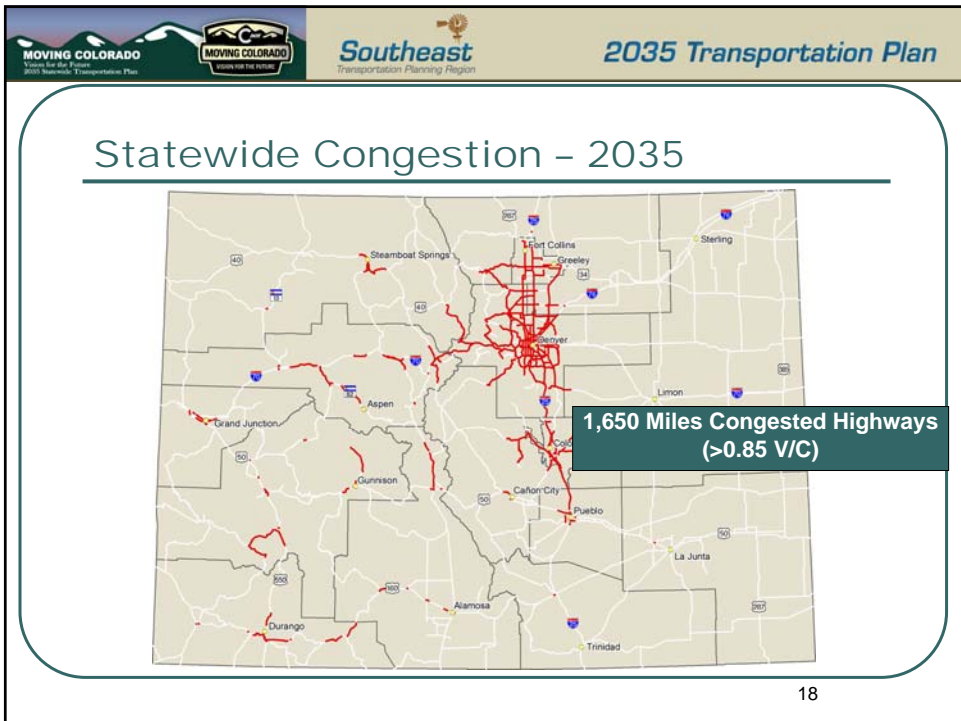
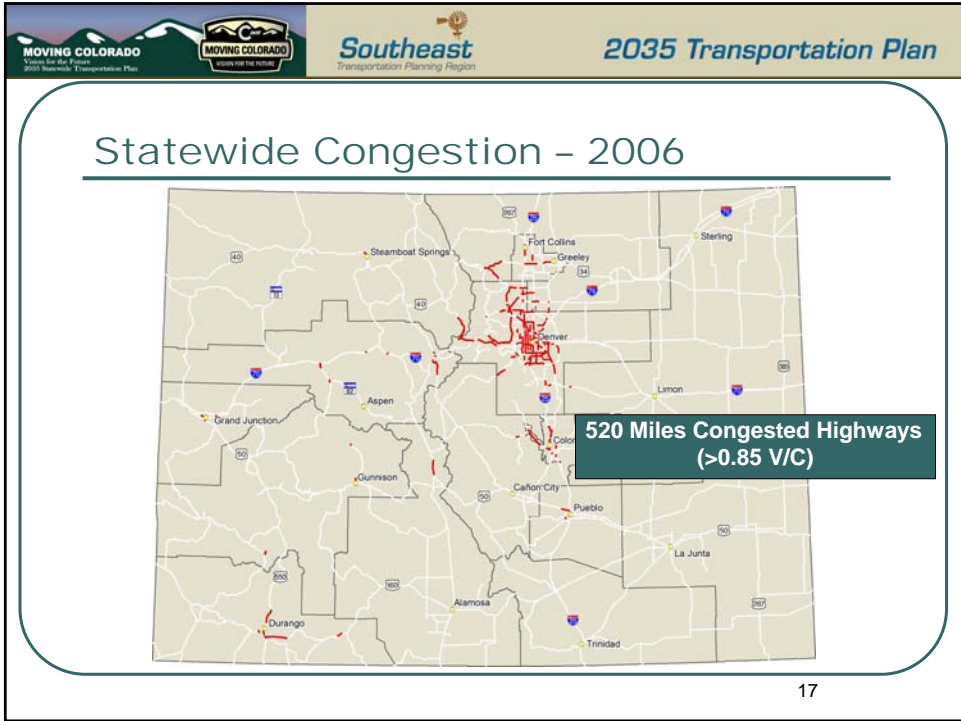
2035 Transportation Plan

