

# 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 the Forum meeting. Topics included:

- How to contact stakeholders and key persons
- Who to invite to the forum meeting
- How to engage the public
- Details of forum meeting

**Schedule**

<b>TPR</b>	<b>Date</b>	<b>Location</b>	<b>Address</b>	<b>Time</b>
Gunnison Valley	July 11, 2006	Gunnison	400 W. Georgia St. Gunnison, CO	10 a.m.

**Pre Forum Notes**

**Gunnison Valley Pre Forum Meeting**

**July 11, 2006**

***1. How to Contact Stakeholders and Key Persons***

- Develop comprehensive mailing list including: land use and transportation agencies, government agencies, and special interest groups
- Send the information request letter to: land use and transportation agencies, government agencies, and special interest groups prior to the forum meeting. The information request letter will provide the various agencies and groups the opportunity to identify major trends and issues affecting the TPR that are primarily related to transportation.
- The information request letter will be followed with a personal phone call to the identified land use and transportation agencies two weeks after the information request letter is sent.

***2. Who to Invite to Forum Meeting-*** The contact list will be broken into three mailing lists: land use and transportation agencies, government entities, and special interest groups.

**Land Use and Transportation Agencies**

- City and County Planners
- Traffic Engineers
- Public Works

**Government Entities**

- Elected officials: city, state, and federal
- Appointed Officials
- County Commissioners
- City Council
- Economic Development Council
- Federal Agencies (FTA, FHWA, US Fish and Wildlife, EPA, National Park, Forest Service, etc.)
- Regional Transportation Authority
- Etc.

**Special Interest Groups**

- Interest groups (Club 20)
- Modal interest
- Senior Citizens
- Disabled
- CASTA
- Service groups- Kwianis and Rotary
- Freight
- Chamber of Commerce
- Etc.

***3. How to Engage the Public***

- Engage the public through the “CDOT Implementation Strategy”
- Newspaper forum press release should focus on “Taking charge of your future”

- Focus on multi modal transportation
- Posters
- Radio
- Local newsletter, flyers, postcards etc.
- List meetings on CDOT website

**4. Forum Meeting**

- **Date:** October 5, 2006
- **Time:** 4pm-7pm
- **Venue:** Montrose Pavilion (Make reservation ASAP)  
**Address:** 1800 Pavilion Dr.  
**Phone number:** 970-249-7015  
**Food and refreshments:** Sodas and Cookies (outside cater for cold cuts, veggies etc.)  
**Capacity:** 75 people  
**Fee:** \$120.00

**6. Other Items**

- Present graphic depicting all needed improvements at Forum meeting.
- Include a graphic in the report, which depict roads that can be improved with expected revenues in one color and use another color to depict roads that need improvement, but will not receive it due to lack of funding.
- When completing the transportation demand analysis consider population at peak season in comparison to off-season. For example, Aspen has a base population of 25,000 and a peak season of 75,000.
- Include accident report graphic.
- Include a triangle graphic depicting public outreach with the smallest part of the triangle representing the land use and transportation agencies, the middle would represent governmental agencies and the bottom of the graphic would represent the general public.

**7. Action Items**

- Send the information request letter to land use and transportation agencies, government entities, and special interest groups.  
(late July, early August)
- Create contact list and include: jurisdiction, title, name, address, e-mail address and phone number.
- Contact LCS for their list of contacts
- Send copy of completed contact list to Laurie and Vince before sending information out.
- Reserve venue
- Order food and drink

Pre Forum Presentation

**2035 Transportation Plan Update**

Gunnison Valley TPR  
July 11, 2006



**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)



**TRANSPORTATION PLANNING REGIONS**

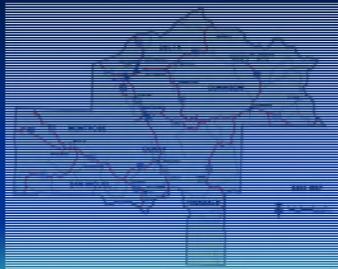



**Why Now?**

- 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



**Gunnison Valley TPR**




**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

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### 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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### 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

URS 8

### Population Growth

County	2000	2035
Delta	33,671	75,400
Montrose	28,011	61,154
Gunnison	13,963	21,233
Hinsdale	6,663	15,365
Ouray	1,768	7,889
San Miguel	179	1,355

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### 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

URS 9

### Other Issues ?

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

URS 13

### Regional Transportation Forum

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

URS 10

### Contact

- Phil Anderson, URS Project Manager (Regional Plan)  
303-299-7831  
phil\_anderson@urscorp.com
- Jennifer Fee, Deputy Lead  
303-299-7850  
Jennifer\_fee@urscorp.com
- Mike Felschow, LSC (Transit)  
719-633-2868  
mfelschow@lscs.com

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## Regional Transportation Forum

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
Gunnison Valley	October 5, 2006	Montrose Pavilion	1800 Pavilion Drive, Montrose, CO	4:00 pm

### 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 374 information letters were sent out; 374 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)

In addition, six newspapers and seven local radio stations throughout the GVTPR were sent press releases via e-mail that announced the forum location and time. See tables below for specific newspapers and radio stations contacted.

## Press Release

Contact	Newspaper	E-mail Address	City	County
Editor	Crested Butte News	<a href="mailto:editorial@crestedbuttenews.com">editorial@crestedbuttenews.com</a>	Crested Butte	Gunnison
Editor	Gunnison County Times	<a href="mailto:editor@gunnisontimes.com">editor@gunnisontimes.com</a>	Gunnison	Gunnison
Editor	Delta County Independent	<a href="mailto:editor@deltacountyindependent.com">editor@deltacountyindependent.com</a>	Delta	Gunnison
Editor	High County News	<a href="mailto:editor@hcn.org">editor@hcn.org</a>	Paonia	Delta
Editor	Montrose Dailey Press	<a href="mailto:editor@montrosepress.com">editor@montrosepress.com</a>	Montrose	Montrose
Editor	The Telluride Watch	970-728-4496 ext. 3 (editor)	Telluride	San Miguel

## Radio Announcements

Contact	Radio Station	E-mail Address/Phone #	City	County
PSA Director	KBUT 90.3	<a href="mailto:josh@kbut.org">josh@kbut.org</a>	Crested Butte	Gunnison
PSA Director	KEJJ 98.3	<a href="tel:970-641-4000">970-641-4000</a>	Gunnison	Gunnison
PSA Director	KPKE 1490 AM	<a href="tel:970-641-4000">970-641-4000</a>	Gunnison	Gunnison
PSA Director	KDTA 1400 AM	<a href="tel:303-874-4411">303-874-4411</a>	Delta	Delta
PSA Director	KPRU 103.3	<a href="mailto:info@cpr.org">info@cpr.org</a>	Delta	Delta
PSA Director	KKXX 94.1	<a href="mailto:lance@coloradoradio.com">lance@coloradoradio.com</a>	Montrose	Montrose
PSA Director	KOTO 91.7	<a href="mailto:news@koto.org">news@koto.org</a>	Telluride	San Miguel

## Press Release

## 2035 Gunnison Valley Regional Transportation Forum

**TIME FOR TEAMWORK!** Gunnison Valley Regional Transportation Planning Commission announces an invitation to **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 Gunnison Valley.

Gunnison Valley 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)
- 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

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

***Thursday, October 5, 2006  
Montrose Pavilion  
1800 Pavilion Dr, Montrose  
Transportation Forum: 4:00pm-7:00pm***

Any questions please contact:

Phil Anderson  
Email: philip\_anderson@urscorp.com  
Mail: URS Corporation  
1225 17<sup>th</sup> Street, Suite 200  
Denver, CO 80202

Phone: 303-521-0113

**Information Letter**

September 12, 2006

Dear Stakeholder:

The Gunnison Valley 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 Gunnison Valley 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 to identify, from your professional perspective, developing issues and emerging trends that you believe are important considerations in creating a safe, efficient and effective transportation system for the Gunnison Valley Transportation Planning Region.

As part of the process, the Gunnison Valley Regional Planning Commission has scheduled a **Regional Transportation Forum on October 5, 2006 from 4 p.m. – 7 p.m. at Montrose Pavilion located at 1800 Pavilion Dr., Montrose.** 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 Gunnison Valley 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 September 20, 2006 so we have sufficient time to prepare for the September Regional Transportation Forum.

Email: philip\_anderson@urscorp.com  
Mail: Phil Anderson  
URS Corporation  
1225 17<sup>th</sup> Street  
Denver, CO 80210  
Phone: 303-521-0113

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

Sincerely,



Vince Rogalski, Chairman  
Gunnison Valley Regional Planning Commissioner

Invitation

# 2035 Gunnison 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 Gunnison Transportation Planning Region.

- ✓ Take an interactive poll about regional issues
- ✓ How does commercial & residential development affect our transportation region?
- ✓ What are the costs of transportation?
- ✓ Are some people underserved by transportation?
- ✓ What are your priorities for transportation improvements?

*Hosted by your Regional Transportation Planning Commission*

**When:** October 5, 2006

**Time:** 4:00pm-7:00pm

**Location:** Montrose Pavilion

**Address:** 1800 Pavilion Dr., Montrose

Refreshments will be served.

ADA Accessible

Contact Phil Anderson (303) 299-7831 [philip\\_anderson@urscorp.com](mailto:philip_anderson@urscorp.com) for more information.

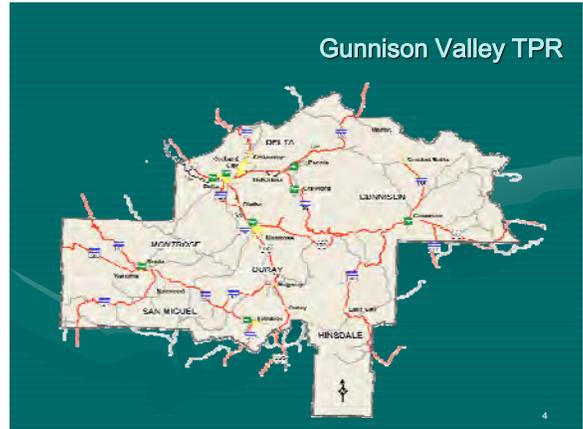
Regional Transportation Forum Presentation

# 2035 Regional Transportation Forum

*Time for Teamwork*

Gunnison Valley  
Transportation Planning Region  
October 5, 2006

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## Today's Forum

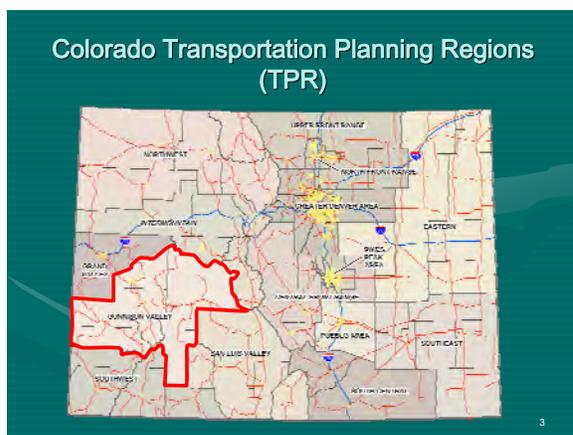
- Planning Process Overview
- Revisiting 2006 Telephone Survey (Audience Response)
- 2030 Plan Overview
- Current Transportation System
- Trends & Issues (Audience Response)
- Allocating Limited Funds

2

## Why Update Now?

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

5



## Revisiting the 2006 Statewide Telephone Survey

6

## 2030 Plan Overview

- **Top Issues**
  - **Highway Improvements**
    - Improvements needed on US 50, US 550, SH 145 and SH 92 SH 133, SH 62
  - **Public Transportation/ Commercial Aviation**
    - Adequate aviation services are needed
    - Adequate public transportation services are needed
  - **Bicycle/Pedestrian**
    - "Main Streets" would benefit from street enhancements including: signage, large sidewalks, crosswalks, lighting etc.
    - Tourist/Visitor Services should be provided throughout the Valley
  - **Environmental**
    - Concerns over wildlife and vehicle conflicts
  - **Transportation Financing**
    - Concerns about revenues available for projects

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## Current System Overview

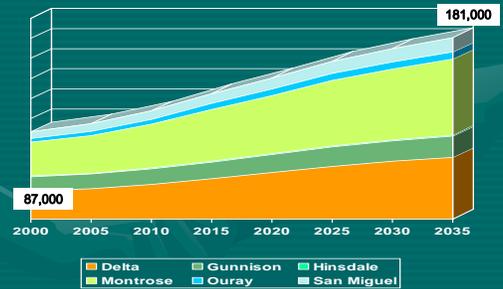
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## GVTPR Corridor Priorities 2030 Plan



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## GVTPR Population Growth 2000 - 2035



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## Accomplishments Major Projects 2005 - 2009

Over \$95 Million!

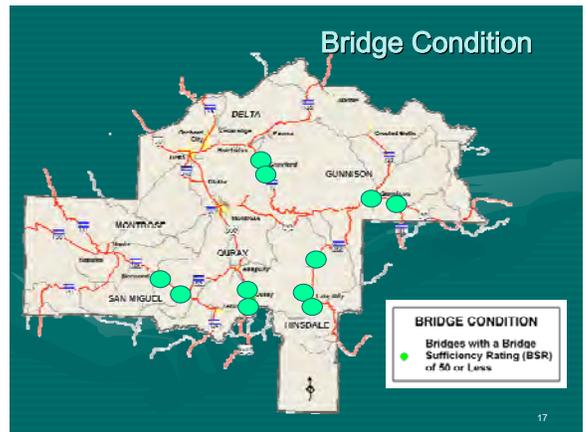
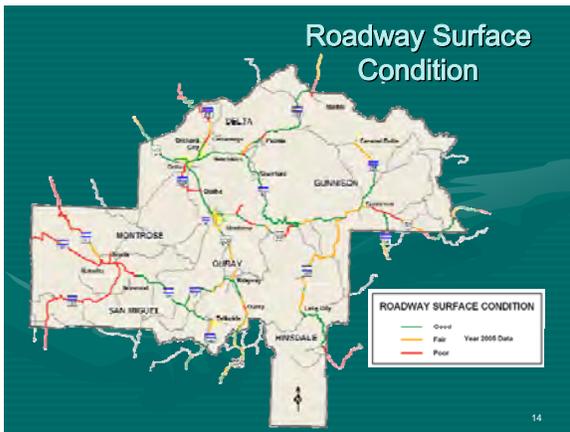
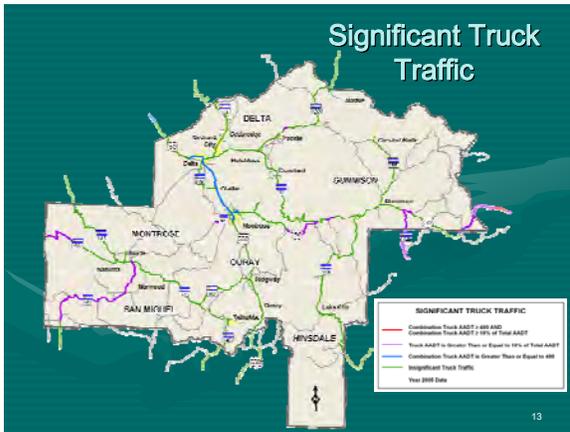


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## Congestion 2035



12



### Take a Break

- Back in 15 minutes



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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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### 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.

20

### 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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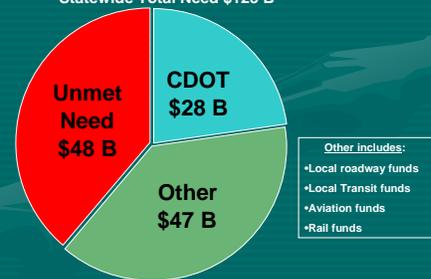
### Other ?

