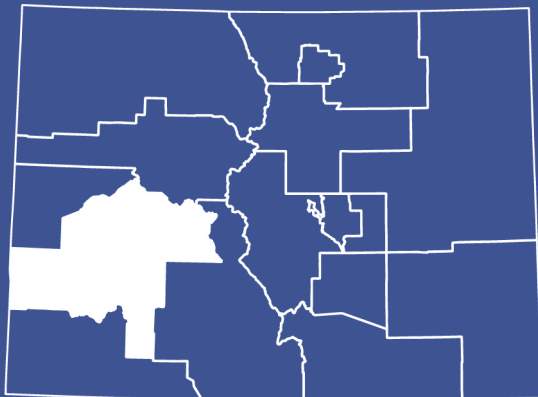


DRAFT



Gunnison Valley 2050 Regional Transportation Plan



Counties:

Delta, Gunnison,
Hinsdale, Montrose,
Ouray and San Miguel

The map to the left shows the location of the Gunnison Valley Transportation Planning Region within Colorado.



Regional Plan Introduction



The map to the left shows the counties, state and interstate highways in the Gunnison Valley Transportation Planning Region.

This Regional Transportation Plan (RTP) is the long-range transportation planning document that guides the continuing development of a multimodal transportation system for the Gunnison Valley Transportation Planning Region (TPR). This plan has been developed in compliance with state and federal requirements, as outlined in the State and Federal Requirements section.

Accompanying this plan is the region's Coordinated Public Transit and Human Services Transportation Plan as an appendix, in accordance with all Colorado Department of Transportation (CDOT) and Federal Transit Administration (FTA) planning requirements.

The plan communicates Gunnison Valley TPR's evolving transportation needs and priorities to CDOT and Colorado's Transportation Commission. This plan reflects the TPR members' input, data and background information, and public sentiment.

While the plan looks out 25 years to 2050, it also helps to inform the development of the 10-Year Plan, which allows decision-makers to consider transportation

investments in the Gunnison Valley TPR today, tomorrow and in the future.

The Gunnison Valley TPR spans a large portion of Colorado's Western Slope and includes Delta, Gunnison, Hinsdale, Montrose, Ouray and San Miguel counties. The people in the region value rural living and a sense of community. The area is experiencing a steady increase in the number of new residents moving in for the high quality of life.

The TPR is primarily served by the US 50 and US 550 corridors, with many other state highways providing local and regional access. Communities are located far from each other, often resulting in long travel distances for employment, medical services and shopping.

The local economies are diverse with agriculture and tourism creating the need for a safe multimodal transportation network. The region is focused on balancing the needs of local residents and commuters, truck freight moving goods from farm to market, and visitors accessing the region's world-renowned ski resorts and year-round recreational opportunities.



Letter from Region Chair

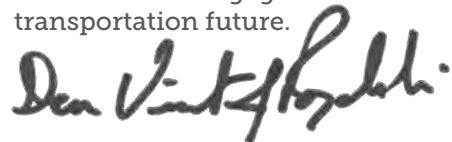
Dear Neighbor,

As chair of the Gunnison Valley TPR, representing Delta, Gunnison, Hinsdale, Montrose, Ouray and San Miguel counties, it is my responsibility to ensure that our area's transportation needs and priorities are recognized, made easily accessible, and communicated to the public and key transportation decision-makers. This plan accomplishes these goals and more. It recognizes current needs and priorities, while formulating solutions to keep pace with regional growth and changing conditions.

The Gunnison Valley TPR began transportation plan development in fall 2024. This document summarizes identified needs and resulting priorities via TPR member input, data analysis and public feedback received via online, printed surveys and town halls. This plan has been developed in tandem with CDOT's Statewide Transportation Plan. Ensuring connectivity between the Gunnison Valley TPR and the broader state transportation system is essential for regional mobility. Key elements of this plan will be integrated into the Statewide Transportation Plan to align regional and statewide efforts to create a cohesive and coordinated approach to transportation planning. Additionally,

this plan aligns with ongoing planning efforts such as the Statewide and Regional Transit Plans and the Active Transportation Plan — supporting a multimodal approach to network development and project identification. This coordination enhances regional connectivity, improves transportation efficiency, and ensures a seamless network that better serves communities across the Gunnison Valley TPR.

This plan is intended to be a living, useful document that is referred to when transportation decisions are being made and as the TPR implements projects and strategic actions documented herein. This plan will be revisited periodically to ensure that we are on the right path toward accomplishing the vision and goals set forth by it. Your familiarity with our region's transportation needs and priorities and the challenges that we face is important now and in the future. I invite you to review this plan and become more engaged in the Gunnison Valley's transportation future.



Vince Rogalski, Gunnison Valley TPR Chair

Gunnison Valley TPR Members

Composed of elected and appointed officials, the TPR's Regional Planning Commission is responsible for establishing regional priorities and needs, developing the multimodal RTP, and ongoing planning coordination with CDOT.