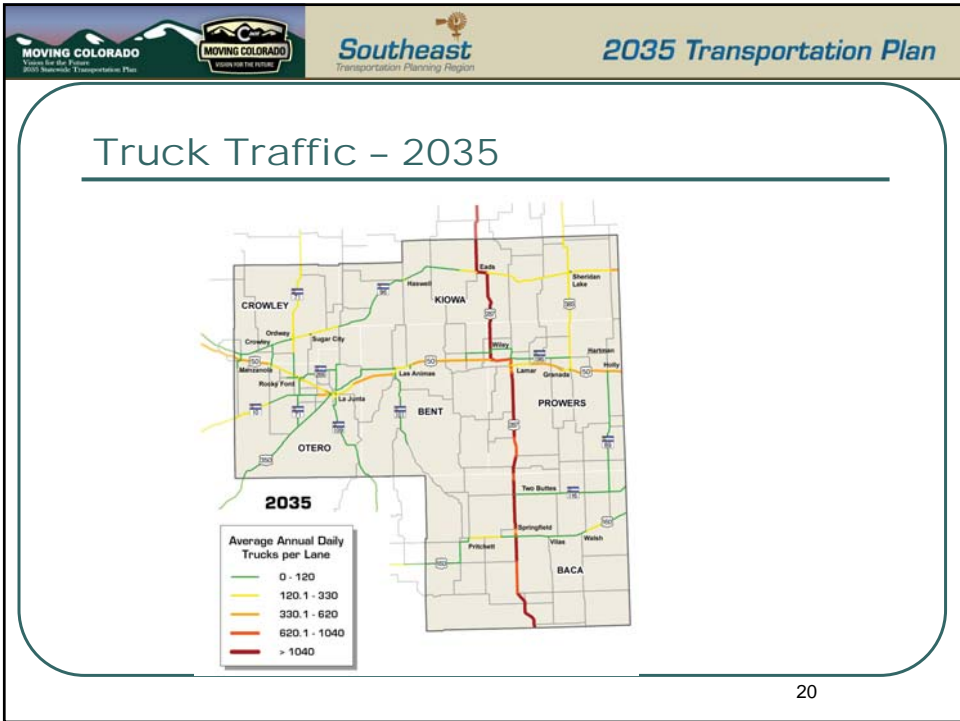
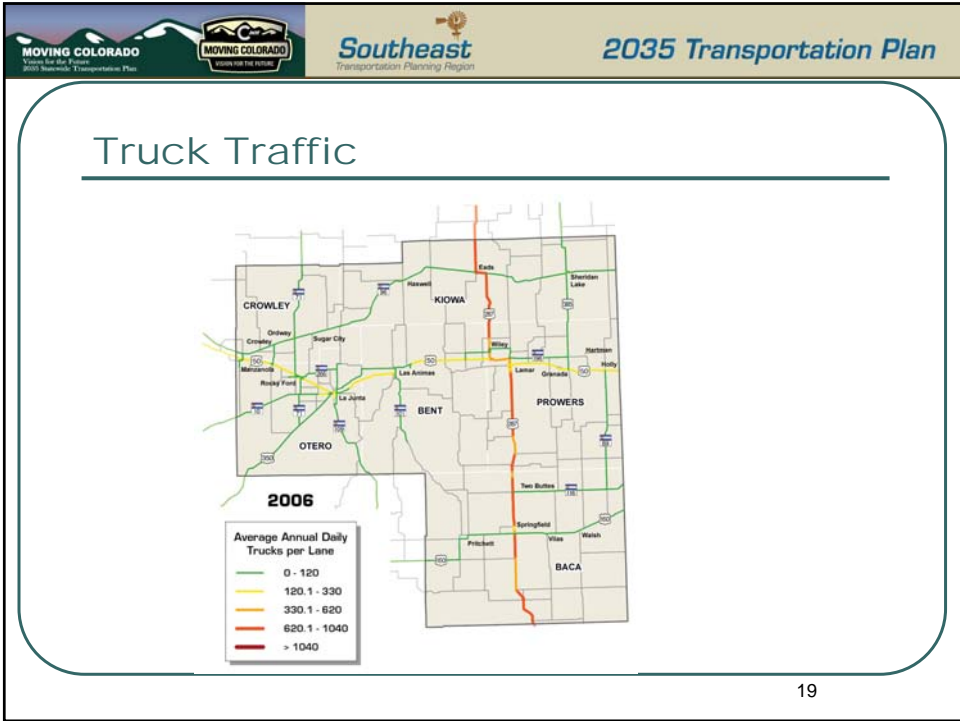
Economic Drivers - Tourism

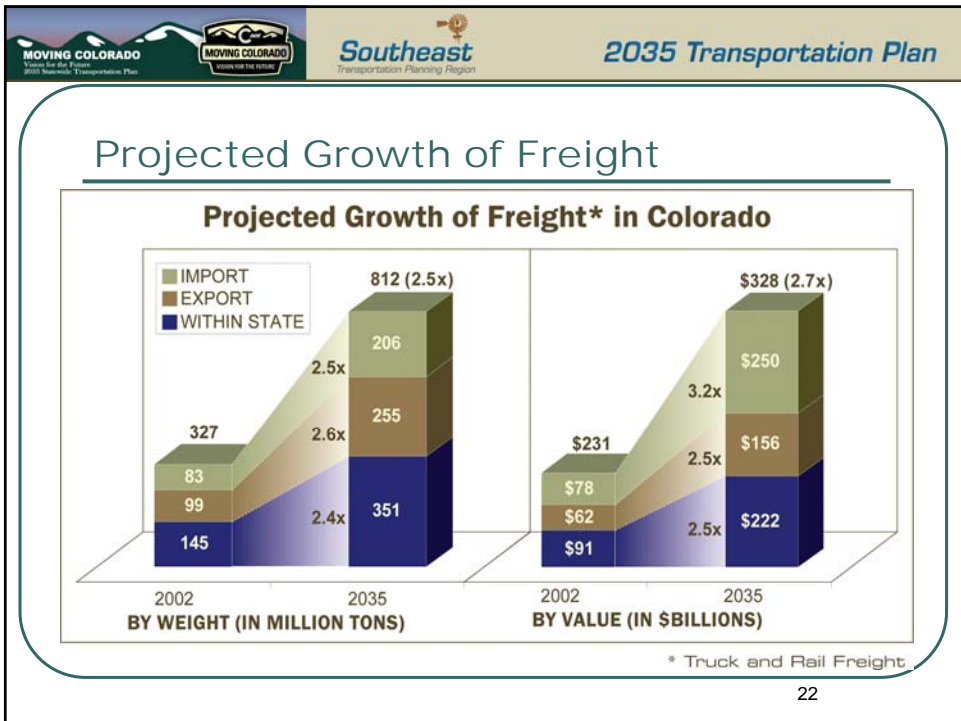
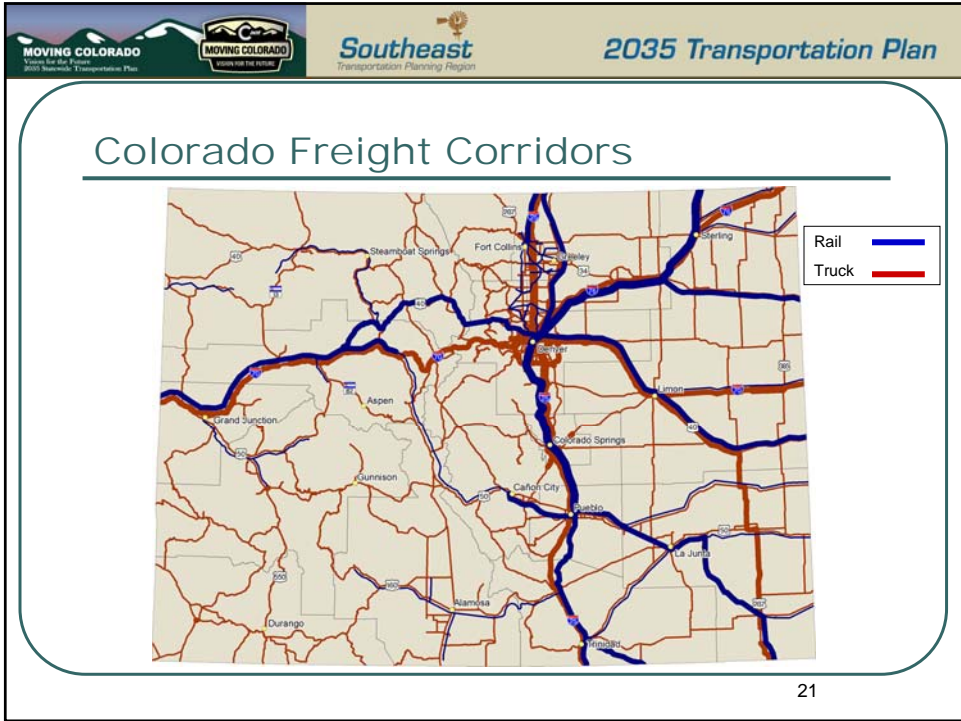
Travel Spending by Purpose of Trip (TOTAL \$8.9 B)