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

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### Cost to Sustain Existing System & Services 2030 Statewide Plan

Statewide Total Need \$123 B



24

### 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

### Allocating Limited Resources

Here is the problem: The TPR has a total need of \$ 1,080 M.\*  
You have an estimated 30-year transportation budget of 500 M for the TPR. Where are your priorities? \* 2030 Plan

Program Area	Needs *	Allocation
Congestion	\$ 250 M	\$?
Safety	\$ 175 M	\$?
Existing System Highway Reconstruction / Bridge Repair / Resurfacing	\$ 205 M	\$?
Alternative Modes	\$ 450 M	\$?
<b>Total</b>	<b>\$1,080 M</b>	<b>\$500 M</b>

- ### GVTPR - Background
- 687 miles of state highway – 31% are in Poor condition
  - Approximately 3,500 miles of local roads
  - 11 bridges need replacement (on-system)
  - 7 local transit agencies providing human services transportation
  - Limited intercity bus
  - Limited rail freight service
  - 5 General Aviation Airports
  - 3 Commercial Service Airport

- ### 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; \$150,000 to purchase and \$100,000 to operate and maintain one bus for one year
      - 8 Step Vans = \$13.2 M to purchase and operate for 30 years
      - 8 Buses = \$27 M to purchase and operate for 30 years

- ### GVTPR- Background
- Population will grow from 95,000 to 181,000
  - Jobs are expected to almost double from 53,000 to 99,600
  - Daily VMT will grow from 2 million to 3.4 million
  - 2% of households have no vehicle available
  - 11.7% of the population is below the poverty level

- ### 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)

### 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  
Gunnison Valley Regional Transportation Forum  
October 5, 2006 @ 4:00pm  
Montrose Pavilion, 1800 Pavilion Drive, Montrose**

**Forum Attendance**

The Gunnison Valley 2035 Forum was held on October 5th at the Montrose Pavilion in Montrose. Approximately 45 residents attended the event. The audience included elected and professional county, city and town officials, along with area transit providers. Additionally, Chris Pomeroy from CDOT Aeronautics, Craig Larson from FHWA, Laurie Blanz from Region 5, and Mark Rogers from Region 3 attended along with, three consultants.

**Project Mailings and Invitations**

For the Gunnison Valley TPR, the following was distributed to solicit attendance from elected and appointed officials, city and county planning and transportation staff, and various special interest groups that have an interest in transportation issues.

- Information Request letter- sent to 374 entities/persons
- Forum Invitation- sent to 374 entities/persons
- Press releases were sent to eight local radio stations and six local newspapers.

**Global invitations** – indicating the time and location of forums for all ten TPRs were sent to:

- Seven U.S. Congressmen, Two U.S. Senators
- State Senators and State Representatives– chairmen and members of House and Senate Transportation Committees (18 total invitations)
- Eleven 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.
- Colorado Transportation Commissioners.

**Key Issues for the GVTPR-** Based on comment cards, information request letters, meeting minutes, and polling results the following are key issues found within the Gunnison Valley TPR.

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

**Forum Format**

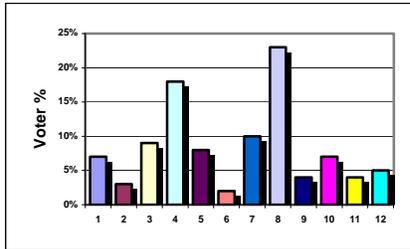
The meeting format was a presentation along with, interactive voting on questions embedded within the presentation. Refreshments were provided. CDOT recently acquired electronic polling equipment that allowed the consultant to ask attendees to vote on several questions pertaining to the issues and trends of the Gunnison Valley Transportation Planning Region (GVTPR). In addition, five boards were on display showing the 2035 estimated traffic congestion, roadway shoulders, transit providers, state highway surface conditions, and safety information.

The presentation began with a welcome from Phil Anderson, the consultant project manager. The purpose of the meeting was to solicit information from attendees regarding their issues and concerns, and what their preferences are for transportation improvements in the GVTPR. A map of the GVTPR was presented and a description of the TPRs throughout Colorado. Phil provided an overview of the forum agenda, and explained why the update process was occurring now. The rationale was as follows: to respond to future funding scenarios (which recently have been substantially limited), focus on regional trends, develop near term implementation strategy and meet federal requirements (SAFTEA-LU) for the 2009 State Transportation Improvement Program (STIP). The results of the statewide telephone survey, which was conducted in January 2006, were revisited. Phil at this time described the working of the audience polling devices and they were made available to eligible attendees. Due to technical difficulties the polling was done physically. Attendees were asked to select responses to survey questions that were then compared to the responses of the original phone survey. It was explained that the comments received tonight would be taken into consideration during CDOT's decision-making process for future projects, but would not change previously prioritized projects not yet funded or currently funded in the Statewide Transportation Improvement Program (STIP).

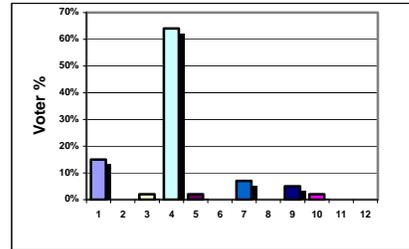
The first round of polling included three questions that were repeated from the phone survey.:

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

- |                        |                   |
|------------------------|-------------------|
| 1. Budget/taxes        | 7. Water          |
| 2. Economy             | 8. Other          |
| 3. Education           | 9. Cost of living |
| 4. Growth              | 10. Healthcare    |
| 5. Illegal immigration | 11. Crime         |
| 6. Transportation      | 12. Drugs/Alcohol |



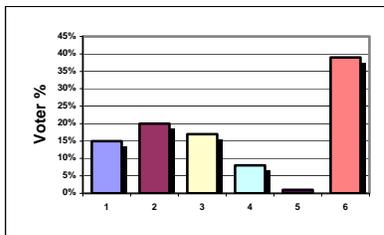
Phone Survey Results



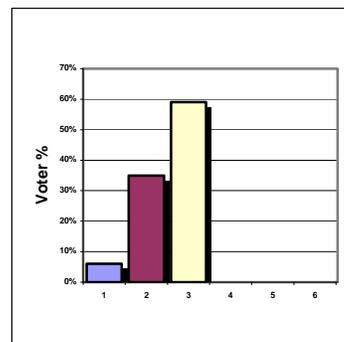
Forum Audience Results

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

- |                                |                        |
|--------------------------------|------------------------|
| 1. Traffic congestion          | 5. Construction Delays |
| 2. Public transportation       | 6. Other               |
| 3. Road maintenance and repair |                        |
| 4. Fuel Costs                  |                        |



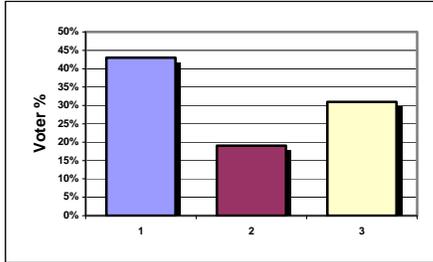
Phone Survey Results



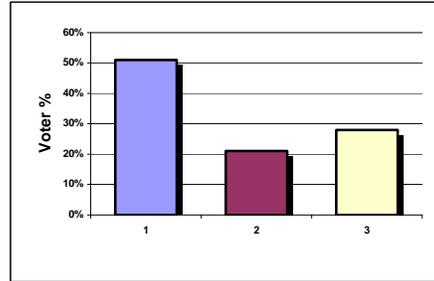
Forum Audience Results

*Which of these transportation needs should get the highest priority?*

1. Maintenance and repair
2. Improve safety
3. Provide travel options



Phone Survey Results



Forum Audience Results

Next an overview of the 2030 Plan and existing conditions of GVTTPR were presented including the information that was available on the five boards displayed and a description of the following information.

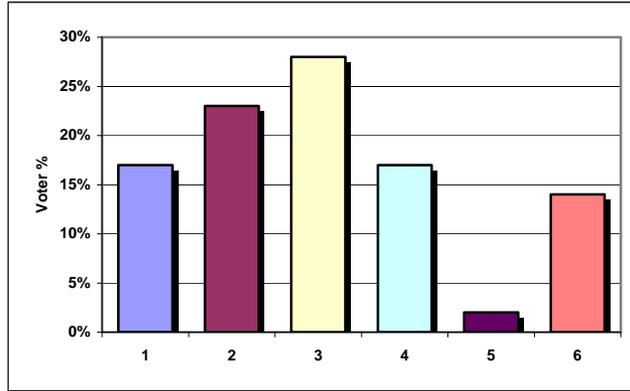
- 2030 Plan corridor priorities
- Accomplishments in the TPR – major CDOT projects completed or underway between 2005 and 2009.
- Population growth estimates for 2035
- Estimated congestion for 2035
- Existing significant truck traffic
- Roadway surface condition – good, fair, poor
- Safety – accidents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

Kyle Kosman, transit consultant of LSC provided an overview of transit providers in the TPR.

The polling of attendees on trends and issues within the TPR was initiated. Comments raised during this phase of the polling process are listed below or under the question associated with specific issues.

***In What County do you live?***

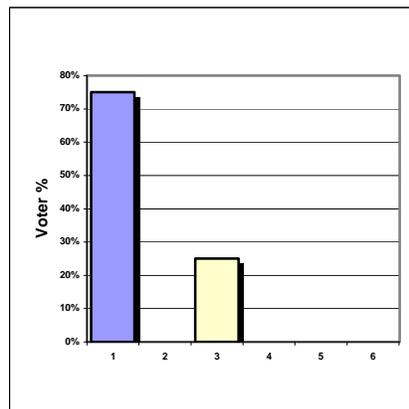
1. Gunnison County
2. Delta County
3. Montrose County
4. Ouray County
5. Hinsdale County
6. San Miguel County



Forum Audience Results

***Recent improvements on SH 135 have increased the capacity and safety of the roadway. With continued growth and development, what additional transportation improvements will be needed to accommodate projected traffic?***

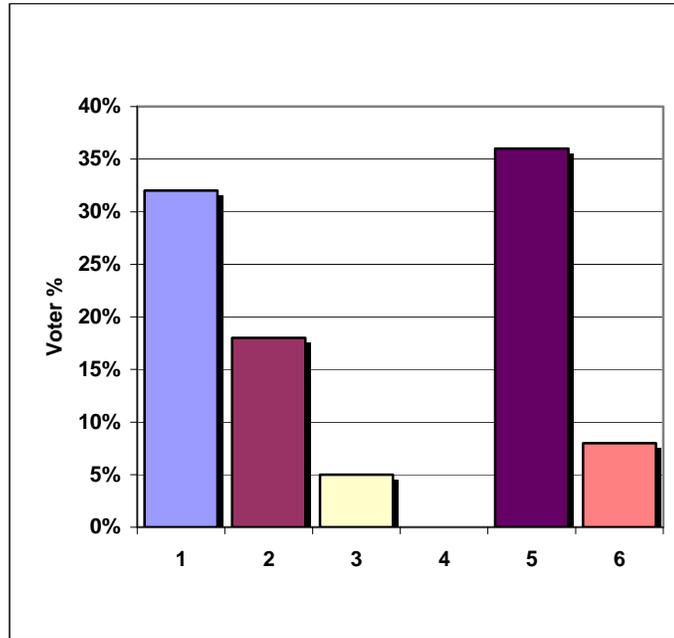
1. Expanded public transportation
2. Reconstruct and add shoulders
3. Passing lanes
4. Intersection improvements
5. Access control
6. Operates ok as is



Forum Audience Results

***Increases in traffic have occurred due to growth and development on the US 550 corridor. What types of improvements are needed to relieve current and future congestion?***

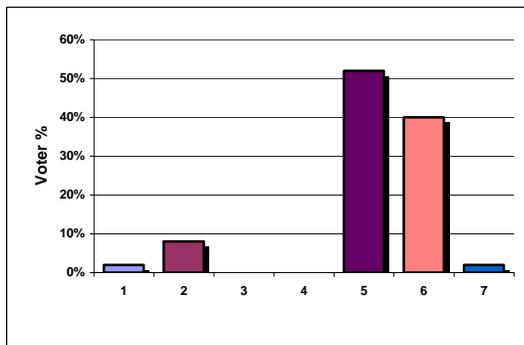
1. Passing lanes
2. Reconstruct and add shoulders
3. Better access control
4. Intersection improvements
5. Additional lanes
6. Public transportation



Forum Audience Results

*Increases in traffic have occurred due to growth and development on the SH 62 corridor. What types of improvements are needed to relieve current and future congestion?*

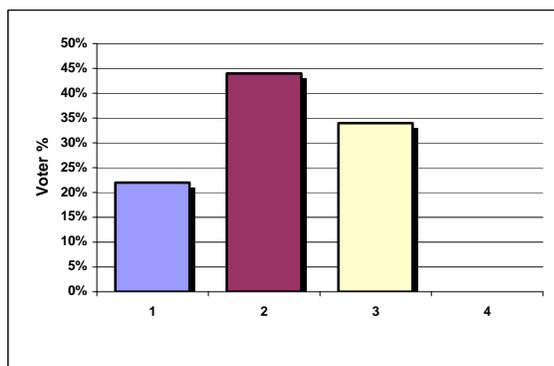
1. Passing lanes
2. Reconstruct and add shoulders
3. Better access control
4. Intersection improvements
5. Additional lanes
6. Public transportation
7. Pedestrian amenities



Forum Audience Results

*Considering rapid growth and development within Ouray and adjacent counties, which of the two facilities, SH 62 or US 550, should be given a high priority when considering allocating limited resources?*

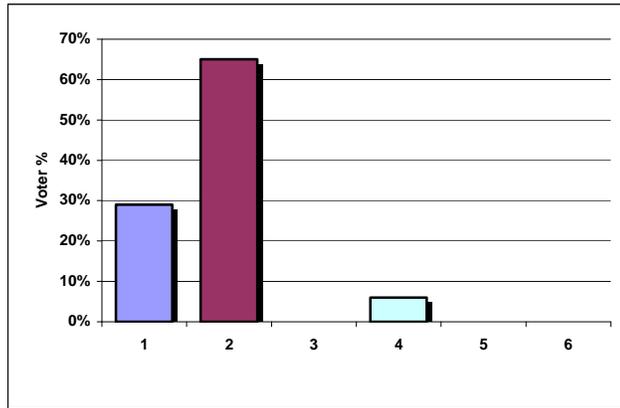
1. SH 62
2. US 550
3. Both
4. Other



Forum Audience Results

*Further improvements on the SH 92 corridor may be very expensive. Considering these costs, the highway between Delta and Hotchkiss:*

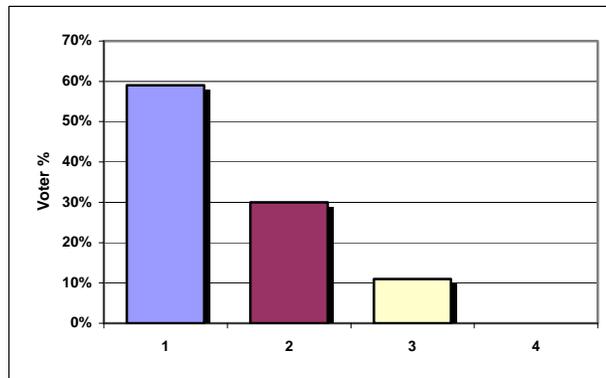
1. Needs more passing lanes
2. Reconstruct and add shoulders
3. Intersection improvements
4. Should be four lanes
5. Needs public transportation
6. Operates ok as is



Forum Audience Results

*Gunnison Valley is experiencing an increase in truck traffic attributable to growth and development. How would you rate the need for a designated truck route, which would bypass rapidly growing communities in the TPR?*

1. High
2. Medium
3. Low
4. Operates ok as is

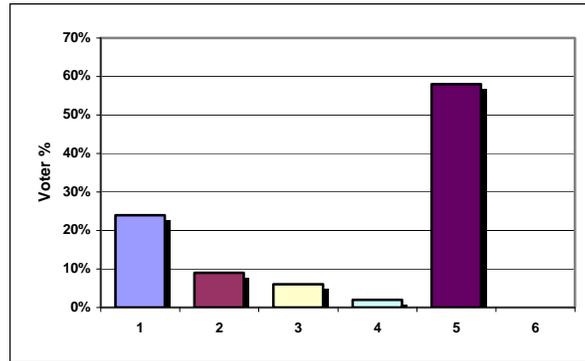


Forum Audience Results

*What transportation improvements, if any, are needed to support growing tourism and the second home market throughout the Gunnison Valley?*