Members include:

- Cedaredge
- Crested Butte
- Delta
- Delta County
- Gunnison
- Gunnison County
- Hinsdale County
- Hotchkiss
- Lake City
- Mt. Crested Butte
- Montrose
- Montrose County
- Mountain Village
- Olathe
- Ouray
- Ouray County
- Paonia
- Ridgway
- San Miguel County
- Telluride



State & Federal Requirements

Legislation at both the state (§43-1-1103, C.R.S.) and federal (CFR 450.206) levels, as well as state transportation planning rules (2 CCR 601-22), requires the development of a comprehensive, long-range Statewide Transportation Plan that encompasses at least a 20-year period and incorporates the priorities and needs of the TPRs across the state. The state and federal requirements have been followed in the creation of this plan.

Every four to five years, CDOT updates the Colorado Statewide Transportation Plan (referred to as Your Transportation Plan), which serves as a long-range planning tool and identifies regional and statewide trends and issues. RTPs are developed to inform the Statewide Transportation Plan and to prioritize transportation projects in the region.

The Statewide Transit Plan, while not a federally-required document, is required by the State of Colorado. The supporting Regional Coordinated Human Services and Transportation Plans must be completed to be eligible for federal funding through the FTA. Key themes are integrated into the Gunnison Valley's plan, and the full RTP is included in Appendix A.

Plan Development Process

This 2050 RTP was developed over approximately one year and included three primary phases: identification of transportation needs, verification of priority projects, and creation of the plan. The TPR and public input, along with a data-driven analysis, were critical to plan development.



1.
Identification of
Transportation Needs



2.
Verification of
Priority Projects



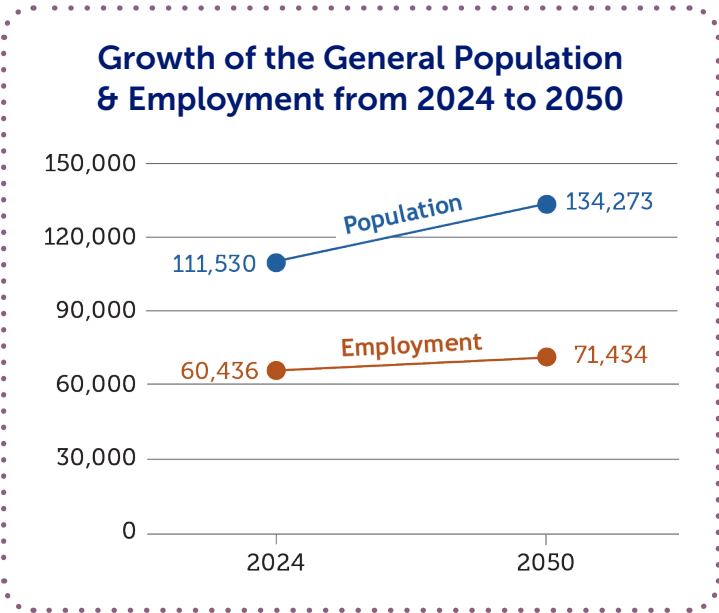
3.
Creation
of a Plan

Regional Transportation Story

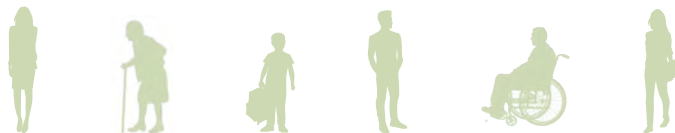
The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the region by 2050. This section shares the story of the communities within the region, highlights the state of local transportation infrastructure, and identifies how the system is used. Combined, this information highlights the uniqueness of the TPR and helps identify the greatest needs in the region.

Population & Employment

The population in the Gunnison Valley TPR is projected to increase by 20% by 2050, with employment expected to rise by 18%.



Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.





Historically Underserved Populations

Transportation – whether walking, rolling, biking, taking transit, vanpooling, carpooling or driving a car – is a critical element of everyone’s daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation of accessible and inclusive communities, healthier lifestyle choices, and improved economic

prosperity. When considering Gunnison Valley TPR’s mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that often have a higher than average need for transit and have limited access to transportation services and facilities and the population totals in the Gunnison Valley TPR are outlined in the table below.

| Total Population | Youth Population | Older Adult Population | People of Color | People with Limited English Proficiency | Veteran Population | Low-Income Population | Zero-Vehicle Households | People with Disabilities |
|-------------------|------------------|------------------------|-----------------|---|--------------------|-----------------------|-------------------------|--------------------------|
| 105,773 (100%) | 19,652 (19%) | 25,656 (24%) | 21,892 (21%) | 3,972 (4%) | 7,103 (7%) | 5,388 (12%) | 1,732 (4%) | 14,225 (13%) |

Source: U.S. Census Bureau, American Community Survey (2019-2023) Note: Data is sourced from the American Community Survey and will have discrepancies with data sourced from DOLA.

It is essential to consider historically underserved communities when improving transportation systems

to promote equity and create a more accessible and connected region for all community members.



Creating an Equitable Transportation System

Colorado’s statewide transportation and transit planning efforts consider the needs of all people and communities through an equity framework, ensuring equity is meaningfully integrated into the planning process – not only from an equality perspective, but also through the lens of equity.

An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping and social/recreational activities. Access results in opportunities that can often positively influence personal health and quality of life.