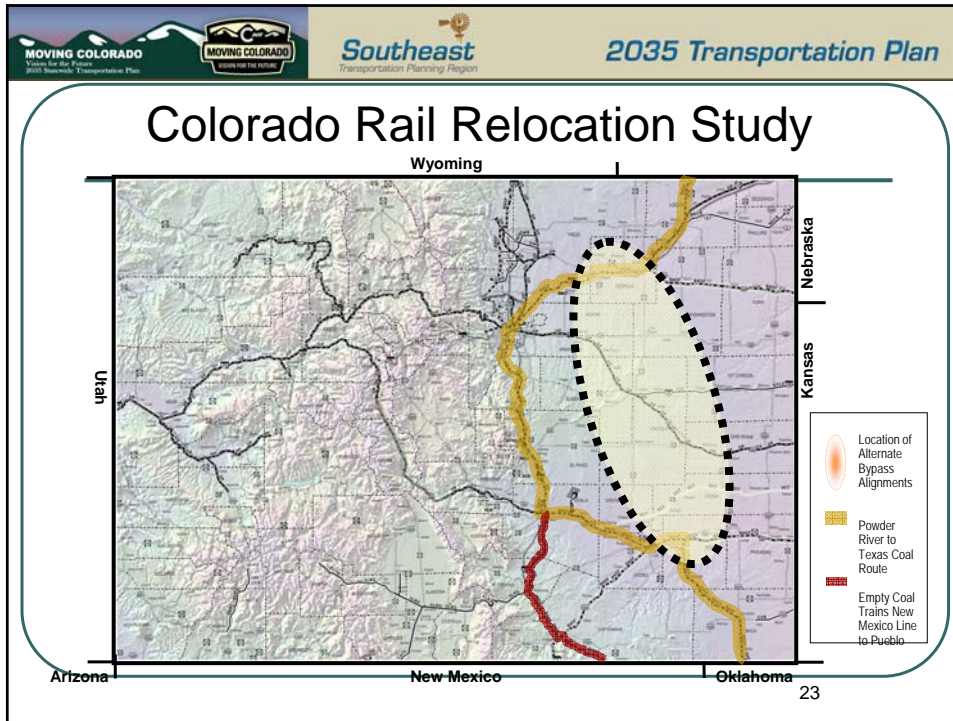
Purpose of Trip	Spending (Billion)	Percentage
Visit Friends/Relatives	\$2.5	28%
Other Pleasure	\$1.5	17%
Business	\$1.3	15%
Ski	\$1.4	16%
Outdoors	\$1.1	13%
Touring	\$1.0	11%

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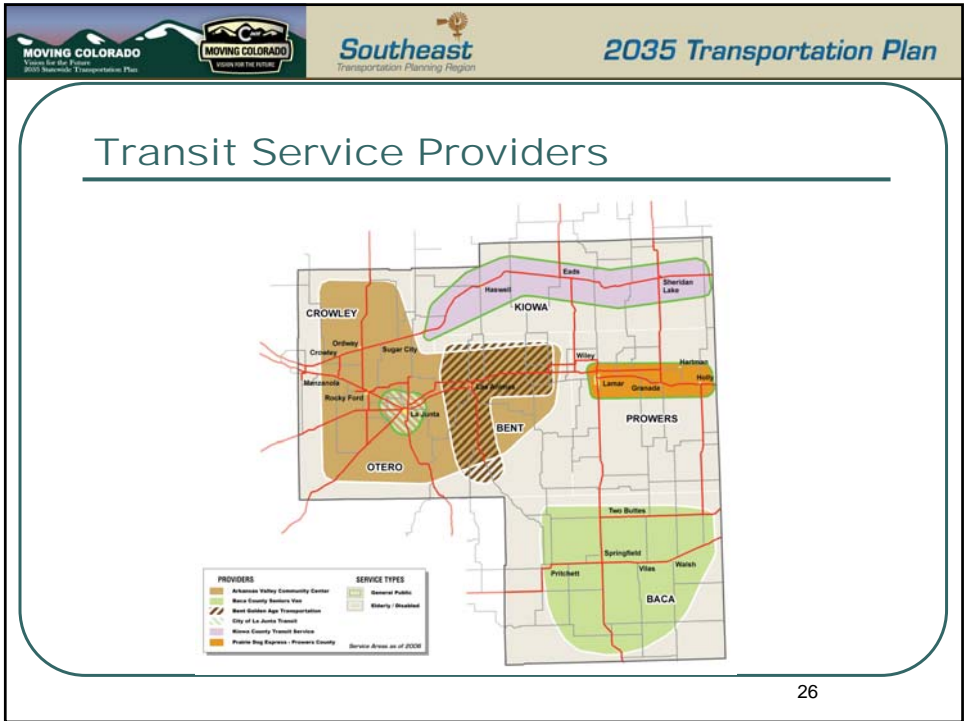
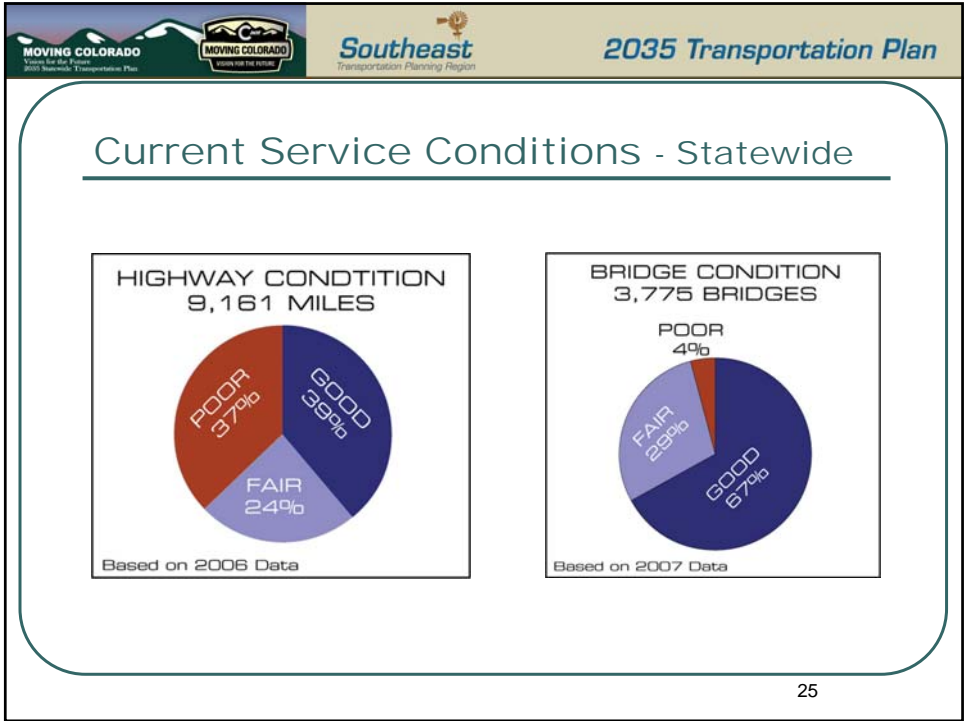