1. Additional lanes
2. Passing lanes
3. Intersection improvements
4. Access control

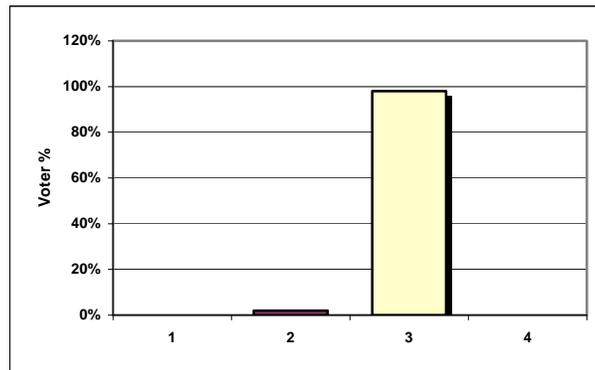
- 5. Transit/pedestrian/bicycle opportunities
- 6. Operates ok as is



Forum Audience Results

**Local public transportation including: bus, van, and inter-city bus adequately serves the Gunnison Valley TPR.**

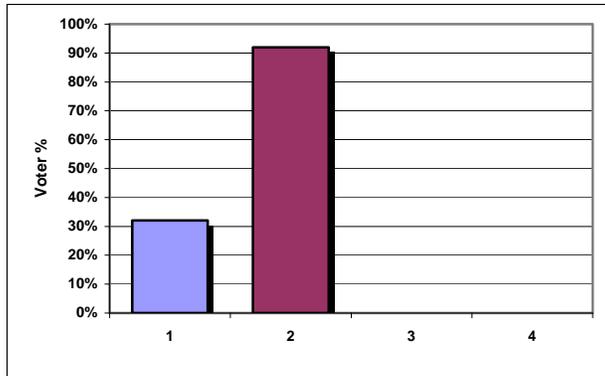
- 1. Agree
- 2. Somewhat agree
- 3. Disagree
- 4. Don't know



Forum Audience Results

**There are gaps in local and regional public transportation, where should the focus be in the short term?**

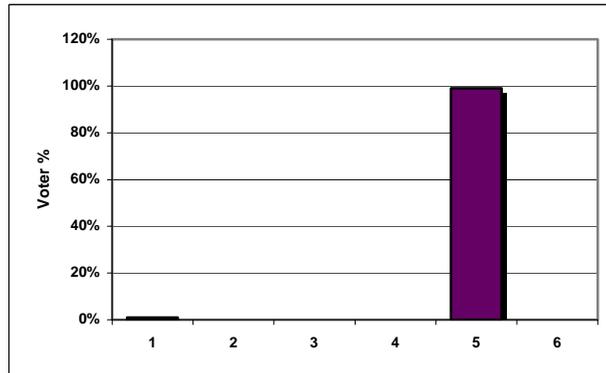
- 1. Elderly/disabled to get to medical, shopping, work
- 2. Regional transit service
- 3. Local transit for general public
- 4. Keep at current level



Forum Audience Results

*Which improvements would have the greatest impact on enhancing pedestrian and bicycle safety in the Gunnison Valley TPR?*

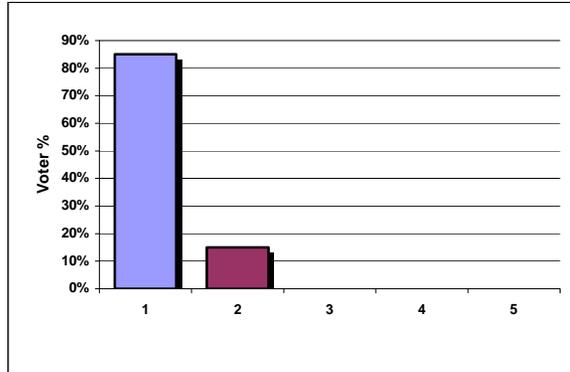
1. Signage
2. Street crossing
3. Lighting
4. Wider sidewalks
5. Shoulders/trails
6. Don't know



Forum Audience Results

*In an effort to reduce wildlife/vehicle conflicts on the State Highway system CDOT should continue to explore options that would reduce these conflicts in the Gunnison Valley TPR.*

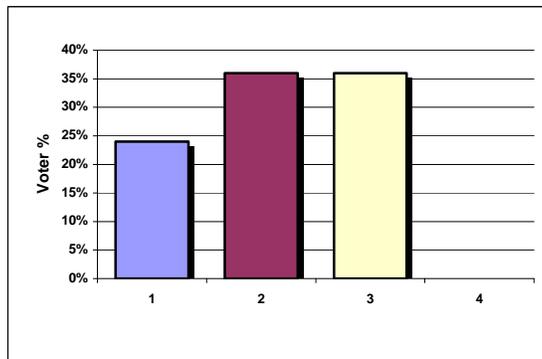
1. Agree
2. Somewhat agree
3. Disagree
4. Strongly disagree
5. Don't know



Forum Audience Results

*The Gunnison Valley is adequately served by commercial aviation.*

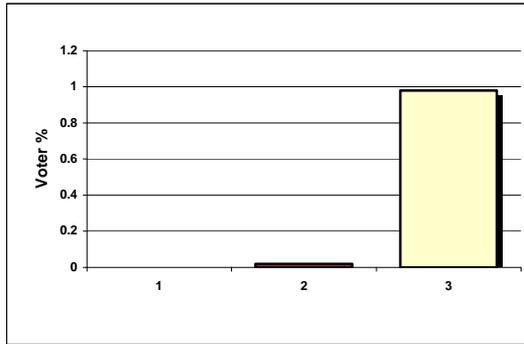
- 1. Agree
- 2. Somewhat agree
- 3. Disagree
- 4. Don't know



Forum Audience Results

***What do you want to do about the funding gap?***

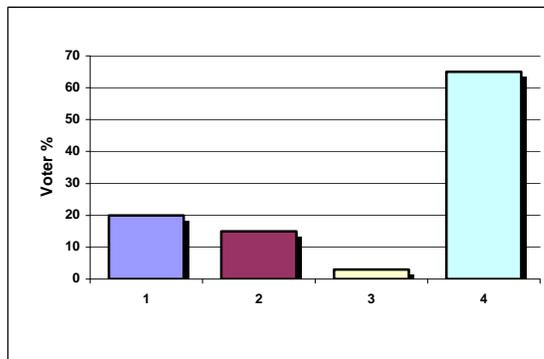
- 1. Prioritize transportation improvements with existing revenues
- 2. Pursue additional funds
- 3. Both



Forum Audience Results

***What is the most important regional transportation issue?***

- 1. Safety
- 2. Congestion
- 3. Roadway surface condition
- 4. Public transportation/bicycle/pedestrian options



Forum Audience Results

**Other Issues and Concerns**

At the end of the question/polling session, attendees were asked if other issues or concerns came to mind. The following comments were raised:

- There is a potential for uranium mining in the area that may have impacts on the transportation system
- The road system is not adequate to host bicycle tours in the Gunnison Valley TPR.
- Improvements are needed on the roadway from Delta to Hotchkiss
- Safe pedestrian crossings are needed at major highways through Montrose
- Eastbound Dallas Divide has unsafe embankments
- Signage needed on “Main Streets”
- Replacing gas tax with sales tax could increase revenues
- Interest in pursuing private funding sources (CDOT responded that several municipalities provide supplemental funding although unsure about private funding)

**Next Steps**

In closing, Phil Anderson thanked everyone for coming and described the next steps for this planning process. Phil described the upcoming post forum meetings, the statewide forum to be held in Denver on January 16, 2007, and indicated more information on this forum would be distributed in the future.

**Transportation Funding**

Next, funding limitations were described to meeting attendees. An overview of the 2030 Statewide Plan was presented along with the associated funding shortfalls. Specific TPR demographics were presented. Needs identified for the TPR would cost approximately \$1 billion and allocated resources up to year 2035 for the TPR are currently estimated to be \$ 400 million.

An allocation exercise was conducted. Attendees were provided 8 stickers in increments of \$ 50M, and asked to place stickers on the five boards displayed throughout the room based on the issue or location of priorities. The boards were Safety, Shoulders, Roadway Surface Condition, Transit Provider Service Areas, and Congestion 2035. The majority of “TransBUCKS” were allocated to funding the provision of \$400M.

Allocation Exercise Results (\$400 M total available)

Shoulders –\$2620M (2620/13550=19%)

Surface Condition – \$2270M (2270/13550=17%)

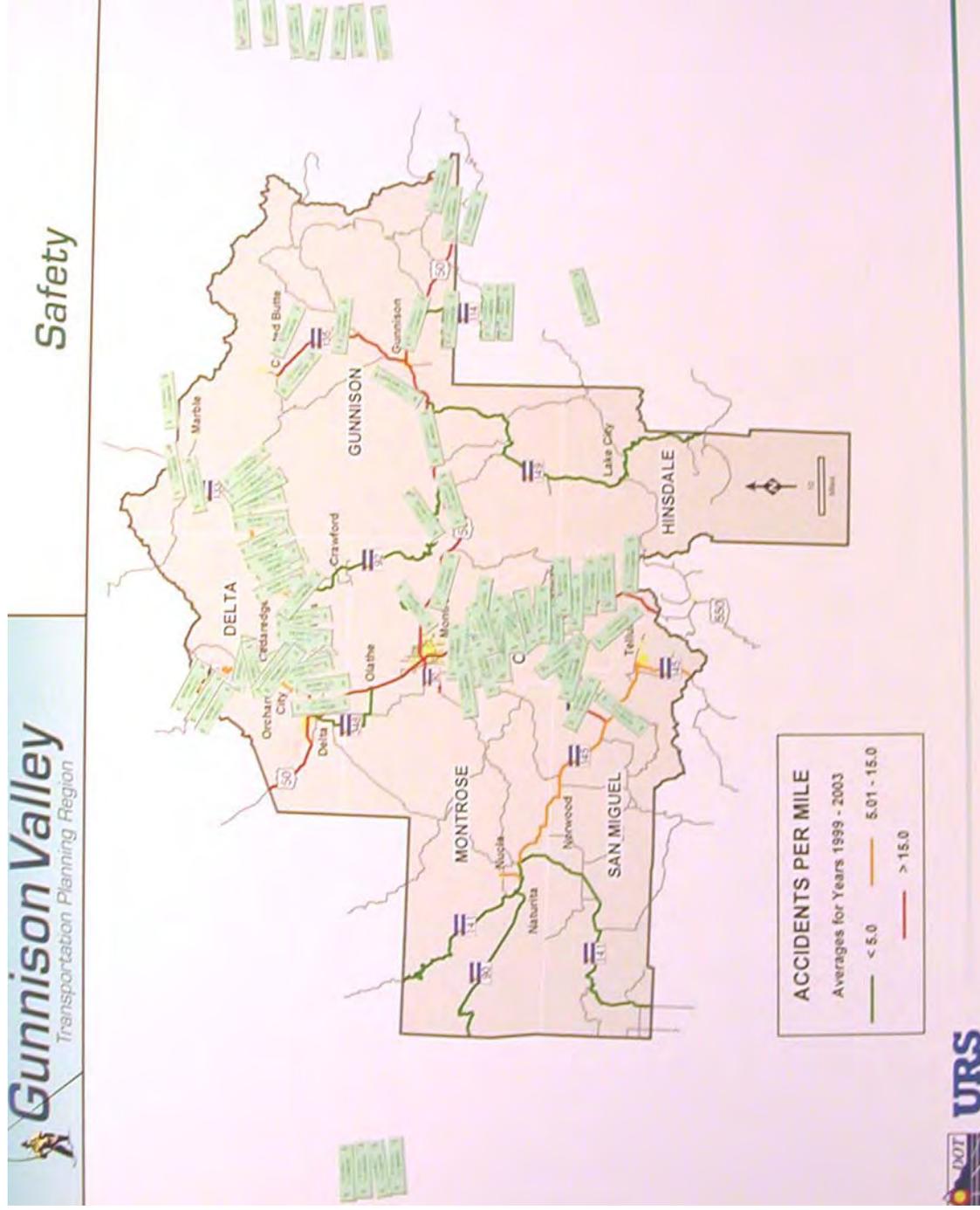
Transit – \$ 3,870 M (3870/ 13550=29%)

Safety –\$3,740M (3,740/13550= 28%)

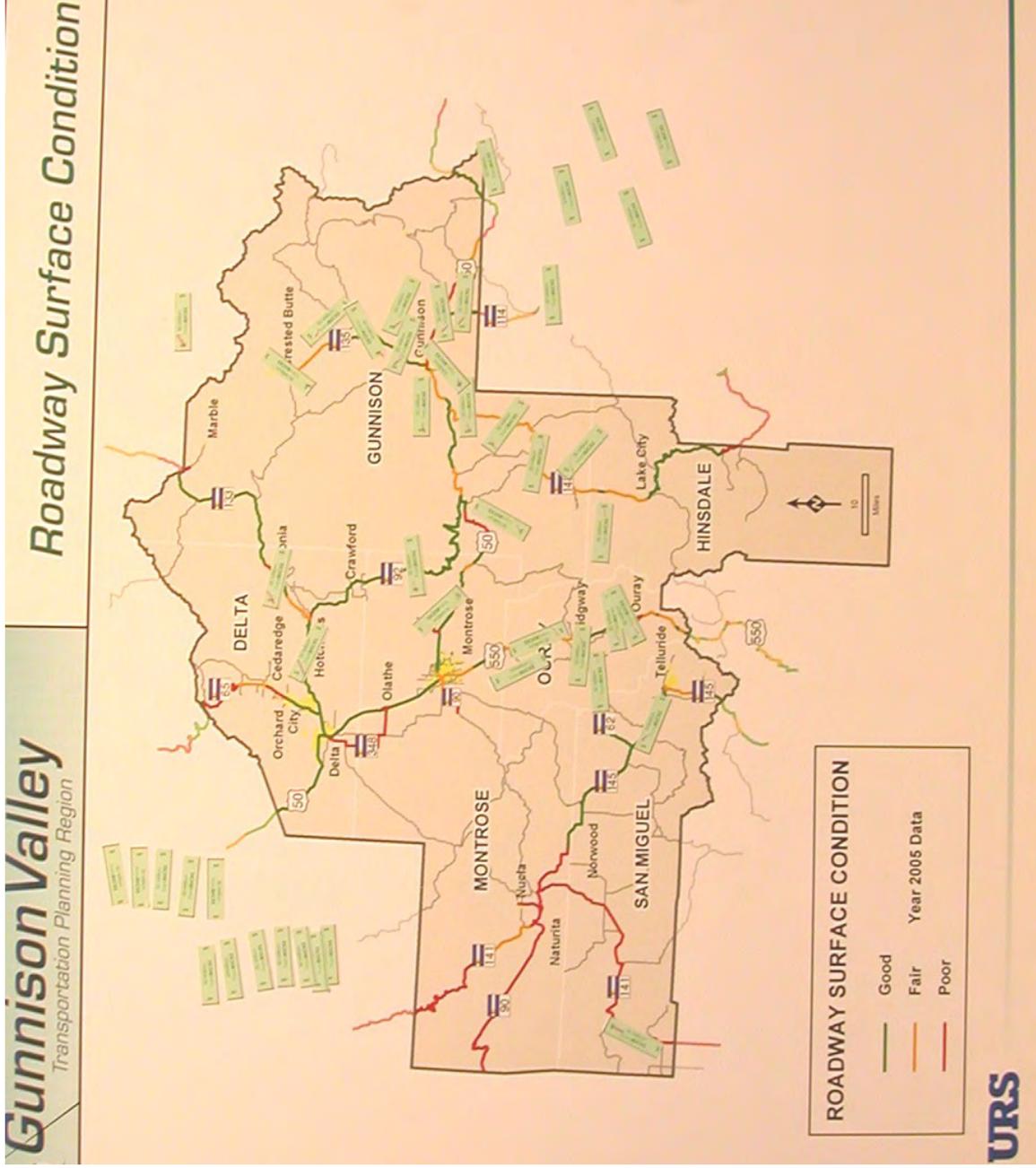
Congestion 2035 – \$1050M (1050/13550=7%)