Where People Travel to Work (by County)

Delta County

Delta County (Live & Work): 44.6%

Montrose County: 15.2%

Mesa County: 11.6%

Gunnison County: 3.5%

Gunnison County

Gunnison (Live & Work): 60.5%

Eagle County: 5.6%

Denver County: 4.0%

Summit County: 3.1%

Hinsdale County

Hinsdale County (Live & Work): 41.8%

Adams County: 5.4%

Arapahoe County: 5.0%

El Paso County: 4.7%

Montrose County

Montrose County (Live & Work): 57.0%

Jefferson County: 8.1%

Denver County: 5.6%

Arapahoe County: 4.6%

Ouray County

Ouray County (Live & Work): 43.6%

San Miguel County: 14.5%

Montrose County: 9.2%

Denver County: 5.5%

San Miguel County

San Miguel County (Live & Work): 76.9%

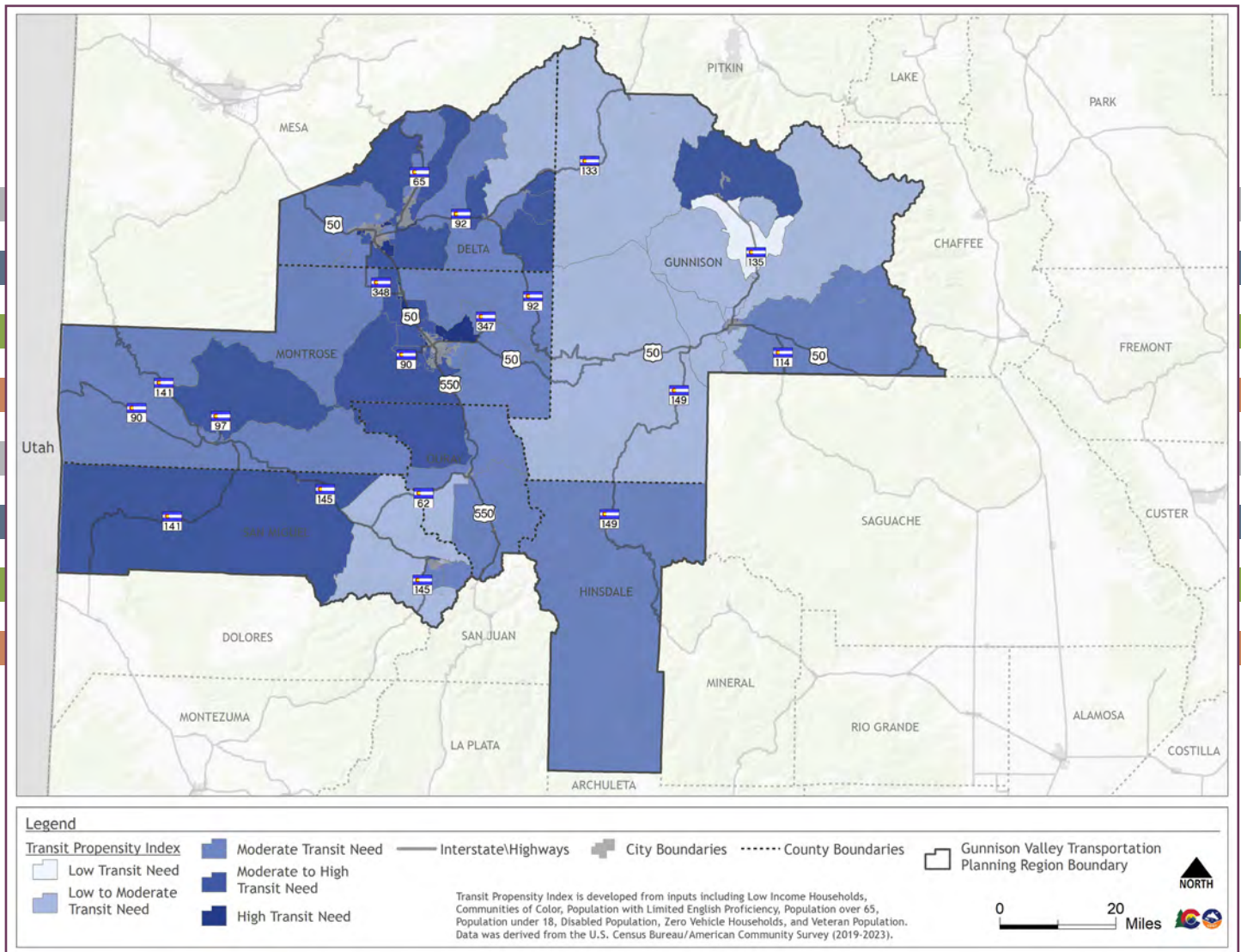
San Miguel County: 2.1%

Montrose County: 2.0%

Denver County: 1.8%

Source: U.S. Census, Longitudinal Employer-Household Dynamics, 2022

Identified Transit Need

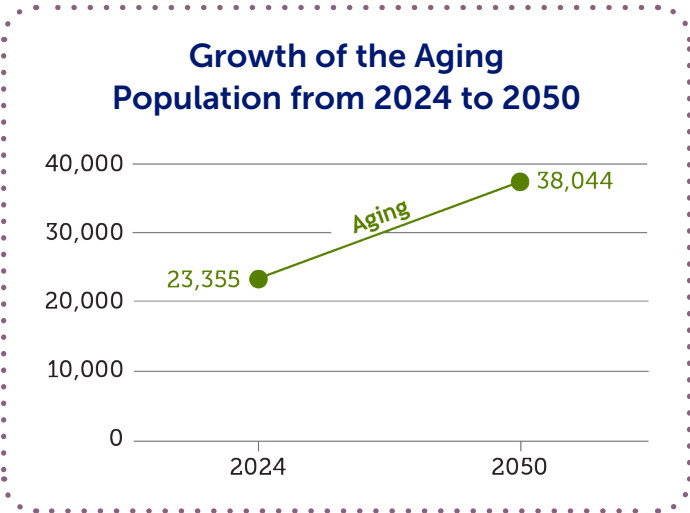


Source: U.S. Census Bureau / American Community Survey (2019-2023).