MOVING COLORADO Vision for the Future 2035 Southeast Transportation Planning Region 2035 Transportation Plan

New Rail Text for SH 71 Corridor

The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a north-south alternative for the Region and the State mid-way between I-25 and US 287. Travel modes now and in the future include passenger vehicles, school bus service, farm vehicles, truck freight, bicycles, and rail freight. **The SH 71 corridor could become the approximate alignment of heavy through freight rail traffic relocated from out of the Front Range and into the Eastern Plains, depending on the outcome of a current state study.** With the continued growth in the Region it is important to support the movement of tourists, farm to market products and freight while ensuring the overall transportation safety of this corridor.

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2035 Transportation Plan

Transit Providers

Provider	Type Service	Fleet (2006)	Annual Ridership (2006)	Annual Budget (2006)
Arkansas Valley Community Center	Demand-response	NA	21,600	\$97,000
Baca County Seniors Van	Demand-response	1 body-on-chassis	19,231	\$35,406
Bent Golden Age Transportation	Demand-response	1 bus	10,340	\$29,975
City of La Junta Transit	Fixed-route Demand-response	3 buses	15,797	\$191,305
Kiowa County Transit Service	Demand-response	4 buses	1,088	\$27,975
Prowers Area Transit Service (Prairie Dog Express)	Demand-response	5 buses	25,375	\$233,512

NA=Not Available
Fixed Route - Service provided along a designated route on set schedule
Demand-Response - A paratransit service in response to specific request; typically curb-to-curb

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2035 Transportation Plan

Corridor Visions



MOVING COLORADO
Vision for the Future
2035 Statewide Transportation Plan


INTRO
STATEWIDE SYSTEM
REGIONAL PLANS
FEEDBACK & LINKS

Statewide System

Colorado's Statewide System draws from the Transportation Commission's guidance on corridor visions and locally developed regional visions. The Statewide System of Corridor Visions balances local, regional and statewide transportation needs and becomes the basis for an integrated transportation vision for all of Colorado. The Corridors are specific geographic areas encompassing state highways, local roads, and any number of transportation modes such as transit, rail, air, bicycle/pedestrian and carpooling/vanpooling options, by expanding the visions beyond just the highway segments. These multi-modal "corridor visions" now form the backbone of the 2030 Statewide Transportation Plan.

Crafted by local communities, transportation groups, Colorado Department of Transportation (CDOT) and other stakeholders from 15 Transportation Planning Regions across the state, these visions examine more



QUIT
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SE Vision Plan - What We Need (\$3.2 B)

Corridor	Description	Total Cost* 2008 Dollars (\$000)	2035	
			Primary Investment Category	TPR Priority
US 287	Colorado-Oklahoma State Line (MP 0.0) to Kiowa-Cheyenne Co. Line (MP 122.925)	\$93,520	System Quality	High
US 50	I-25 in Pueblo (MP 316.001) to Colorado/Kansas State Line (467.583)	\$2,278,462	Mobility	High
SH 101	Jct US 50 (MP 0.0) to Jct Bent Co. Road K in Toonerville (MP 21.413)	\$162,811	Safety	Medium
SH 96	Pueblo-Crowley County Line (MP 88.0) to Colorado - Kansas State Line (MP 207.454)	\$173,223	Safety	High
SH 109	Bent-Las Animas County Line (MP 28.0) to Jct 3rd St. in Cheraw (MP 65.768)	\$54,751	System Quality	Medium
SH 10	Pueblo-Otero County Line (MP 44.0) to Jct US 50 (MP 71.968)	\$41,895	System Quality	Medium
SH 196	Jct US 50 (MP 0.0) to Jct US 385 (MP 35.637)	\$53,865	Safety	Medium
SH 350	Otero-Las Animas County Line (MP 38.0) to Jct US 50 (72.999)	\$52,369	System Quality	Medium
SH 71	Jct US 350 (MP 0.0) to Crowley-Lincoln County Line (MP 49.0)	\$70,324	System Quality	Medium
SH 202	Jct US 50 (MP 0.0) to Jct Otero County Road 16 (MP 2.999)	\$4,489	System Quality	Medium
US 385	Jct US 50 (MP 95.055) to Kiowa-Cheyenne County Line (MP 135.553)	\$59,850	Safety	Medium
SH 89	Jct SH 116 (MP 0.0) to Jct US 50 (MP 34.340)	\$50,873	Safety	Medium
SH 266	Jct US 50 (MP 0.0) to Jct SH 109 (MP 11.516)	\$16,459	Safety	Medium
SH 100	Jct US 160 (MP 0.0) to Jct Main St. in Vilas (MP 0.419)	*	System Quality	Low
SH 167	Jct SH 96 (MP 0.0) to Jct Otero County Road JJ (MP 4.860)	*	Safety	Low
SH 207	Jct US 50 (MP 0.0) to Jct SH 96 (MP 5.935)	\$5	System Quality	Low
SH 116	Jct US 287 (MP 0.0) to Colorado-Kansas State Line (MP 32.322)	*	Safety	Low
SH 183	Jct. US 50 (MP 0.0) to Jct Bent County Road HH (MP 1.0)	*	System Quality	Low
US 160	Baca-Las Animas County Line (MP 431.691) to Colorado-Kansas St Line (MP 496.999)	*	System Quality	Low
SH 194	Jct SH 109 (MP 0.0) to Jct US 50 (MP 19.997)	*	System Quality	Low
TPR	Six airports	\$108,859	System Quality	NA
TPR	Community Based Transit (5 local providers)	\$30,700	Mobility	High
		TOTAL	\$3,252,455	