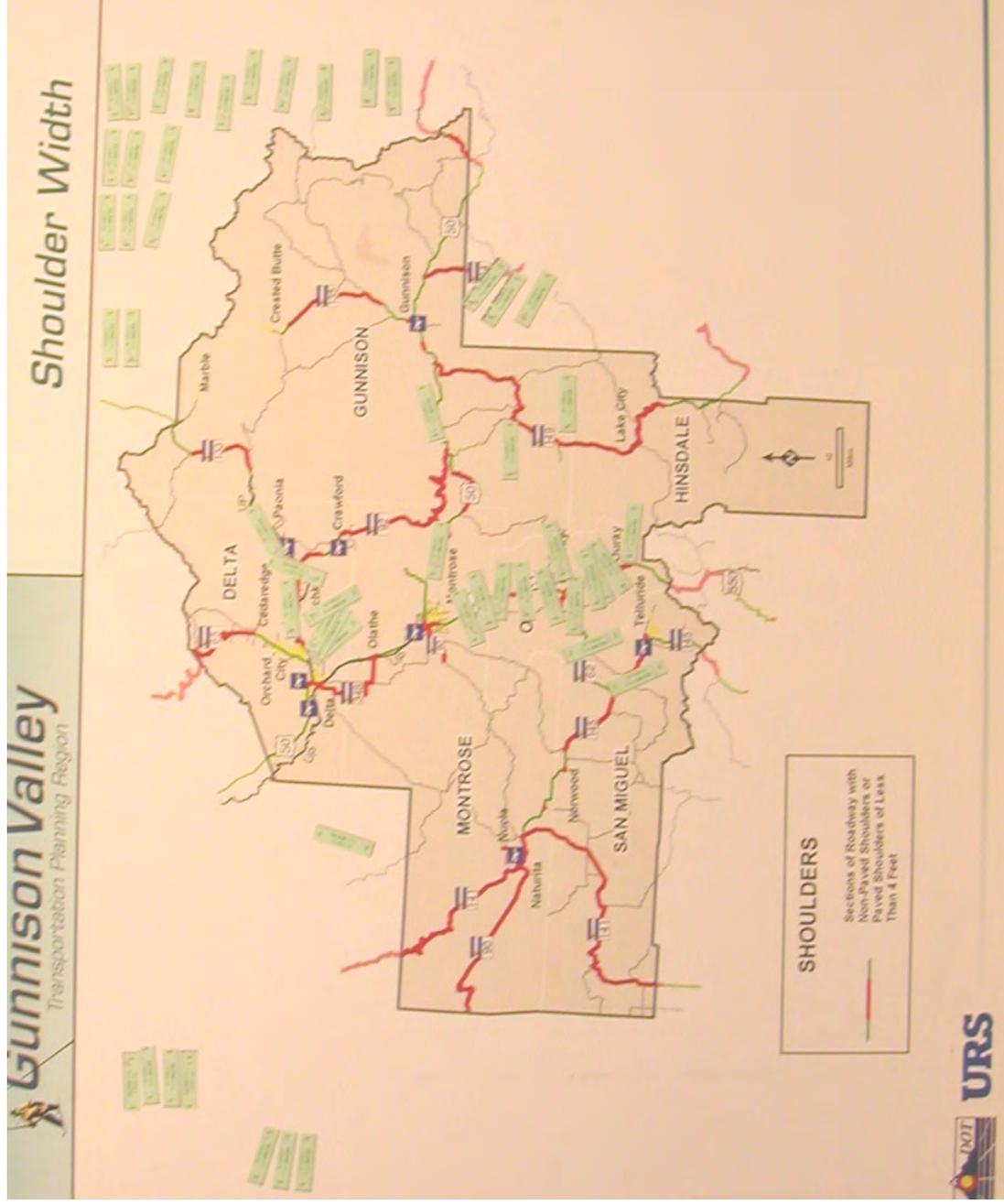
Safety



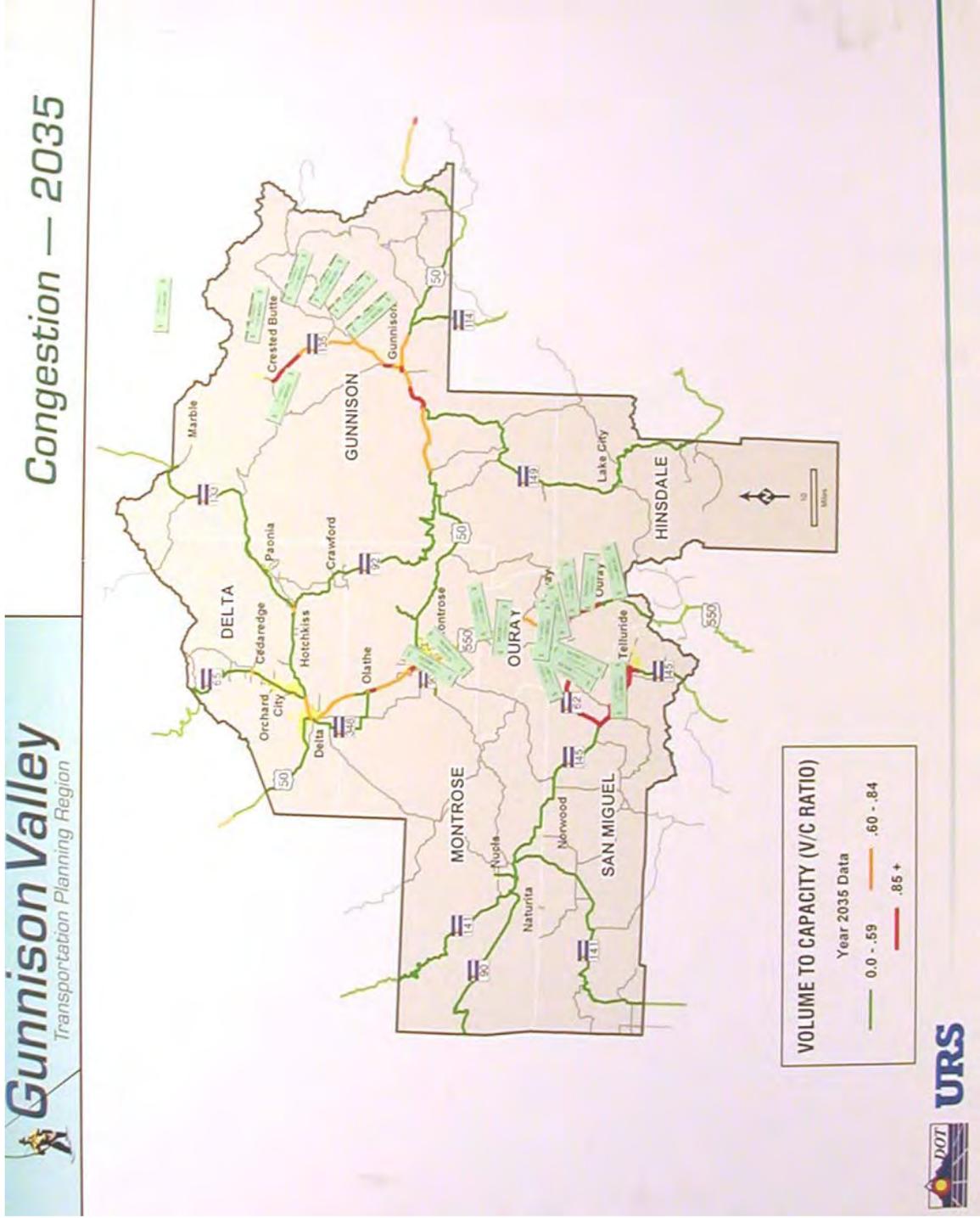
Surface Condition



Shoulders



Congestion



**Comments****Forum Comment Cards**

The following written comments were submitted at the forum:

- Lake City lacks adequate shoulder space on the highway system
- Increased traffic from May through September, from RV's, bicyclists, motorcycles, trucks, ATV, etc. This increase in traffic causes problems, especially along Hwy 149
- Increase truck traffic from Powderhorn to Gunnison on SH 149 due to proposed mining operation in the Valley

Information Request Letter Comments- A request letter was sent out to several agencies and persons interested in transportation issues. Stakeholders were asked to help identify developing issues and emerging trends that are important considerations in creating a safe, efficient and effective transportation system for the Gunnison Valley Transportation Planning Region. The major transportation issues and concerns are summarized below:

**Population Growth**

- As population has been growing steady and mining, logging and other operations continue there will be significant impacts to the roadway system
- Gunnison City is beginning the process to annex 1600 acres, which will double the size of the city and will have a great impact on the transportation system
- The amount of traffic on 65 continues to grow with the addition of new housing, retirement homes and healthcare related industries.
- Peripheral development in unincorporated Montrose County poses significant build-out impact to regional transportation and will have access issues in particular at SH 62/US 550.

**Local Economy**

- Applications for residential and building permits have doubled in past three years.

**System Issues**

- Wildlife impacts and associated safety issues on Hwy 550 between Ridgeway and Montrose and Hwy 62 west of Ridgeway.
- The highway through Hotchkiss acts as a funnel through which most of the traffic forms the North Fork Valley.
- Safe pedestrian crossings are needed in the populated areas mainly for children and elderly.
- Desire to remove heavy and through traffic in downtown pedestrian areas
- Signs for safety, directions, street locations, recreation should be given consideration throughout the TPR
- The following intersections need improvements: N road/ 65, 2100 Road/65, Iris Road/65, Austin Road/65. None of these intersection have traffic light control nor any turn lanes.
- Need frontage roads for US 50 to provide access control for future development Intersection improvements downtown at US 50 and 1600 Road, 1525 Road, H-38 Road, and Pioneer Road.
- SH 62 in Ridgeway is in poor surface condition, undersized bridge over the River, no shoulders, open drainage ditches, no sidewalks, lacks safe pedestrian crossings.
- Traffic increase along SH 62; Gridlock in morning and evening commute hours due to commutes between Montrose and Telluride.

- Need three-lane improvements to SH 62 as noted in recent Transportation Element to Comprehensive Plan.

**Traffic Generation**

- Heavy truck traffic continues to grow due to gravel pits and local industries that rely on freight.
- Orchard city plans to put in a new sewer system which may increase density and housing in the area, especially on hwy 65.

**Public Transit**

- Lack of public transportation for senior citizens. Cedaredge and Orchard city are in the top 10% of towns in Colorado with high population of senior citizens
- Transit between Montrose and Telluride during the ski season is needed.

## Prioritization Meeting

### 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
Gunnison	3/16/07	Region 10 League of Economic Assistance and Planning, Inc.	300 N. Cascade, Montrose, CO	9:00a.m.

### Outcome

The Prioritization Meeting was held in Montrose on March 16, 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 need

**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, a Joint Public Outreach Meeting for the Gunnison Valley was held in Montrose on November 7, 2007 from 5:30-8:30 pm at the Montrose Pavilion. Approximately 21 people attended the meeting. The format of the meeting was an open house with boards presenting issues for the TPR and CDOT funding mechanisms. The purpose of the meeting was to solicit comments on the GVTPR 2035 Transportation Plan and the 2035 Statewide Transportation Plan. The meeting was held jointly with CDOT to also enable review of the draft Statewide Plan at that time. This approach was an opportunity for attendees to see the regional plan in context with other regions and the state as a whole. Primary issues discussed at the public 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.



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

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

**Date:** November 7, 2007  
**Place:** Montrose Pavilion Event Center  
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/2035Plan.asp>

**Project contact:** Leah Ware (303) 757-9761

**Email:** [2035transportationplan@urscorp.com](mailto:2035transportationplan@urscorp.com)

**Special ADA Accommodations:** Leah Ware (303) 757-9761

**Para información en español, por favor llame:** Leah Ware (303) 757-9761

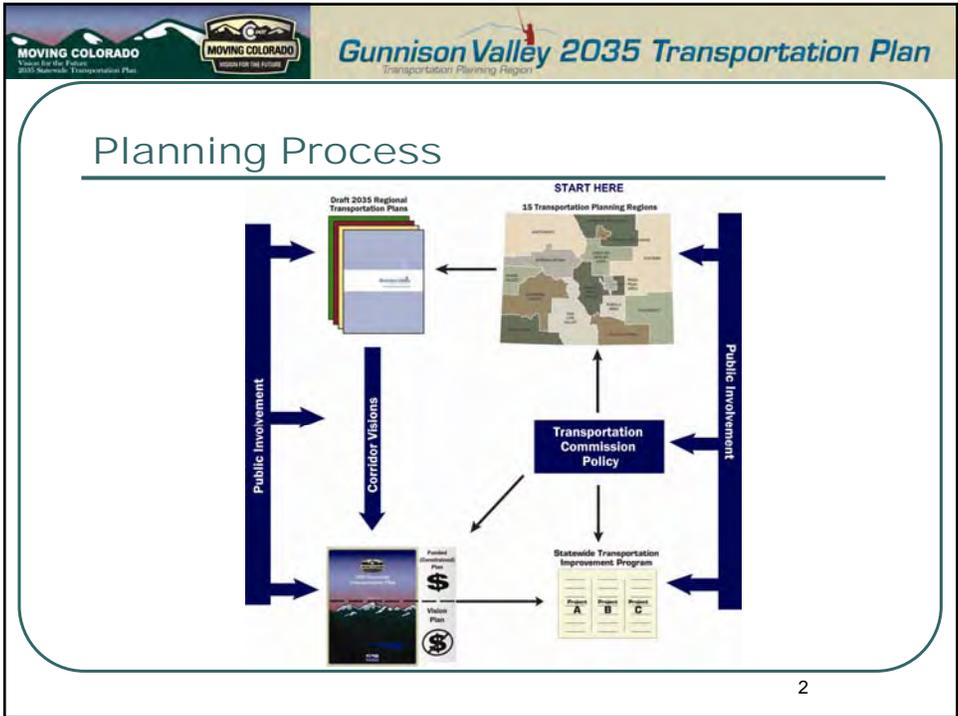




# 2035 Transportation Plan Joint Outreach Meeting

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

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## 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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## Schedule

- Aug 20 - Draft Regional Plan Released
- Sept 20 - Draft Statewide Plan Released
- Dec 3 – Comments on Regional Plan Due
- Jan 4 – Comments on Statewide Plan Due
- January – Regional Plan Adoption
- February – Statewide Plan Adoption

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**MOVING COLORADO**  
From the Front  
 2013 Senate Transportation Plan

**MOVING COLORADO**  
From the Front  
 2013 Senate Transportation Plan

**Gunnison Valley 2035 Transportation Plan**  
 Transportation Planning Region

## Recent Accomplishments

A map of Colorado with numerous yellow circular markers placed across the state, indicating recent transportation accomplishments. The markers are distributed across various regions, including the Front Range, the Poudre Valley, the Grand Valley, and the southern part of the state. Major cities like Denver, Fort Collins, and Colorado Springs are visible, along with major interstate highways.