The map above depicts transit needs in the Gunnison Valley TPR and helps identify priority areas for transit improvements.

Aging Population

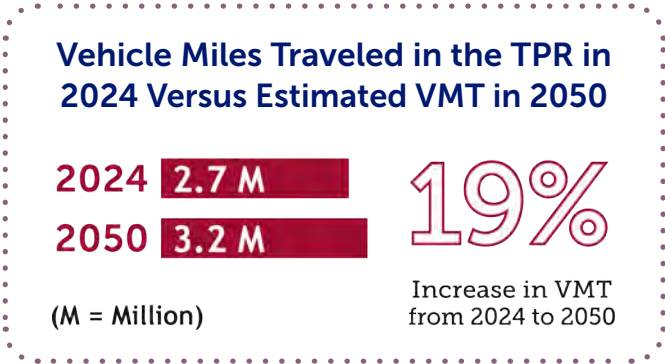
Aging adults, those over 65 years old, are anticipated to have different travel needs. The aging population will likely need public transportation services as alternatives to driving as well as roadway improvements such as better signage, striping and lighting. The aging population in the Gunnison Valley TPR is expected to increase by 63% by 2050. This growth pattern will require special considerations when planning for a more accessible and connected transportation system in the region.



Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.

Vehicle Travel & Congestion

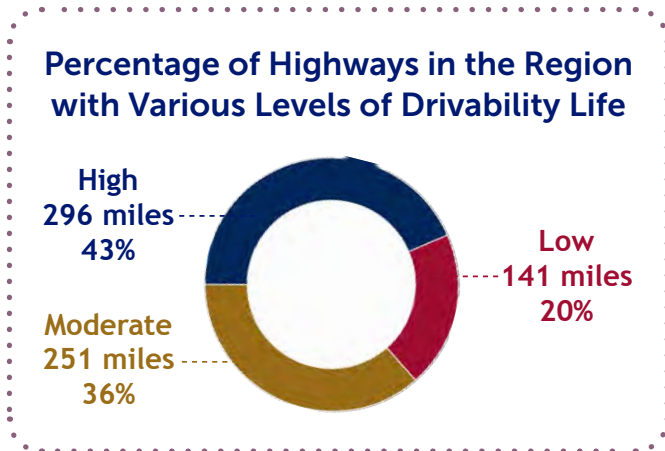
While the total Vehicle Miles Traveled (VMT) are anticipated to increase by 19% in the region from 2024 to 2050, the travel experience is anticipated to remain at an acceptable level of service with minimal congestion compared to other highways around the state. The Gunnison Valley TPR experiences higher levels of congestion seasonally due to tourism and when closures of I-70 force detours into the region.