*Vision costs include Constrained Costs

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SE Constrained Plan - What We Can Afford (\$ 68M)

Corridor	Description	Primary Investment Category	Regional Priorities Program %	2035 Constrained Total (\$000)			
				Highway	Transit	Aviation	Total
US 287	Colorado-Oklahoma State Line (MP 0.0) to Kiowa-Cheyenne Co. Line (MP 122.925)	System Quality	30%	\$5,689			\$5,689
US 50	I-25 in Pueblo (MP 316.001) to Colorado/Kansas State Line (467.583)	Mobility	50%	\$9,481			\$9,481
SH 96	Pueblo-Crowley County Line (MP 88.0) to Colorado -Kansas State Line (MP 207.454)	Safety	20%	\$3,792			\$3,792
TPR	Community Based Transit (5 local providers)	Mobility	T		\$25,184		\$25,184
TPR	Six airports	Aviation				\$24,250	\$24,250
SUBTOTAL				\$18,962	\$25,184	\$24,250	\$68,396

MOVING COLORADO Vision for the Future 2035 Southeast Transportation Plan

SE Midterm Implementation Strategies – Focus For Next 10 Years

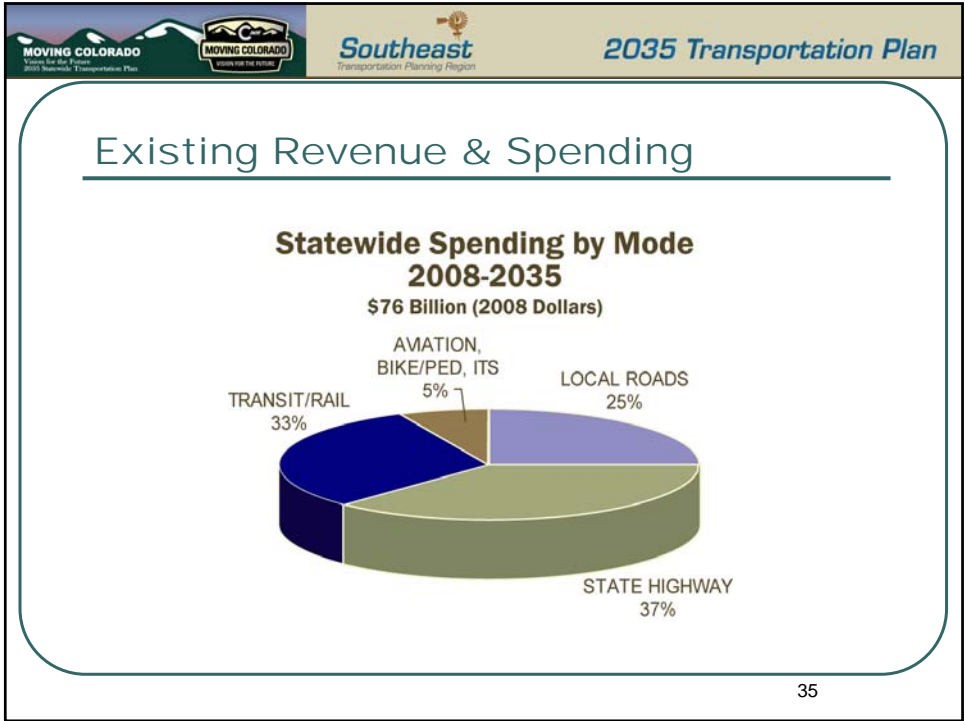
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MOVING COLORADO Vision for the Future 2035 Southeast Transportation Plan

Midterm Implementation Strategies – Southeast

Corridor	Major Issues	Potential Strategies for Implementation
US 287 – Colorado/Oklahoma State Line to Kiowa/Cheyenne County Line	<ul style="list-style-type: none"> • Ports to Plains Corridor • Interstate/International truck route • Alternative to congested urban corridor on I-25 along Front Range 	<ul style="list-style-type: none"> • Super 2 construction with concrete surfaces, wider travel lanes and wider shoulders • Complete design and implement recommendations from the Environmental Assessment for the Lamar Reliever Route • Add ITS traveler information systems
US 50 - I-25 in Pueblo to Colorado/Kansas State Line	<ul style="list-style-type: none"> • Mobility • Economic connection to employment & services 	<ul style="list-style-type: none"> • Implement recommendations from on-going Phased Environmental Assessment, including major and minor widening at critical locations and major intersections
SH 96 – Pueblo/Crowley County Line to Colorado/Kansas State Line	<ul style="list-style-type: none"> • Farm-to-market connectivity to sustain agricultural economy • Safety 	<ul style="list-style-type: none"> • Maintain adequate road surfaces • Safety improvements at spot locations; • Geometric improvements

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Vision for the Future
2013 Statewide Transportation Plan

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Vision for the Future
2013 Statewide Transportation Plan