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**MOVING COLORADO**  
From the Front  
 2013 Senate Transportation Plan

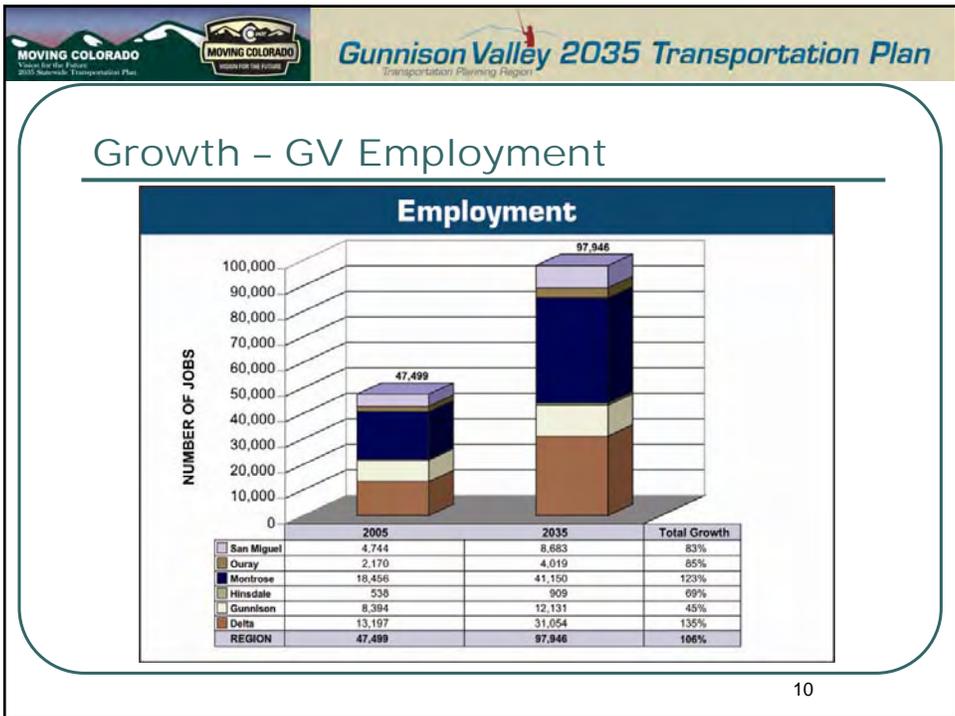
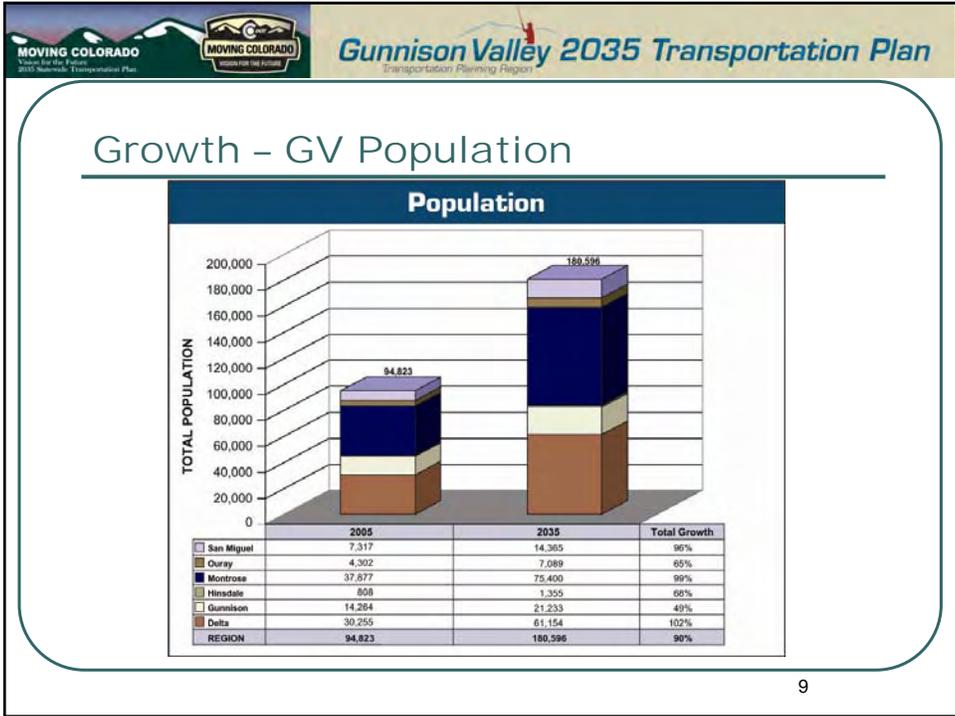
**MOVING COLORADO**  
From the Front  
 2013 Senate Transportation Plan

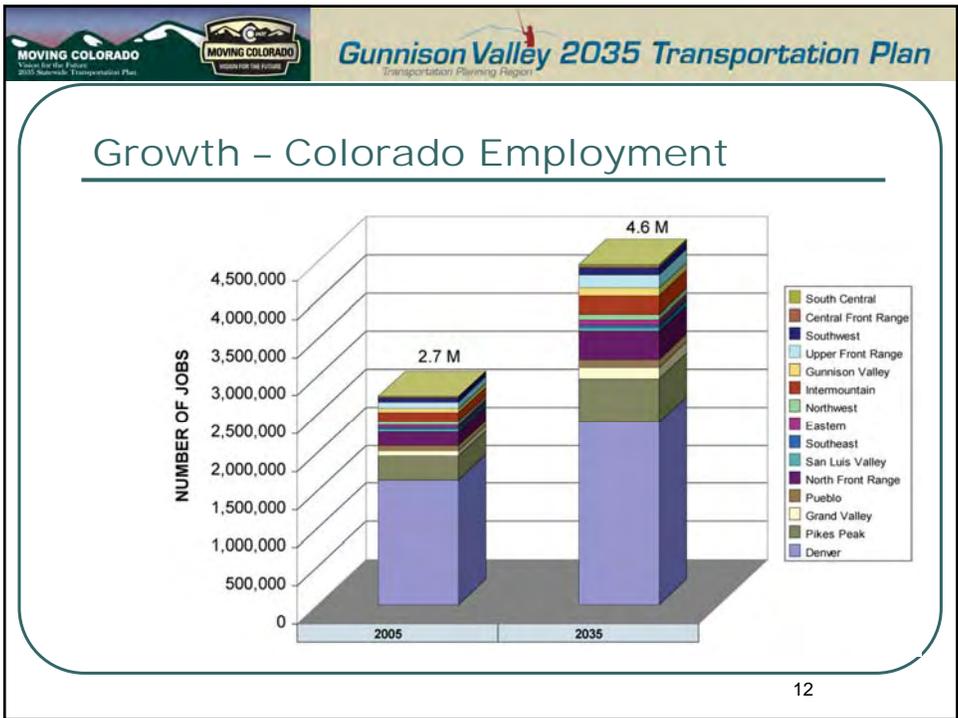
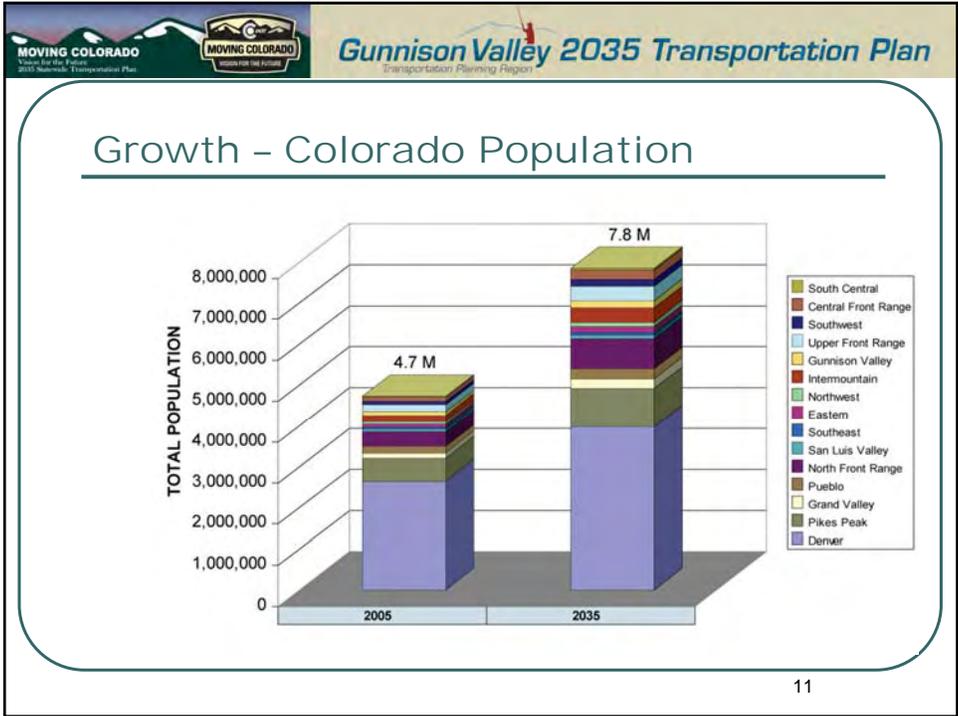
**Gunnison Valley 2035 Transportation Plan**  
 Transportation Planning Region

## Key Issues & Emerging Trends

A map of the Gunnison Valley region, including Delta, Montrose, Ouray, San Miguel, and Hinsdale counties. The map highlights key issues and emerging trends with color-coded lines: orange for transportation, blue for water resources, green for public safety, and purple for public services. Major roads and towns are labeled, and a legend in the bottom right corner explains the color coding.

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**MOVING COLORADO** Vision for the Future 2035 Scenario Transportation Plan

**MOVING COLORADO** Vision for the Future

**Gunnison Valley 2035 Transportation Plan**  
Transportation Planning Region

## Economic Drivers - Energy Development

A map of Colorado highlighting energy development locations. Icons for oil derricks, gas wells, and nuclear power plants are scattered across the state, with a concentration in the western and central regions. Major cities and transportation routes are also shown.

13

**MOVING COLORADO** Vision for the Future 2035 Scenario Transportation Plan

**MOVING COLORADO** Vision for the Future

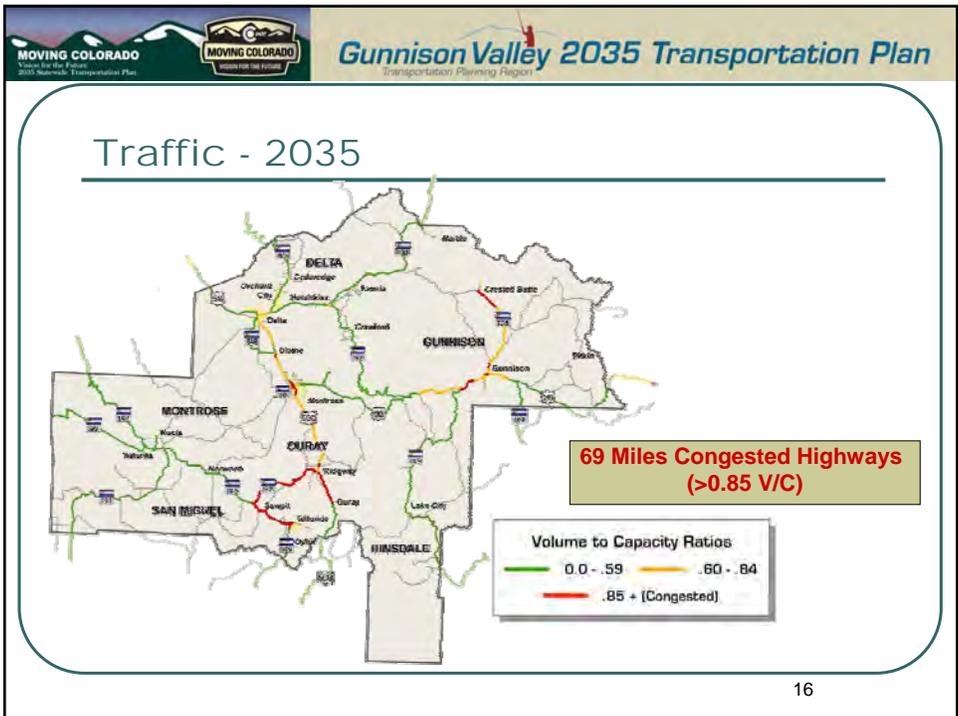
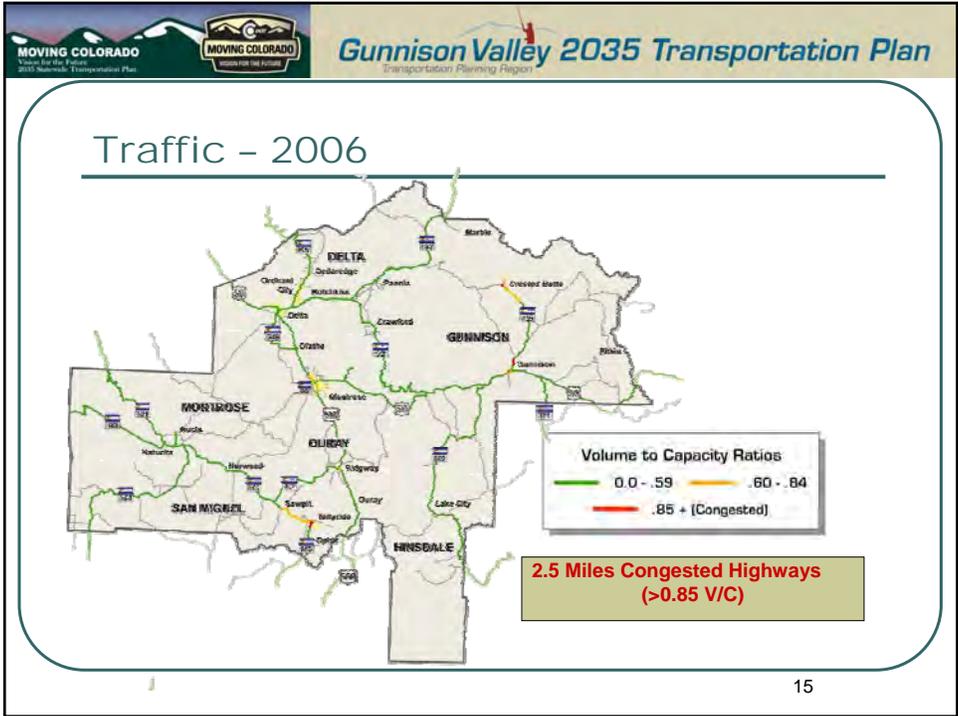
**Gunnison Valley 2035 Transportation Plan**  
Transportation Planning Region

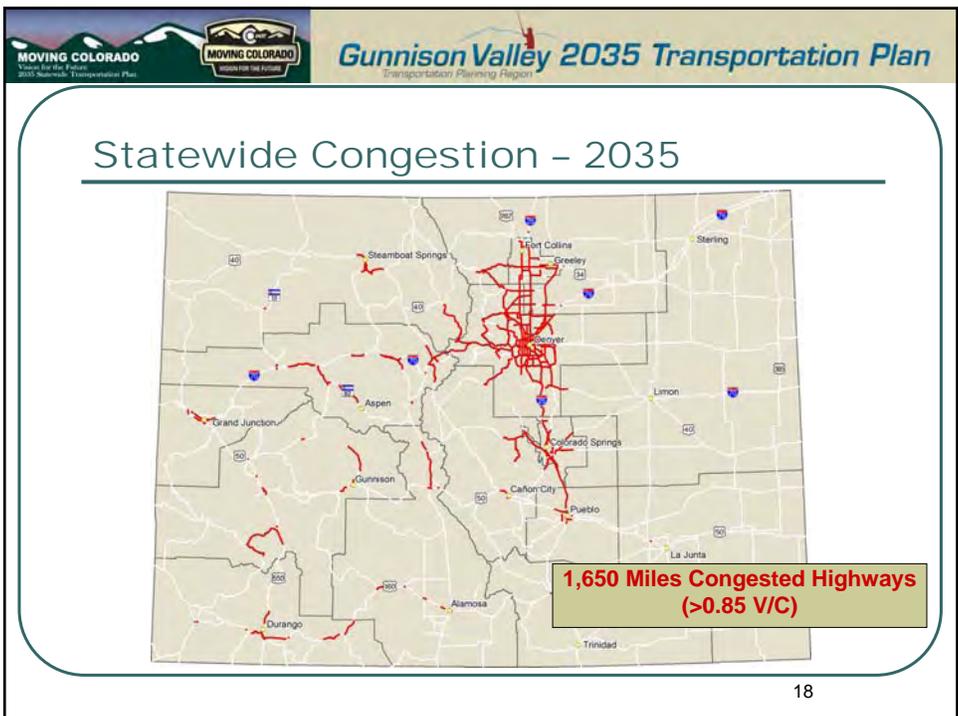
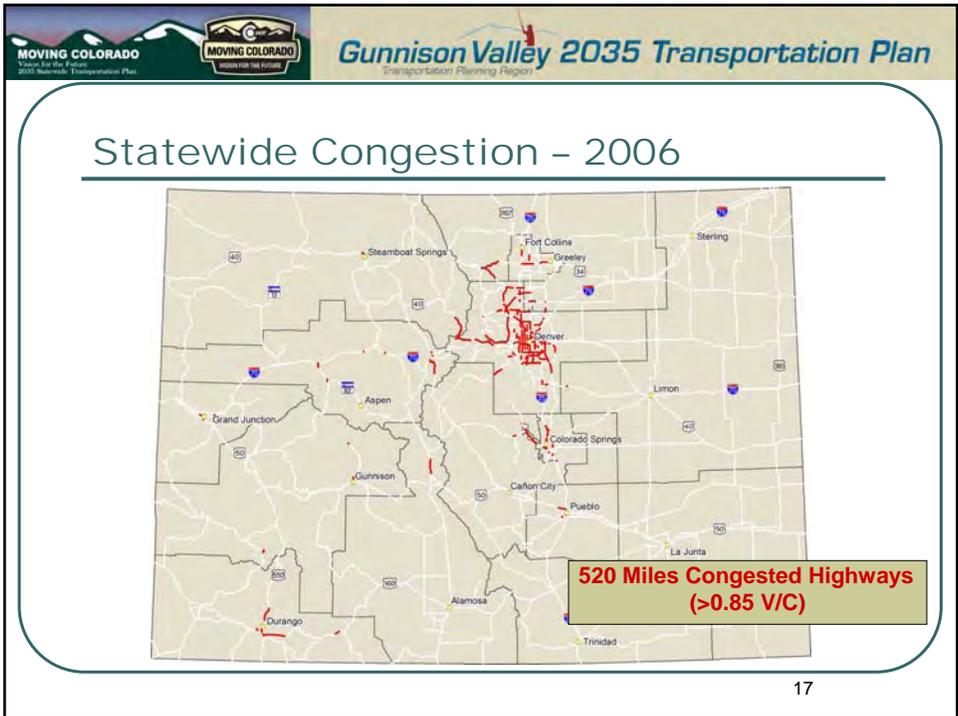
## Economic Drivers - Tourism