CDOT DTD, Travel Modeling Unit, 2024

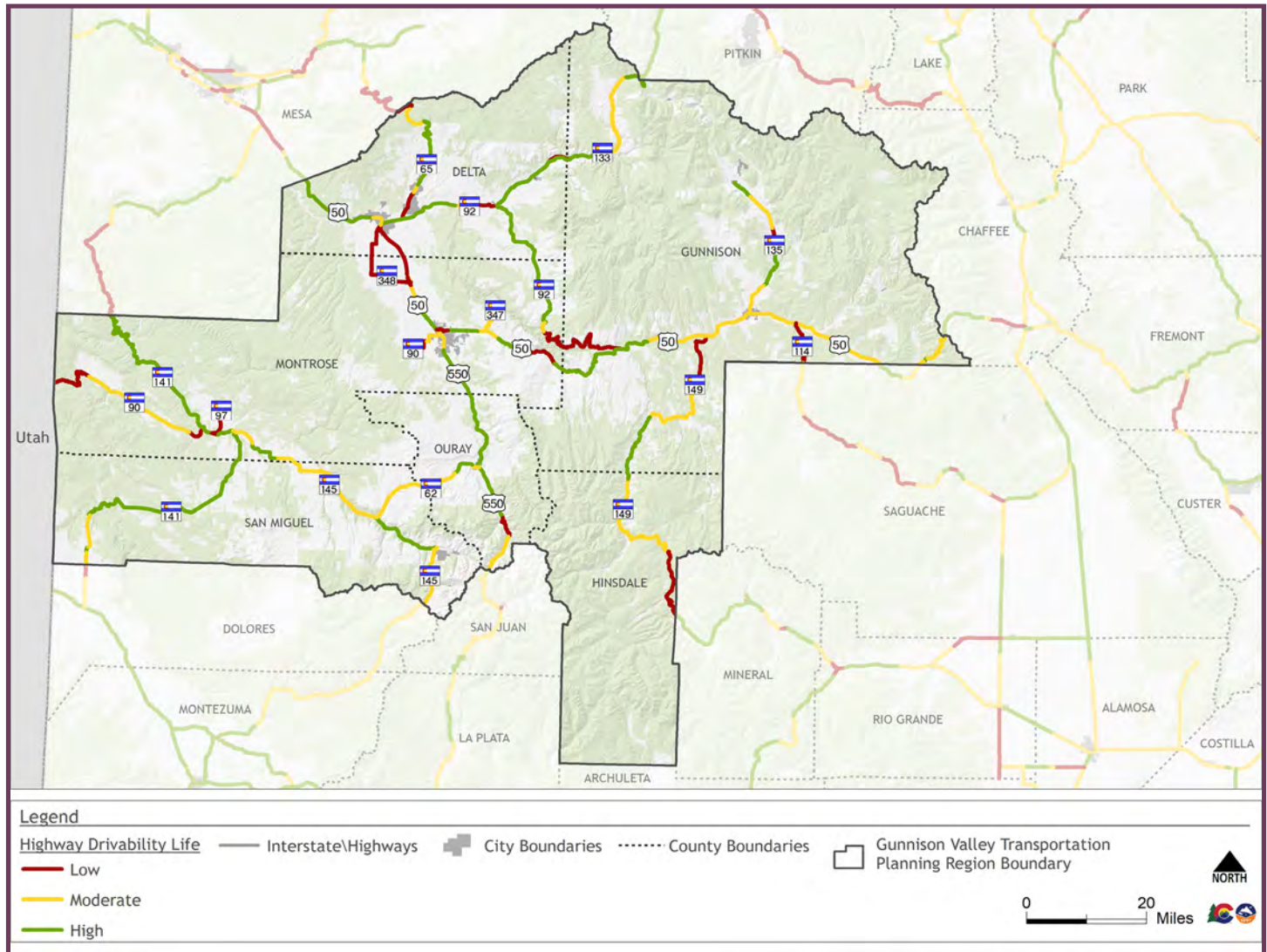
Road Conditions

- Drivability life is the remaining life of the surface of the road and indicates how long a highway will have acceptable road surface and driving conditions
- Roadways classified with high drivability life account for 43% of the total, while those with moderate drivability life make up 36%, and roadways in low drivability condition at 20%
- The Gunnison Valley TPR road conditions are categorized in the graphic on the right based on 2023 data



Source: CDOT Asset Management Database, 2023. Note: Due to rounding, figures may not total exactly to 100%

Highway Drivability Life



The map above depicts highway drivability life in the Gunnison Valley TPR. It is used to identify the remaining service life of roadways that need maintenance or improvements.

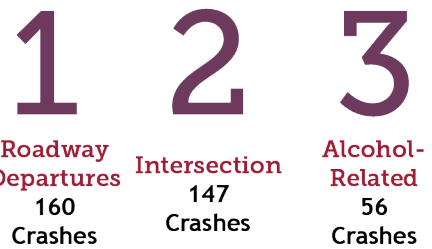
CDOT's Advancing Transportation Safety

Colorado's Advancing Transportation Safety (ATS) initiative is a statewide collaboration of public and private partners dedicated to improving transportation safety. Developed under the 2020-2023 Strategic Transportation Safety Plan, ATS builds on the Moving Toward Zero Deaths effort, and advocates for a unified, coordinated approach to key safety issues. The initiative aims to foster a strong safety culture and reduce fatalities and serious injuries on Colorado roadways through long-term investment and commitment.

Vulnerable Road Users (VRU)

VRU are defined as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), using personal mobility devices (e.g. walkers or wheelchairs), and those on foot in work zones. The 2021 Bipartisan Infrastructure Law (BIL) requires each state to identify areas where people who ride bikes and walk are at higher risk of being involved in a crash that results in a death or serious injury, and work towards making those locations and populations safer. CDOT is committed to this effort, actively working with local partners to implement data-driven safety improvements and ensure safer travel for users of all modes.

Top 3 Crash Factors Resulting in Injury or Death (2023)



Source: CDOT Crash Database, 2025

VRU Crashes Recorded in the Gunnison Valley TPR Resulting in Injury or Death(2023)



Source: CDOT Crash Database, 2025

During the development of the 2025 Strategic Highway Safety Plan, the following concerns were identified by local stakeholders:

- **Community Challenges:** grant navigation and staff support
- **Driver Behavior and Education:** distracted and impaired driving, speeding, crash data gaps, need for accessible, early, and comprehensive education, Colorado roads and rules, engineering as a profession, collective programming
- **Enforcement and Policy Gap:** explore automated enforcement, judicial accountability, workforce shortage, stronger penalties and policies (e.g. seat belts and helmets)
- **Infrastructure and Design Gaps:** multimodal infrastructure need, rural roadway design (e.g. lighting, shoulders and signage), wildlife fencing
- **Innovation:** data-driven solutions, technology integration, grant partnerships, collaboration with different entities, policies and planning (Right of Way coordination, lane diets, Americans with Disabilities Act (ADA) engagement), intersection safety
- **Safety Culture:** differences between generations, utilize grassroots efforts, social factors affect driving behaviors and safety awareness, work with youth



Bustang Outrider is an interregional service provided by CDOT, serves five stops within the Gunnison Valley TPR.