Southeast
Transportation Planning Region

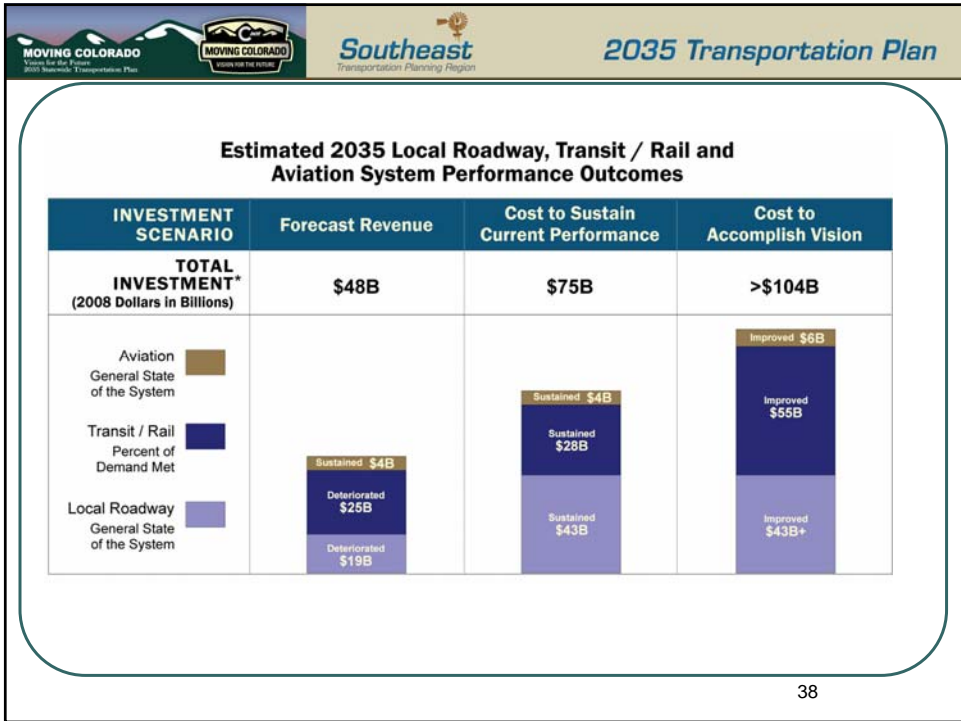
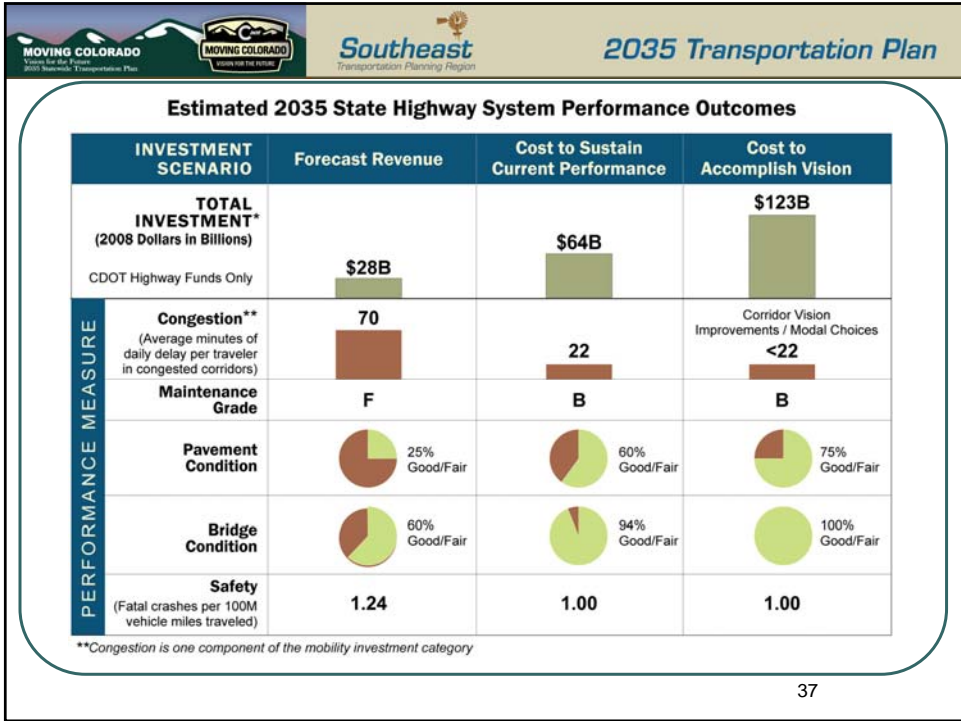
2035 Transportation Plan

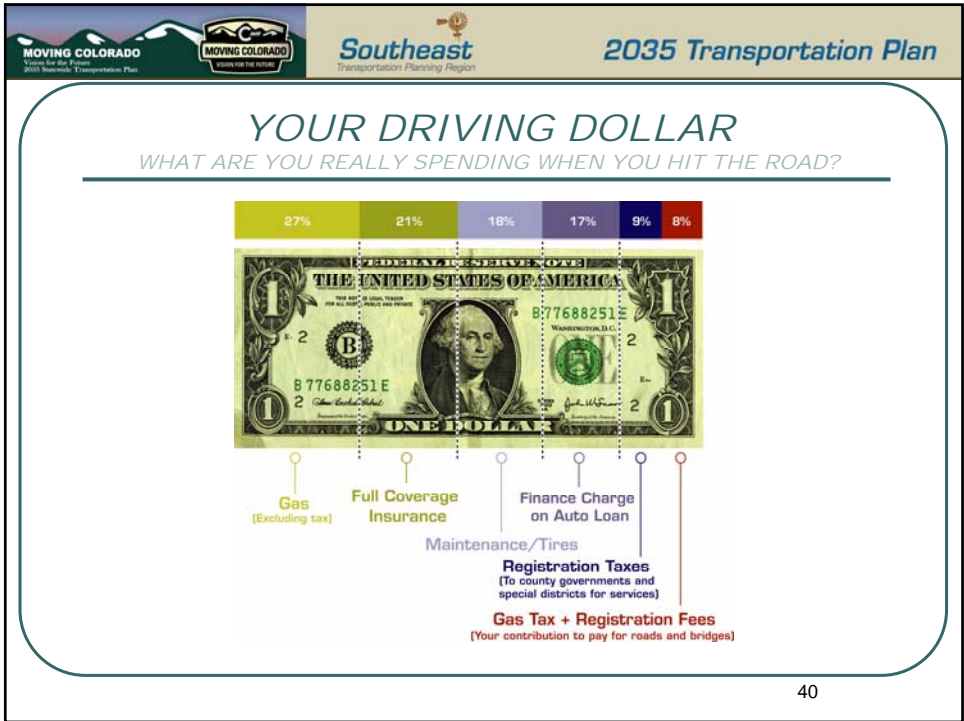
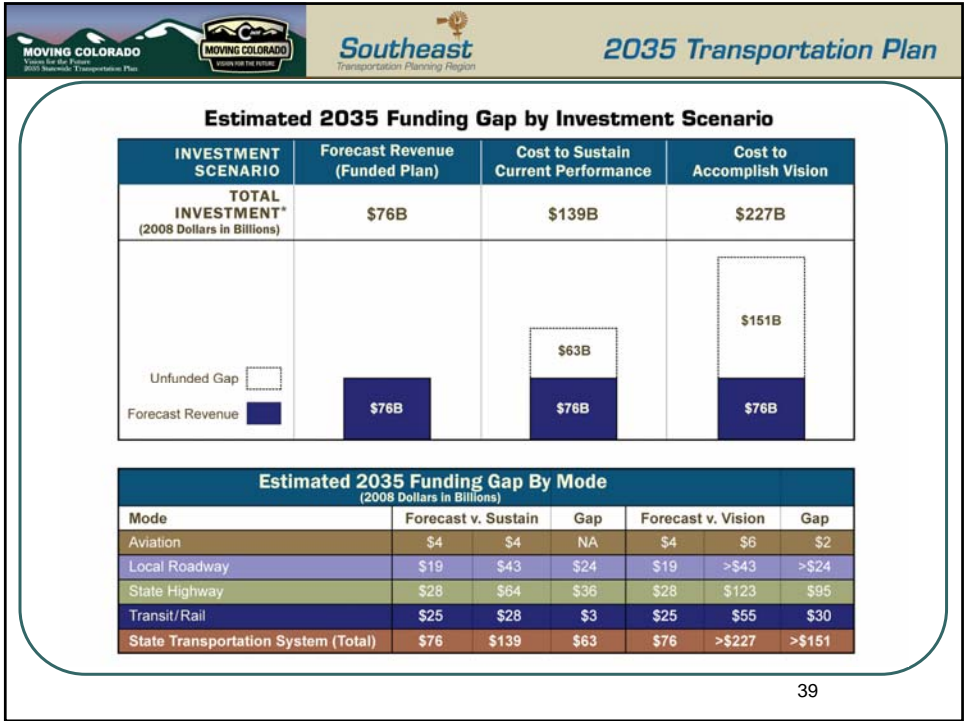
Statewide System Performance