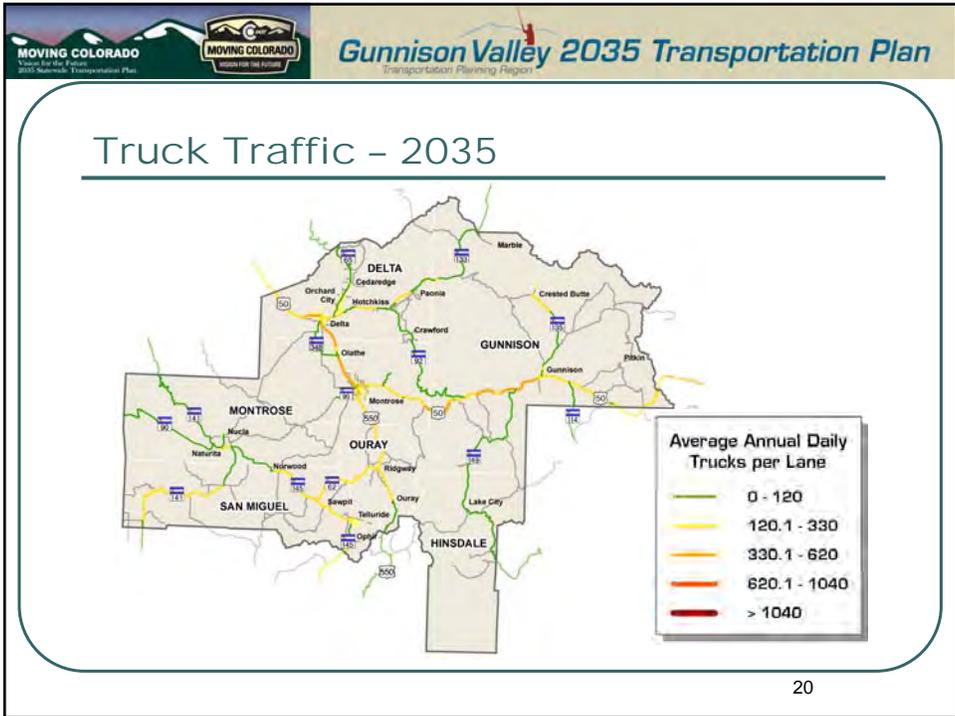
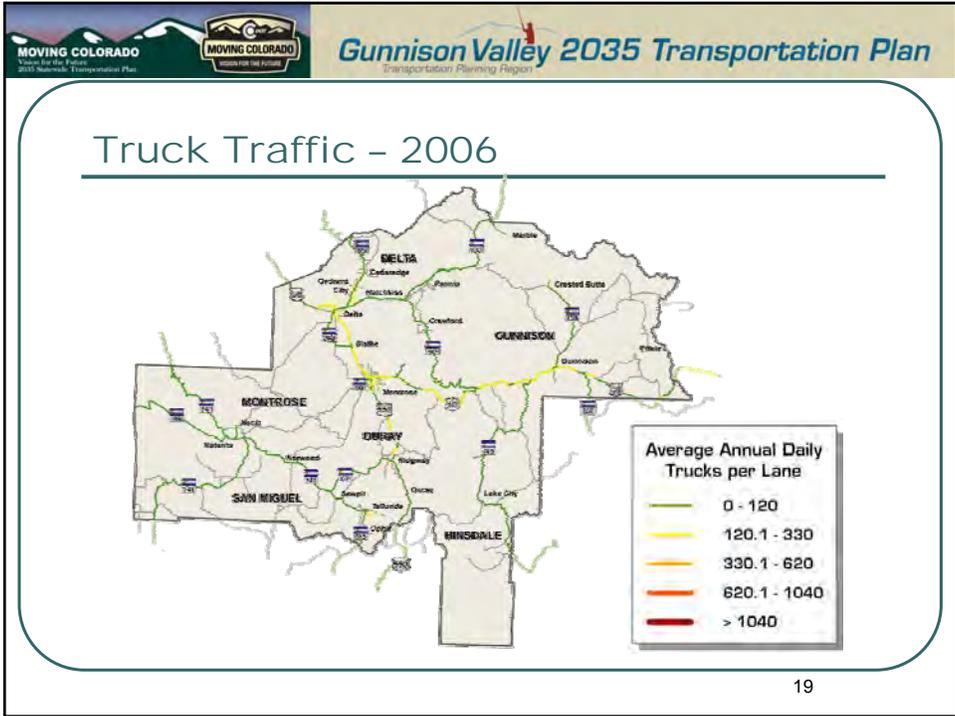
**Travel Spending by Purpose of Trip**  
(TOTAL \$8.9 B)

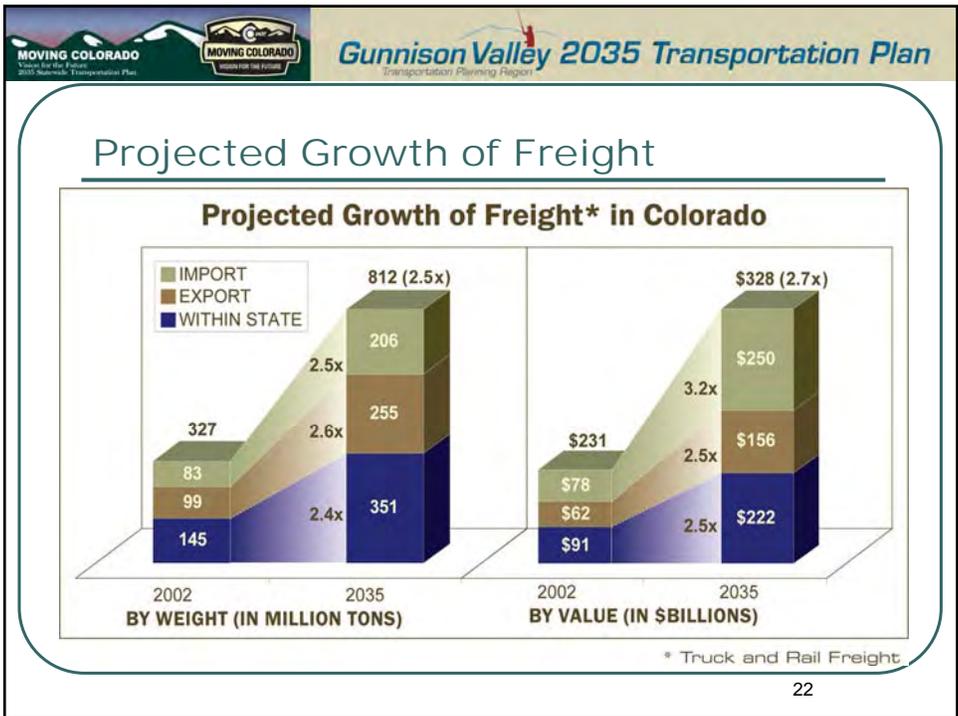
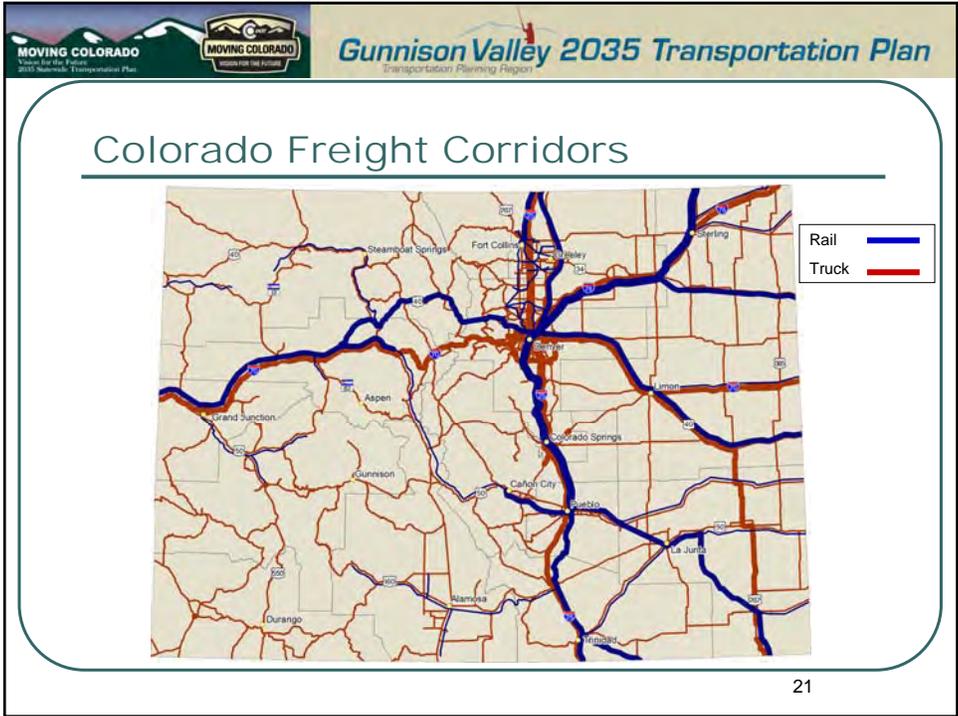
Purpose of Trip	Spending (Billion)	Percentage
Visit Friends/Relatives	\$2.5	28%
Business	\$1.3	15%
Ski	\$1.4	16%
Other Pleasure	\$1.5	17%
Touring	\$1.0	11%
Outdoors	\$1.1	13%

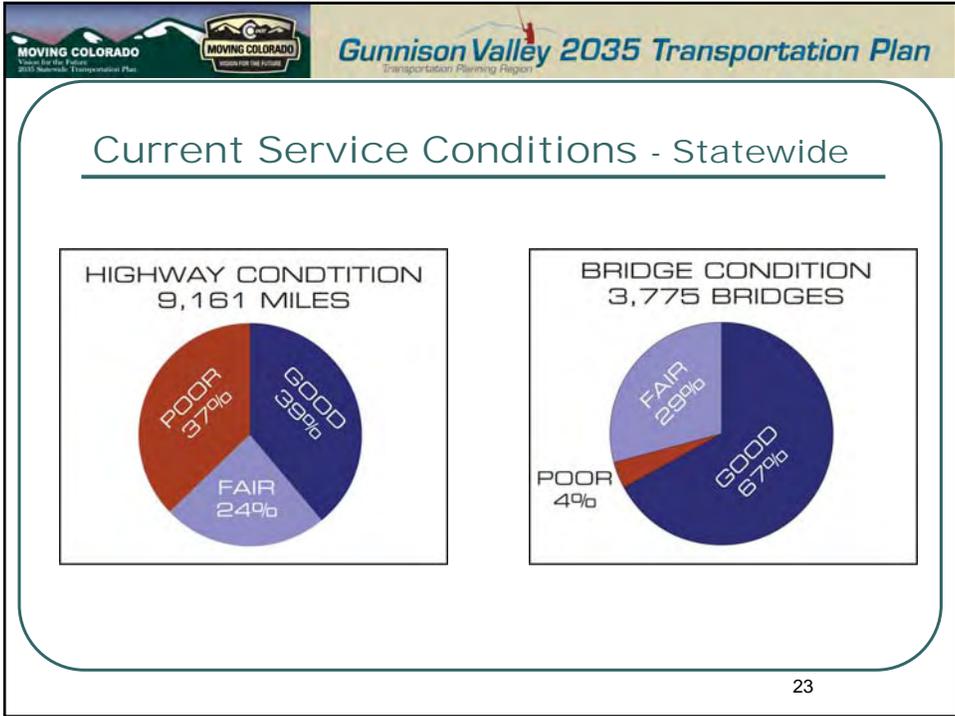
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Vision for the Future  
2013 Strategic Transportation Plan

**MOVING COLORADO**  
Vision for the Future  
2013 Strategic Transportation Plan

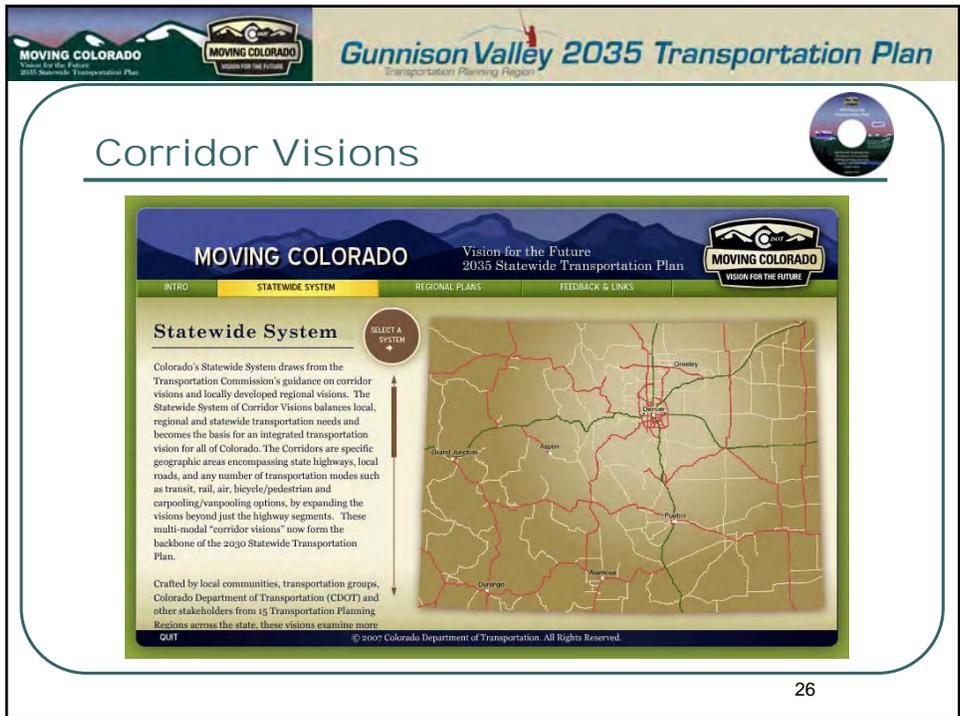
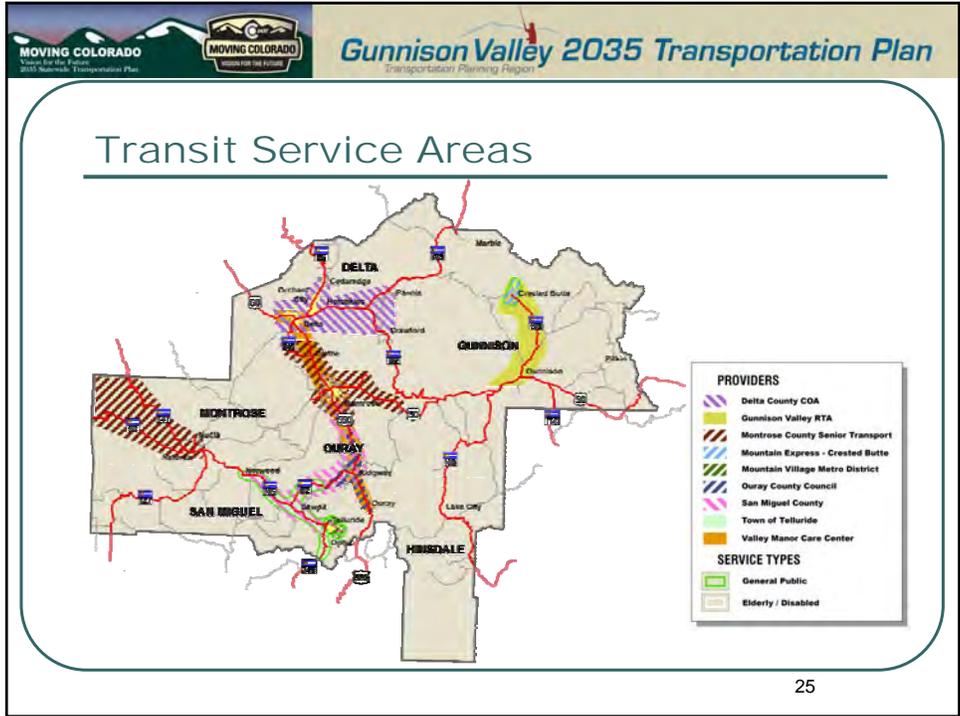
**Gunnison Valley 2035 Transportation Plan**  
Transportation Planning Region