Plane taxiing on a runway at the Montrose Regional Airport.

Colorado Freight Corridors

Colorado Freight Corridors are highway routes in Colorado that are critical for interregional and interstate commercial vehicles to transport goods. These corridors have been identified as the most critical routes to facilitating the movement of goods into, out of and within Colorado. Three Colorado Freight Corridors pass through the region: US 50, CO 141 and US 550.

Transit

Transit service operating in the Gunnison Valley TPR includes commuter and local fixed-route and deviated fixed-route services, demand response, vanpooling, and the gondola connecting Telluride and Mountain Village. Two interregional Bustang Outrider routes operate in the region. One route provides service between Crested Butte and Denver, and the other route connects Durango and Grand Junction — making five stops in the TPR. All Points Transit, Gunnison Valley Regional Transportation Authority, Mountain Express, Town of Mountain Village, Town of Telluride and the San Miguel Authority for Regional Transportation operate local and regional service in the region. In addition, six Human Services agencies provide transportation for their clients in the region.

Airports

The Gunnison Valley TPR includes three commercial service airports: Gunnison-Crested Butte Regional, Montrose Regional and Telluride Regional. The Gunnison Valley TPR also includes five general aviation airports, including: Blake Field in Delta, Crawford Airport, Hopkins Field in Nucla, North Fork Valley in Paonia and Westwinds in Delta.



A custom bike rack was created to increase Delta County's bicycle infrastructure while fostering healthy lifestyles and economic development.



Temporary street improvements in Delta provided multimodal opportunities to encourage the use the main street corridor.

Bicycling & Walking

High Demand Bicycle Facility/Active Transportation Facility mileage statistics are based on a 2017 CDOT inventory that documented striped bike lanes, bikeable shoulders, shared-use paths, and sidewalks along Colorado's state highways. High bicycling activity corridors were identified using 2023 Strava data, which tracks annual trip activity by roadway segment. Segments ranking in the top quartile of activity within each TPR are classified as high bicycling activity.

Facility Mileage

- 0 miles of bike lanes
- 9 miles of shared-use path
- 24 miles of sidewalks
- 257 miles of bikeable shoulder
- 688 miles of highways