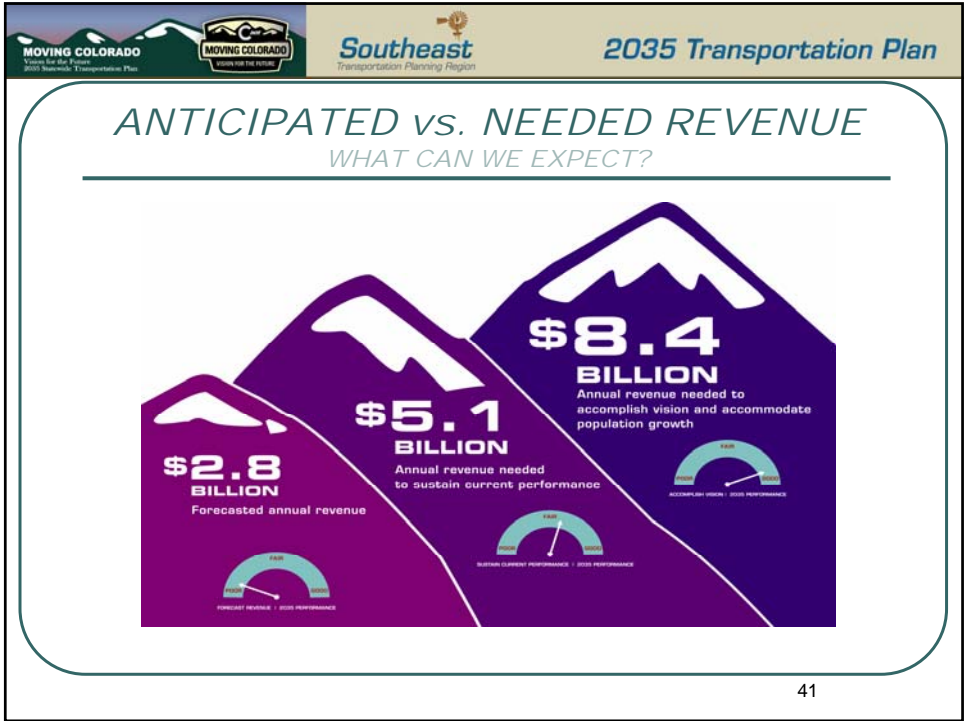
Total Plan Costs 2008-2035

INVESTMENT SCENARIO	Forecast Revenue	Cost to Sustain Current Performance	Cost to Accomplish Vision
TOTAL INVESTMENT* (2008 Dollars in Billions)	\$76B	\$139B	\$227B

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2035 Southeast Transportation Plan

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2035 Transportation Plan

VISIONARY CHANGE

AS POPULATION GROWS, SO DO TRANSPORTATION DEMANDS



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2035 Southeast Transportation Plan

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2035 Southeast Transportation Plan

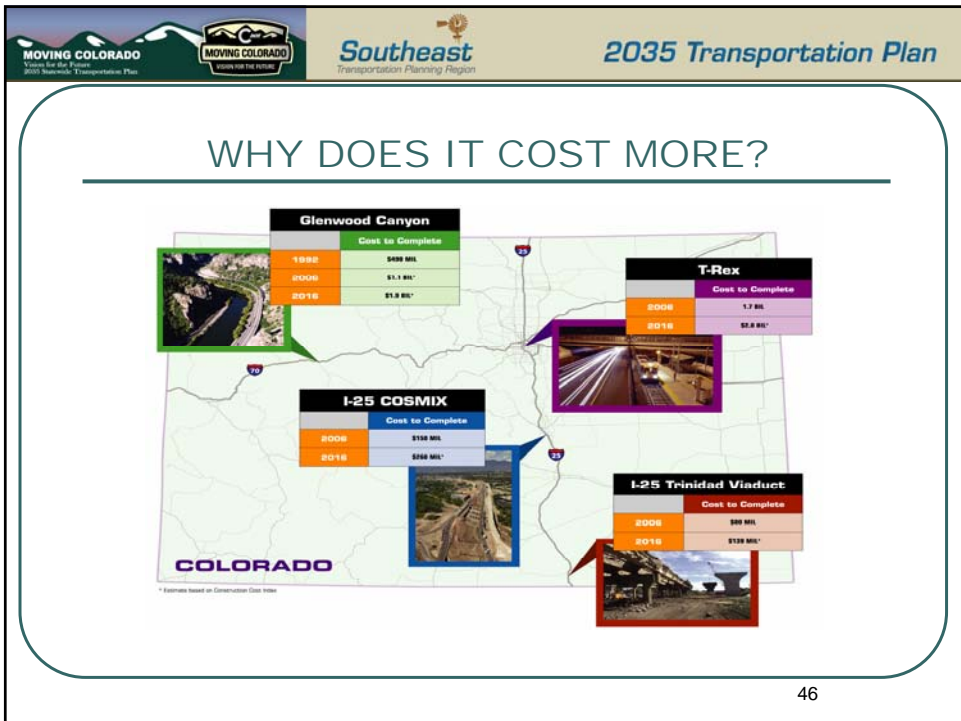
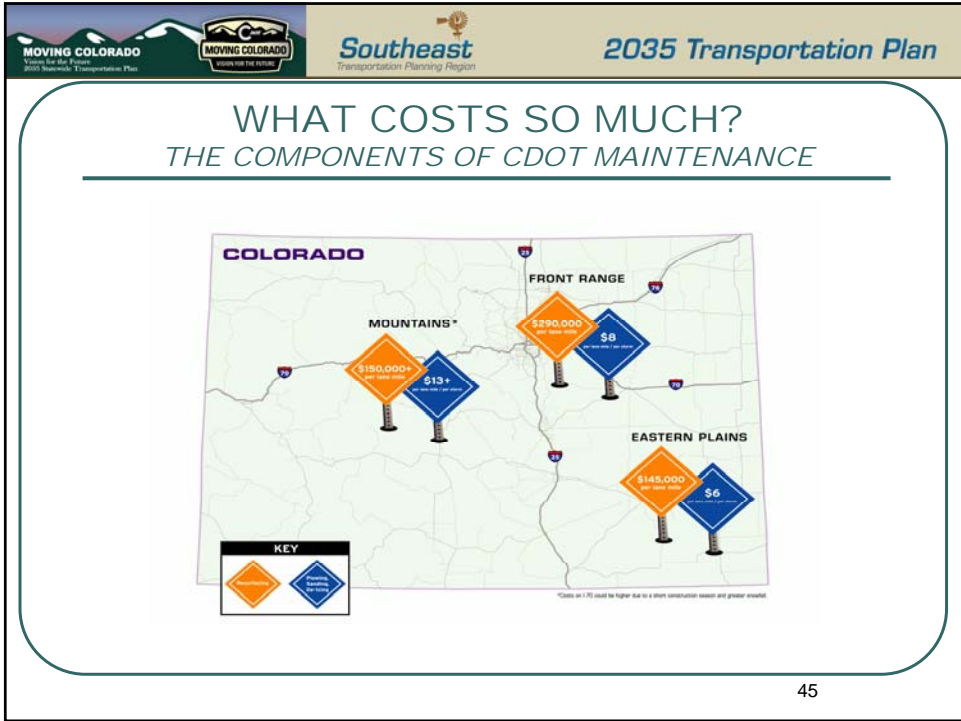
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2035 Transportation Plan