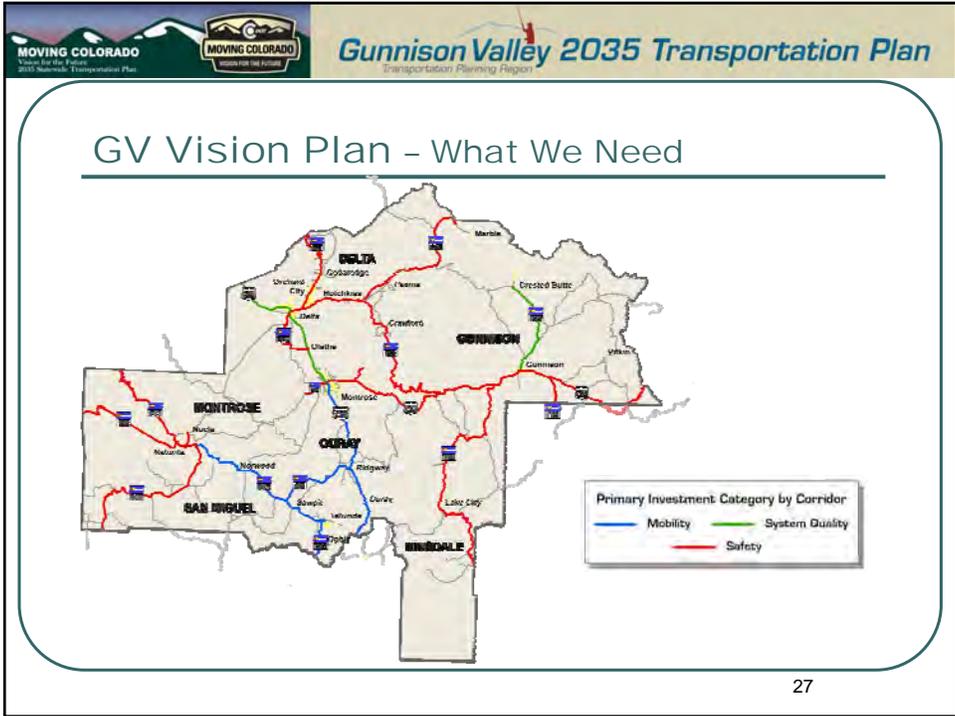
## Transit Service Providers

Provider	Type Service	Fleet (2006)	Annual Ridership (2006)	Annual Budget (2006)
Delta County Council on Aging	Demand-Response	6 body-on-chassis	17,000	\$65,898
Gunnison Valley Rural Transportation Authority	Fixed-Route	Not Available	Not Available	\$76,000
Montrose County Senior Citizens Transportation	Demand-Response	11 vehicles	25,000	\$173,700
Mountain Express	Fixed-Route and Demand-Response	17 buses and 1 body-on-chassis	554,729	\$799,926
Mountain Village Metropolitan District	Fixed-Route and Demand-Response	9 buses and 59 gondola cabins	104,000 (ground transportation) 2,100,000 (gondola transportation)	\$3,200,000
Duray County Council on Aging	Fixed-Route and Demand-Response	1 van	697	\$2,175
San Miguel County Senior Transportation	Demand-Response	2 vans	Not Available	\$230,000
Town of Telluride	Fixed-Route, Paratransit, and Route-Deviation	3 buses, 2 vans, 5 body-on-chassis, and 1 sedan	208,880	\$671,079
Valley Manor Care Center	Demand-Response	1 van	Not Available	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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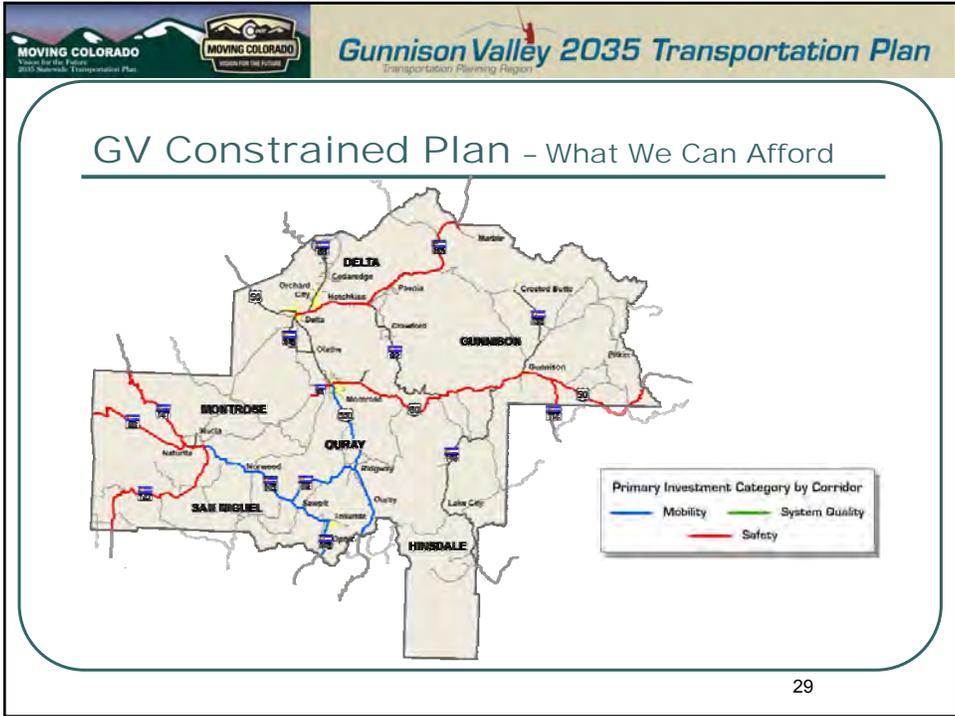
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Transportation Planning Region

## GV Vision Plan - What We Need

Corridor	Description	Total Cost (2008 Dollars (\$000))			Primary Investment Category	Priority
		Highway	Transit	Aviation		
TFR	Community Based Transit		\$16,800			
US 550	From Durango to Montrose	\$136,656	\$1,172		Mobility	High
US 50B	Montrose to Sargents	\$225,470	\$2,748	\$50,500	Safety	High
SH 62	Highway from Paonville to Ridgway	\$23,940			Mobility	High
SH 145	Highway from US 160 through Telluride to Jct. SH 141	\$133,769	\$7,373	\$199,559	Mobility	High
SH 65	Highway from SH 92 over the Grand Mesa to I-70	\$29,250			Safety	High
SH 60A	Highway between Delta to Hotchkiss	\$44,231		\$365	Safety	High
SH 133	Highway between Hotchkiss and Carbonate	\$30,297		\$6,075	Safety	High
SH 135	Highway between Gunnison and Crested Butte	\$1,397	\$123,550		System Quality	High
Region	Intersection Improvements	See Constrained Plan			M/S/SQ	High
Region	Shoulder Improvements	See Constrained Plan			System Quality	High
Region	Engineering Studies & Environmental Compliance	See Constrained Plan			System Quality	High
TFR	Community Based Transit Pool		\$218,781		Mobility	High
US 50A	Grand Junction to Montrose	\$1,995	\$2,748	\$47,549	System Quality	Medium
SH 92A / B	From State Line to SH 141 East of Naturita and B mile segment west of Montrose	\$53,257			Safety	Medium
SH 141	From Dove Creek north to US 50 through Naturita to south of Grand Junction	Not Available			Safety	Medium
SH 149	From US 160 north to Highway 50 west of Gunnison	\$2,650			Safety	Medium
SH 60B	Highway between Hotchkiss and Blue Mesa	\$22,078			Safety	Low
SH 97	Short Highway connecting Naturita and Nuclea	Not Available			Safety	Low
SH 114	From US 50 south to Highway 295	Not Available			Safety	Medium
SH 348	Highway from Delta to Delta	Not Available			Safety	Low
SH 187	Access from SH 133 to Paonia	Not Available			Safety	Low
SH 347	Access from US 50 to the Black Canyon	Not Available			Safety	Low
<b>Subtotal</b>		<b>\$705,022</b>	<b>\$372,974</b>	<b>\$304,468</b>		
<b>TOTAL</b>			<b>\$1,382,464</b>			

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**MOVING COLORADO**  
Statewide Transportation Plan

**MOVING COLORADO**  
Statewide Transportation Plan

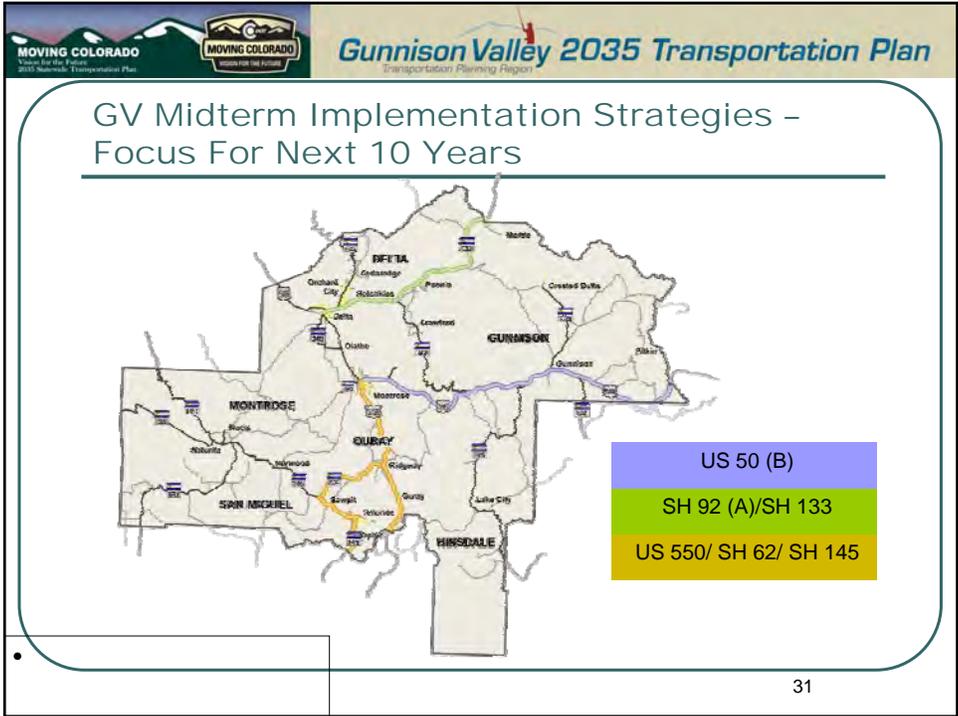
**Gunnison Valley 2035 Transportation Plan**  
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## GV Constrained Plan - What We Can Afford

Corridor	Description	Primary Investment Category	Region RPP %		2035 Constrained Total (\$000)				
			R3	R5	Highway		Transit	Aviation	Total
					R3	R5			
TPR	Intersection Improvements	M/S/SG		30%		\$2,691			\$2,691
TPR	Shoulder Improvements	System Quality	10%	10%	\$2,348	\$897			\$3,245
TPR	Engineering Studies and Environmental Compliance	System Quality	5%	5%	\$1,174	\$448			\$1,622
TPR	Community Based Transit	Mobility	1%				\$237		\$237
TPR	Transit	Mobility					\$232,092		
US 550	From Durango to Montrose	Mobility	5%	20%	\$1,174	\$1,794			\$2,968
US 50 B	Montrose to Sargents	Safety	30%		\$7,042			\$73,000	\$80,042
SH B2	Highway from Placerville to Ridgway	Mobility		18%		\$1,614			\$1,614
SH 145	Highway from US 160 through Telluride to Jct. SH 141	Mobility		15%		\$1,345		\$66,500	\$67,845
SH 92A	Highway between Delta and Hotchkiss	Safety	30%		\$7,042				\$7,042
SH 133	Highway between Gunnison and Crested Butte	Safety	15%		\$3,521			\$500	\$4,021
SH 90 A/B	From State line to SH 141 near Naturita to south of Grand Junction	Safety		1%		\$90			\$90
SH 141*	From Dove Creek north to US 50 through Naturita to south of Grand Junction	Safety		1%		\$90			\$90
SH 114	From US 50 south to Highway 265	Safety	4%		\$939				\$939
<b>TOTAL</b>			<b>100%</b>	<b>100%</b>	<b>\$23,240</b>	<b>\$8,969</b>	<b>\$232,329</b>	<b>\$140,000</b>	<b>\$404,538</b>

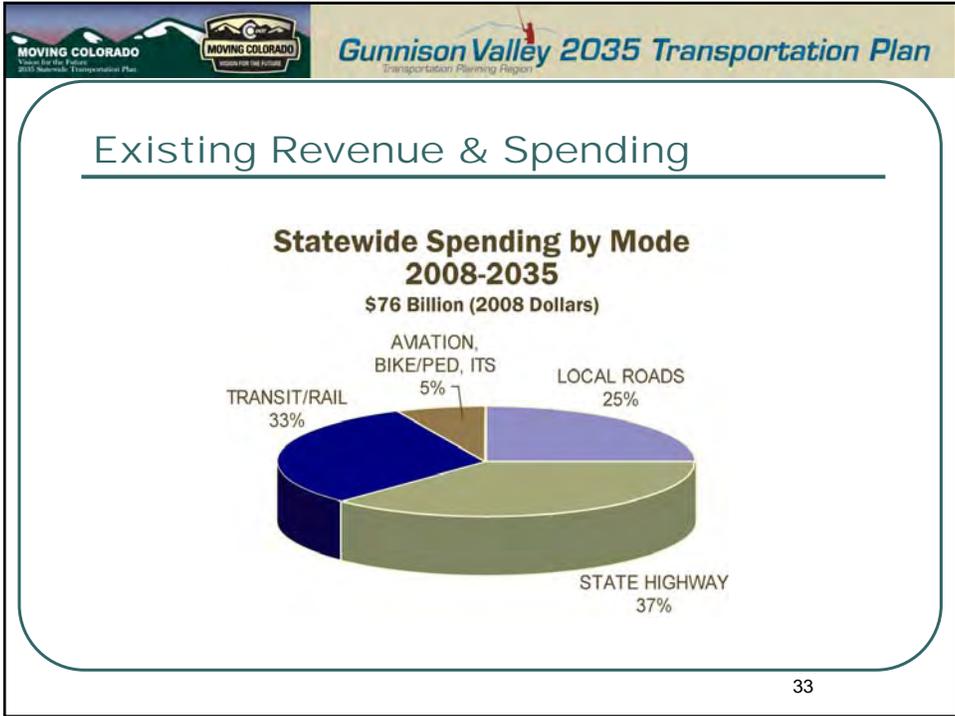
Source: GVFP 2007

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**Midterm Implementation Strategies – Gunnison Valley**