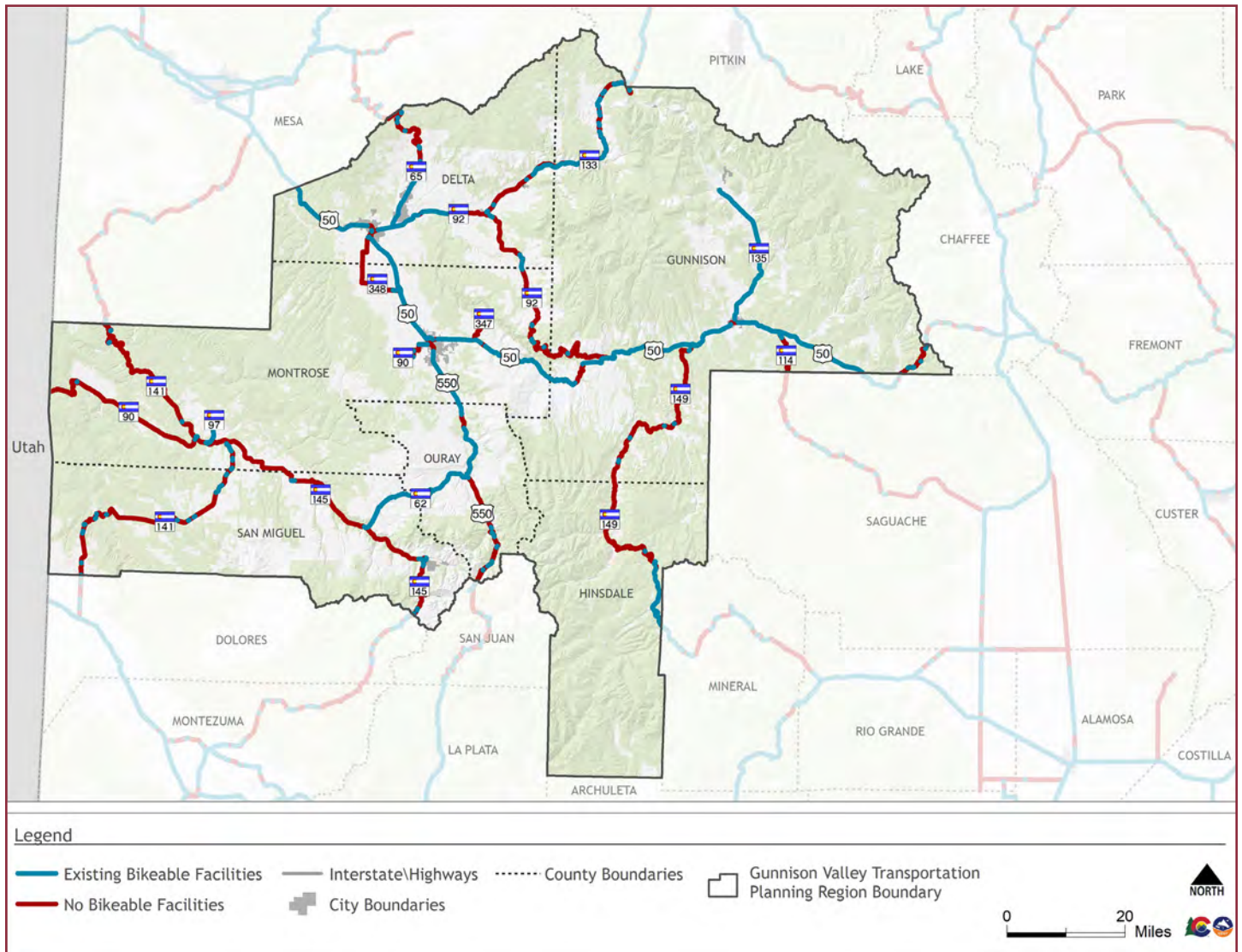
High Bicycle Activity Corridors

- CO 135 between Gunnison and Crested Butte
- CO 145 between Placerville and Ames



The Gunnison Main Street Park upgrade provides outdoor seating for dining and attractive, safe sidewalks.

Bicycle Facilities Map



This map of Gunnison Valley is used to identify roadways that need bikeable facilities. Highway segments are color-coded. Red segments are roads with no bikeable facilities and blue segments show existing bikeable facilities.

2025 CDOT Active Transportation Plan

Scenic Byways

Colorado's 26 Scenic and Historic Byways are officially designated routes each having irreplaceable and distinctly characteristic intrinsic qualities, which include scenic, historic, recreational, cultural, archaeological and natural. The byway corridor includes the right of way and adjacent areas such as viewsheds, main streets, point of interests, overlooks, sites and attractions within the region. Each byway has its own Corridor Management Plan outlining the byway's goals, strategies and responsibilities, as well as protecting their intrinsic qualities, specifically for community livability and visitor experience. The Scenic and Historic Byways in the region include: Alpine Loop, Grand Mesa Byway, San Juan Skyway, Silver Thread Byway, Unaweep Tabeguache Byway and West Elk Loop.

Economic Vitality

Primary economic generators in the Gunnison Valley TPR include agriculture, energy, higher education, outdoor recreation, tourism and hunting. To support growth in these industries, the region must have an efficient transportation system to facilitate freight movement of agricultural goods, as well as mobility options for people visiting the region.



The North Clear Creek Falls is one of the natural attractions accessed along the Silver Thread Scenic Byway that passes through Creede, Lake City and South Fork.





Black Canyon of the Gunnison National Park is a popular destination for camping, hiking, fishing and boating.



Recreational cycling is one of the attractions of the region. Wide shoulders and signage are important to keep cyclists safe.

Gunnison Valley TPR's Transportation Focus Areas

Transportation impacts the lives of community members, employees, and visitors of Colorado in various ways across the state. The TPR members identified the following topics that highlight what is most relevant and unique to the Gunnison Valley TPR when it comes to transportation.

Tourism & Federal Lands

Tourism is a primary economic generator in the Gunnison Valley TPR. Visitors come to the region for all-season outdoor recreational activities such as skiing, snowboarding, hiking and bicycling. The region is home to key visitor destinations such as the resorts of Crested Butte and Telluride, which welcome visitors during the winter months, as well as state and national parks including the Black Canyon of the Gunnison National Park — which welcomes outdoor enthusiasts during the summer months.

The highway system plays a valuable role in connecting visitors to these destinations, including providing necessary connections to the region's airports for out-of-state travelers. Bicycling in the region is also a popular and growing activity for both transportation and recreation, and with six scenic byways in the area, it is important that all modes of transportation can safely use the roadways in the region. Enhanced access to nature has a beneficial impact on both the long-term quality of life enjoyed by community members and the economic vitality of the businesses that support the strong and growing tourism and resource extraction sectors.

The Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP) were created by Congress to dedicate funding toward improving and maintaining access to national parks, forests, wildlife refuges, national historic sites and many other recreation and resource extraction sites. The Gunnison Valley TPR desires a more integrated approach to planning and programming projects of mutual interest among federal, state, and local agencies in the region.

Sustainability

There is a critical link between transportation planning and the environment. Prioritizing sustainability within multimodal transportation is vital to preserving national parks and federal lands, protecting wildlife and natural habitats, and addressing climate change in the Gunnison Valley. Well-connected transit systems, along with accessible and complete facilities for pedestrians and cyclists, are essential components of a sustainable transportation network. These elements not only reduce the environmental impact of single-occupancy vehicles, but also promote active transportation such as walking and cycling – which reduces emissions and improves public health. The region's focus on providing all mobility options helps relieve stress on roadways during peak tourist seasons and creates safer, more efficient travel for residents and visitors alike year-round. By ensuring that transit, pedestrian and cycling networks are integrated and easily accessible, the Gunnison Valley TPR can foster long-term sustainability, improve mobility, and enhance quality of life for all its community members.