TOUGH CHOICES



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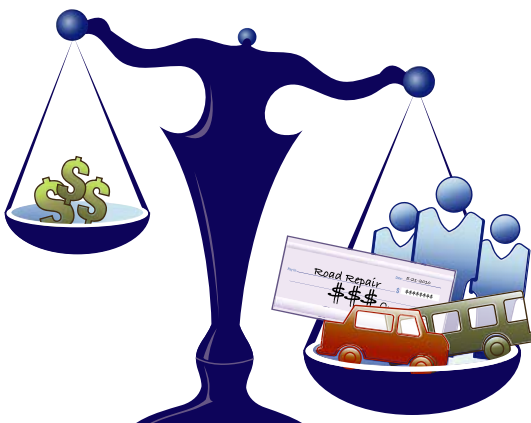
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MOVING COLORADO FORWARD



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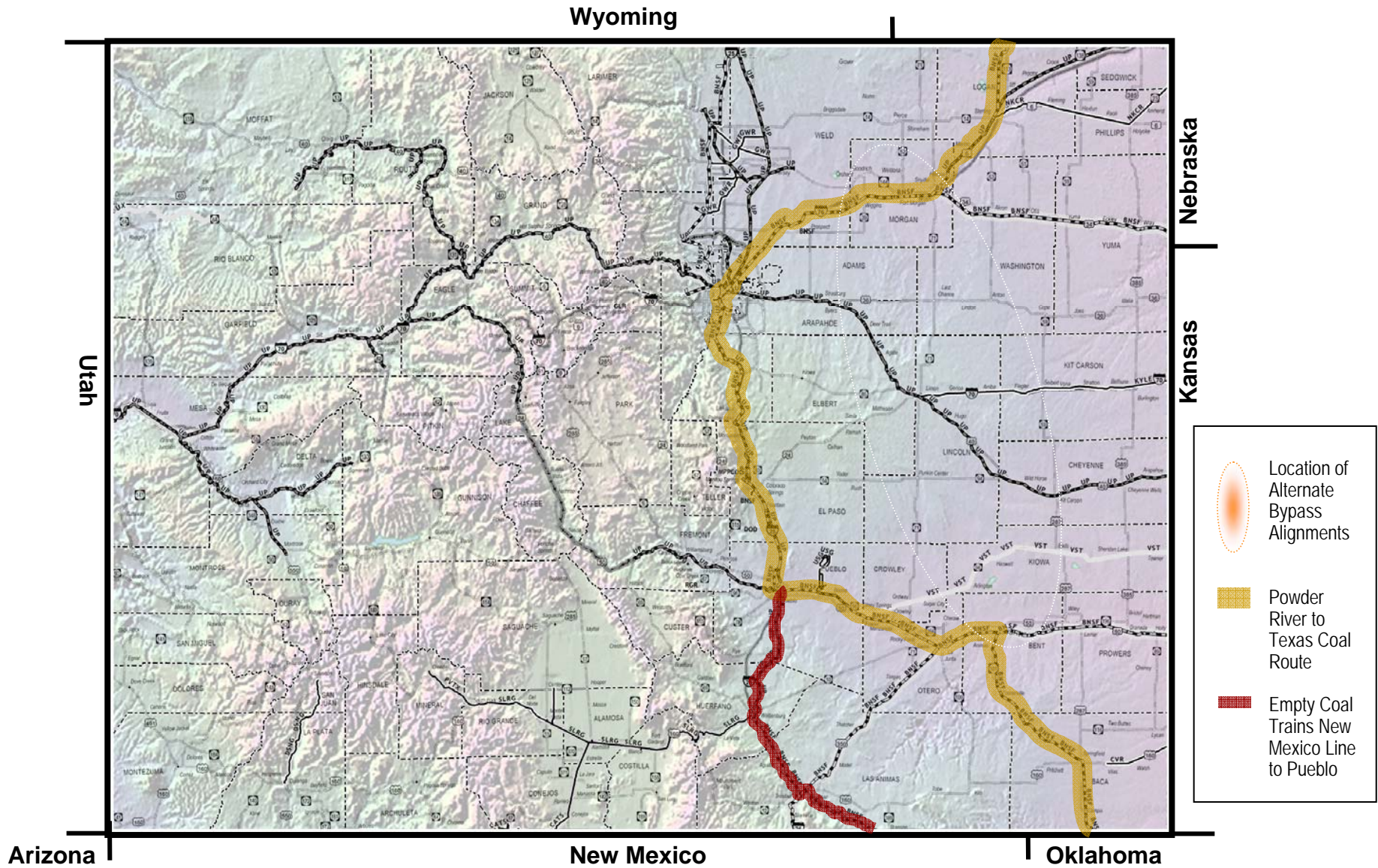
2035 Transportation Plan

Questions and Discussion

- Comment forms on table
 - Regional Plan by Dec 18
 - Statewide Plan by Jan 4
- 2035 Plan on Interactive CD
- RPC to Adopt Regional Plan by Jan. 31
- Email: 2035TransportationPlan@urscorp.com
- Statewide & Regional Plan online:
<http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp>

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Colorado Rail Relocation Study



Public Comments

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.