Corridor	Major Issues	Potential Strategies for Implementation
US 50 (B)	<ul style="list-style-type: none"> <li>Population Growth</li> <li>Employment Growth</li> <li>Increased Congestion</li> </ul>	<ul style="list-style-type: none"> <li>Add passing lanes</li> <li>Construct acceleration/deceleration lanes</li> <li>Develop a Regional Transportation Authority</li> </ul>
SH 92 (A)/SH 133	<ul style="list-style-type: none"> <li>Employment Growth</li> <li>Gateway to Recreational Opportunities</li> <li>Congestion Increases</li> </ul>	<ul style="list-style-type: none"> <li>Add passing lanes</li> <li>Add and improve shoulders</li> <li>Add geometric improvements to straighten curves and improve safety</li> </ul>
US 550/ SH 62/ SH 145	<ul style="list-style-type: none"> <li>Congestion</li> <li>Safety</li> <li>Population Growth</li> <li>Employment Growth</li> <li>Unequal Distribution of Labor Force</li> </ul>	<ul style="list-style-type: none"> <li>Develop effective intercity bus and/or TDM opportunities</li> <li>Develop a Regional Transportation Authority</li> <li>Add passing lanes and/or shoulders</li> <li>Construct acceleration/deceleration lanes</li> </ul>

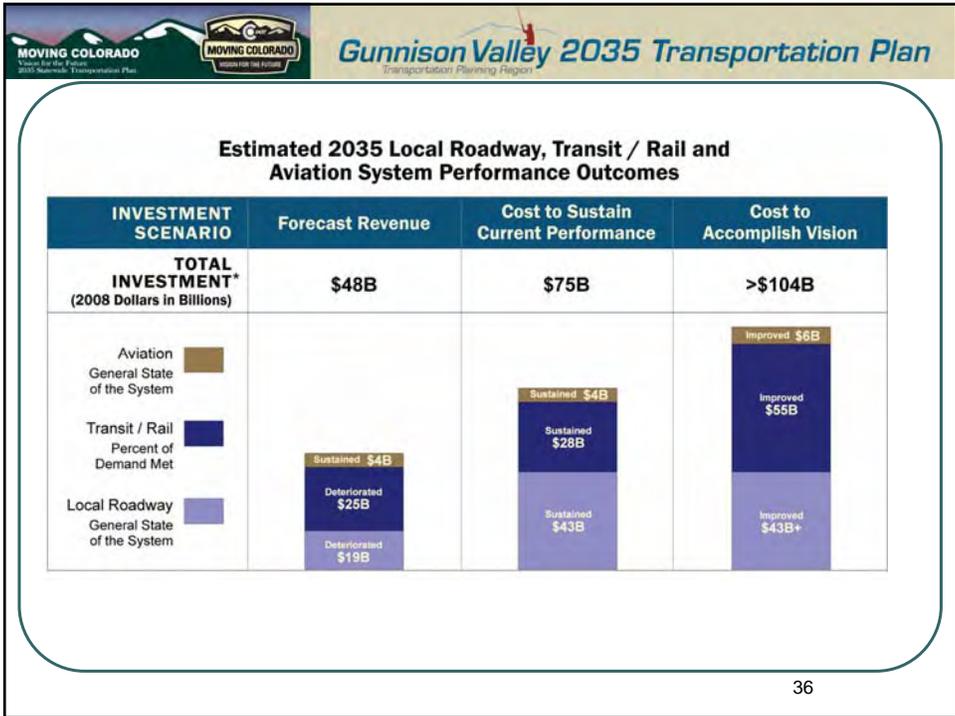
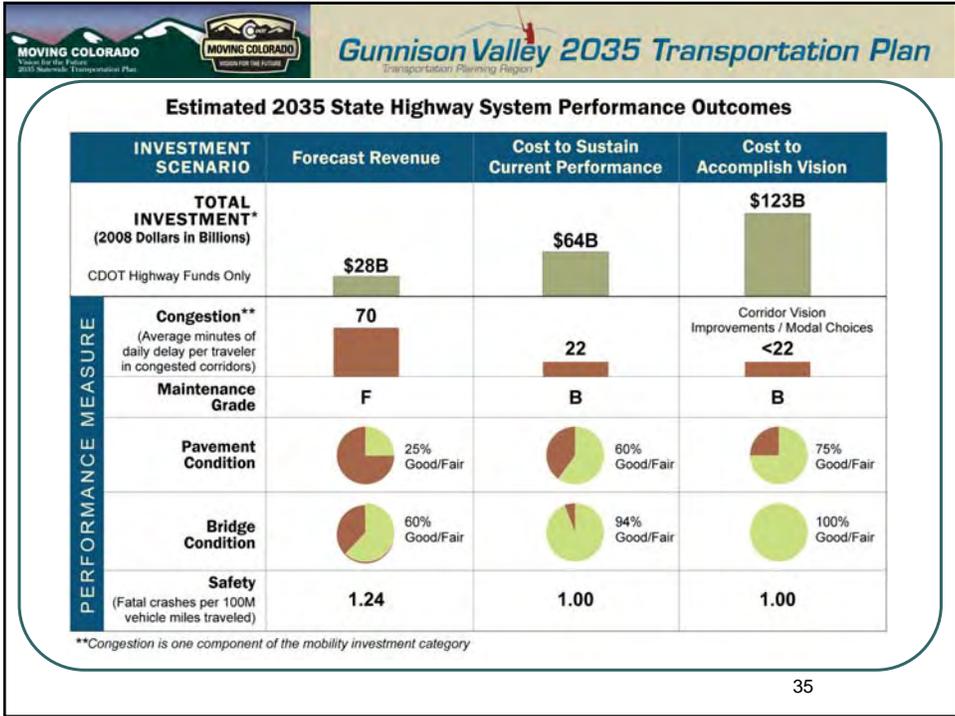


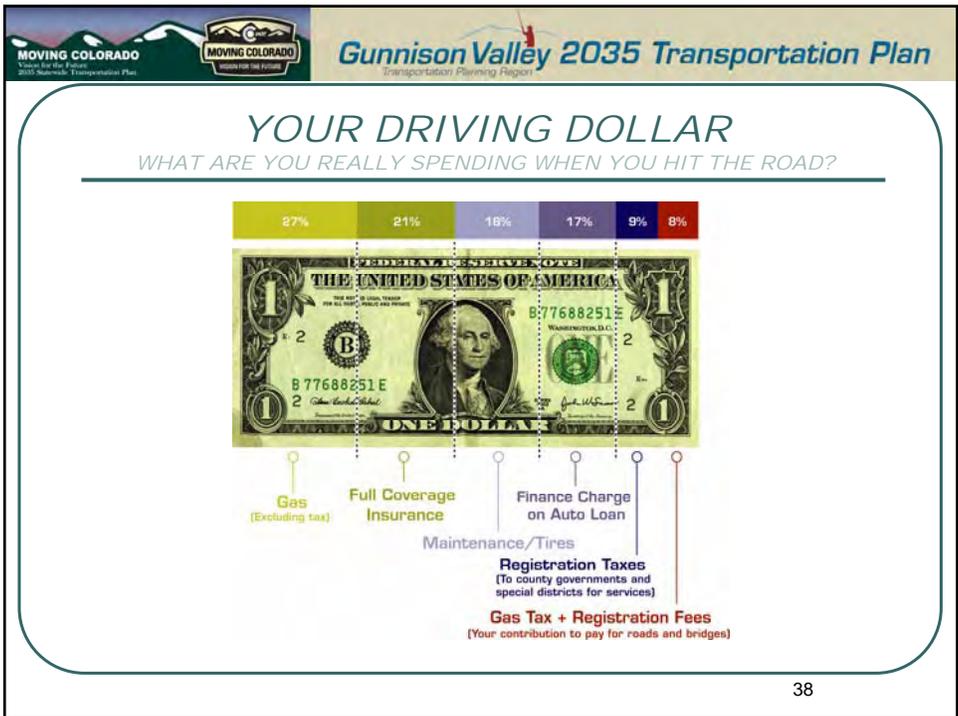
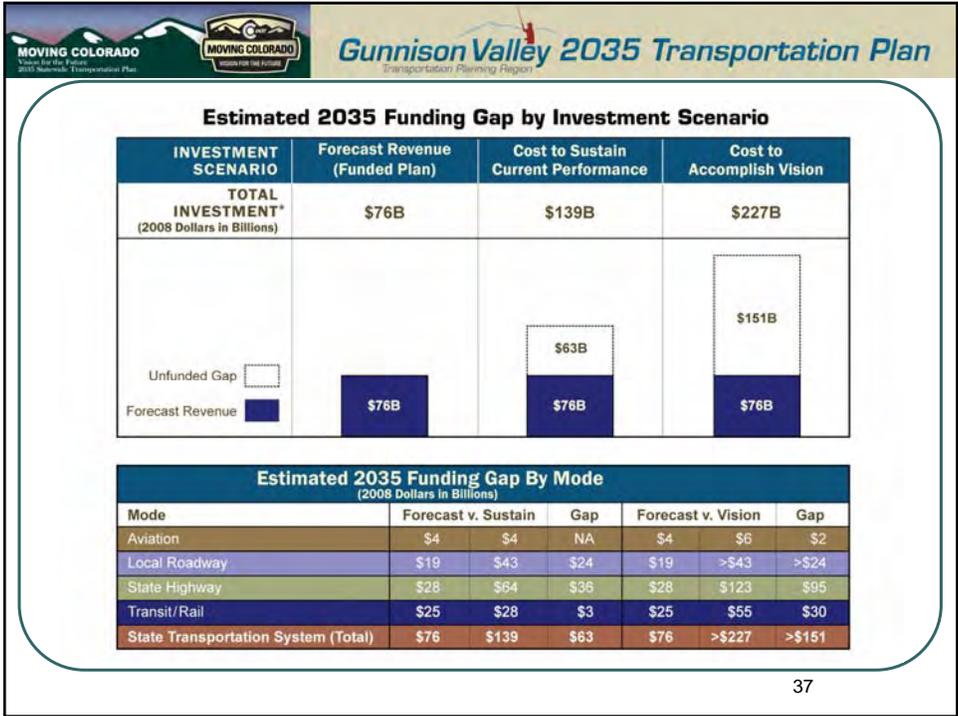
**Statewide System Performance**

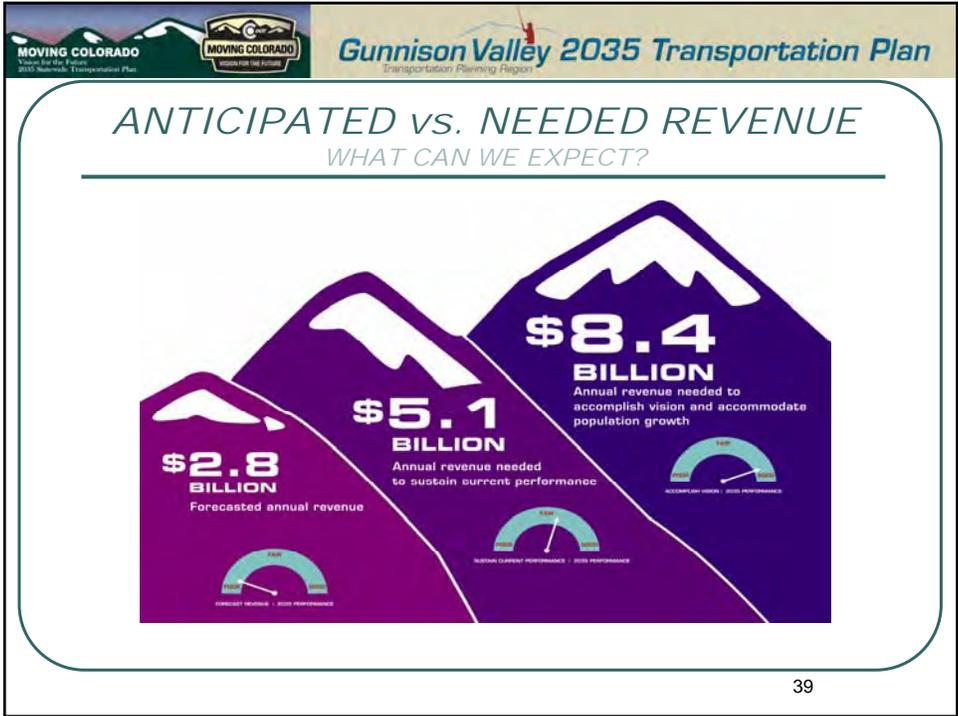
**Total Plan Costs 2008-2035**

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

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2035 Scenario: Transportation Plan

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Vision for the Future

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Transportation Planning Region

## VISIONARY CHANGE

*AS POPULATION GROWS, SO DO TRANSPORTATION DEMANDS*

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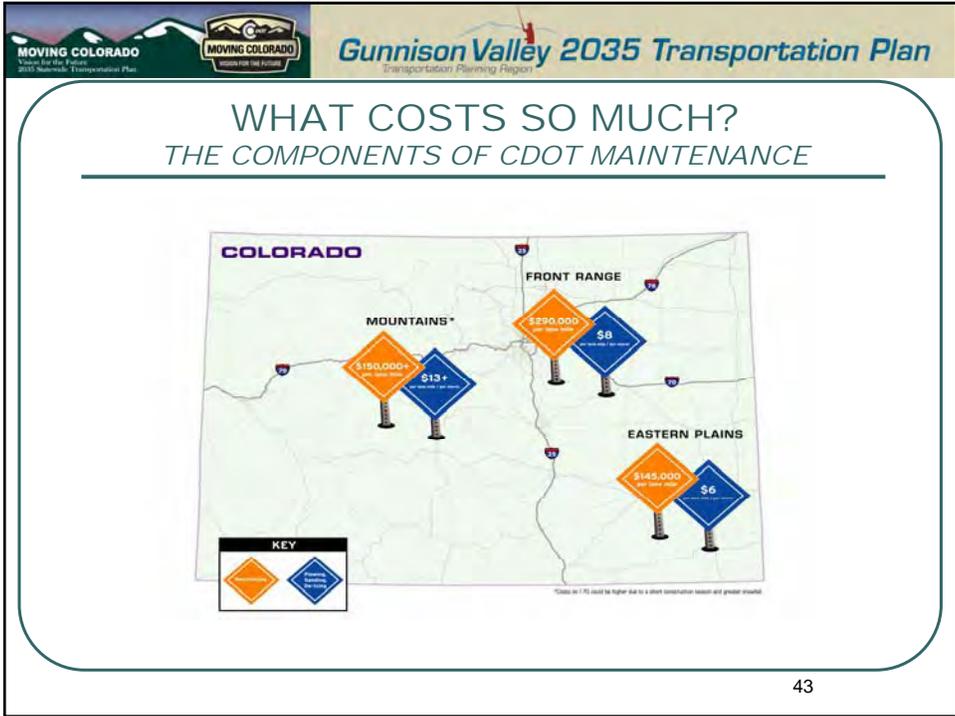
MOVING COLORADO  
Vision for the Future  
2035 Scenario: Transportation Plan

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## TOUGH CHOICES

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**MOVING COLORADO**  
Vision for the Future  
2035 Statewide Transportation Plan

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Vision for the Future

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## MOVING COLORADO FORWARD



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**MOVING COLORADO**  
Vision for the Future  
2035 Statewide Transportation Plan

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Vision for the Future

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Transportation Planning Region

## Questions and Discussion

- Comment forms on table
  - Regional Plan by Dec 3
  - Statewide Plan by Jan 4
- 2035 Plan on Interactive CD
- RPC to Adopt Regional Plan in January
- Email: [2035TransportationPlan@urscorp.com](mailto:2035TransportationPlan@urscorp.com)
- Statewide & Regional Plan online:  
<http://www.dot.state.co.us/StateWidePlanning/PlansStudies/StatewidePlanning.asp>

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**Public Comments**

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.*

Comments received at that meeting have been incorporated as appropriate in the final plan prior to its adoption by the RPC in January 2008.