Regional Transit & Economic Development

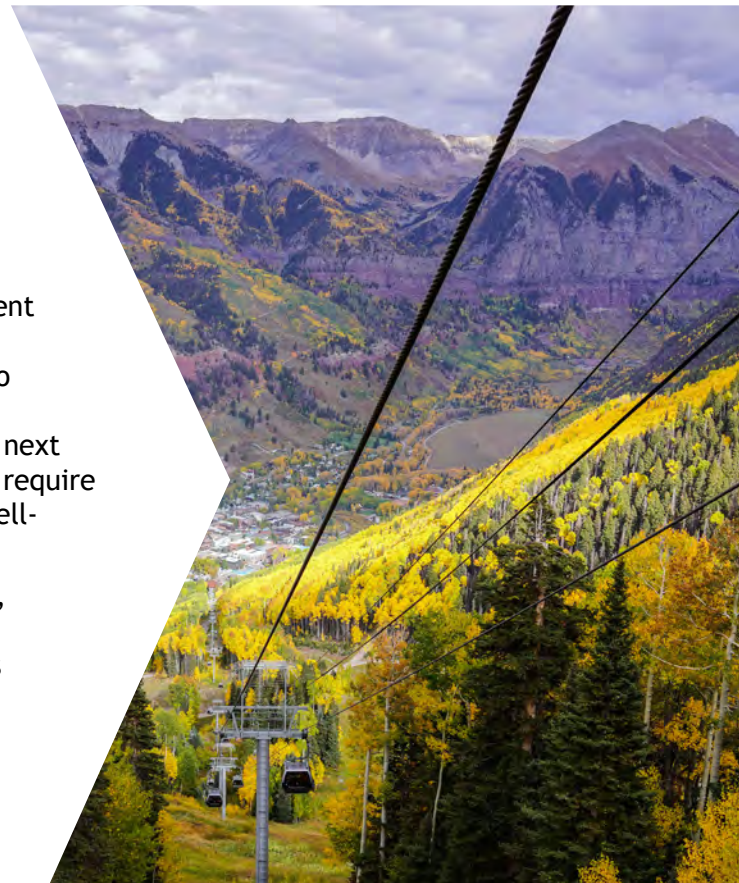
Local and regional transit services in the Gunnison Valley play a vital role in supporting quality of life by providing access to jobs and spurring economic activity in the region. Commuter and local services connect communities with more affordable housing to resort communities, providing the employee base needed to support regional tourism. The aerial tramway connecting the Town of Mountain Village and the Town of Telluride serves as an important economic engine, offering tourists a unique, convenient and enjoyable mobility experience.

Investing in regional transit not only improves access for community members but also encourages economic development by attracting businesses and enhancing connectivity between key areas in the region. As the region's population continues to age in place, the importance of having reliable and connected transportation options becomes increasingly critical. Over the next 30 years, the significant rise in the older adult population will require transportation systems that are not only accessible but also well-integrated to meet the mobility needs of this growing group.

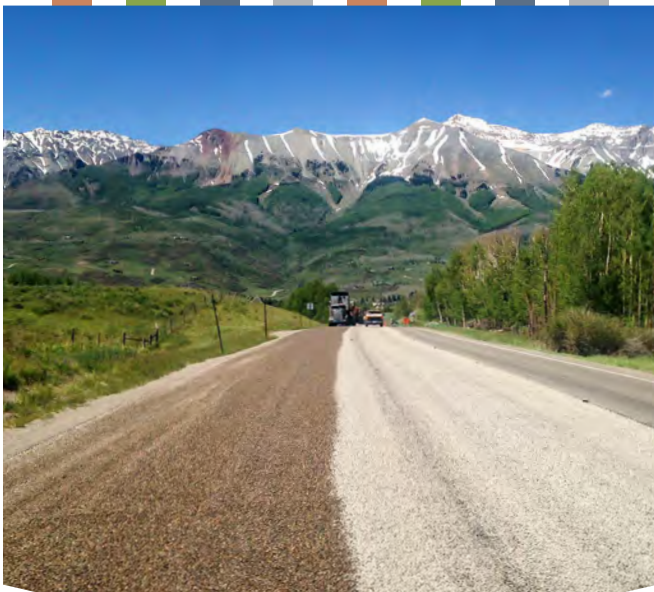
Expanding and enhancing multimodal transportation options, including local, regional and interregional transit, is crucial for ensuring that older adults and other residents can access essential services, maintain independence, and continue contributing to the community. Reliable transit will also support the region's economic vitality by ensuring that the workforce can access job opportunities and that tourists can experience the area without the limitations of personal vehicle use. Continued investment in these transportation systems is key to fostering both economic growth and the long-term health and sustainability of the region.



CDOT clearing mud from CO 141 after heavy rainfall caused flooding.



The Telluride Tramway provides a free public transportation option.



Freight & Rail

Freight moves the products and valuables we use on a daily basis. The Gunnison Valley TPR includes three Colorado freight corridors: US 50, CO 141 and US 550. The Gunnison Valley TPR is served by the Union Pacific Railroad freight rail line. Several industries rely on truck or rail for freight movement in and out of the Gunnison Valley. Top commodities by value exported from the TPR are grains and petroleum refining products, which require transport of resources and finished materials. To support these industries the region must have a reliable transportation system. As Colorado's population and economy grow, so too will the importance of providing a transportation network to facilitate the movement of goods in support of the local agriculture and mineral industries.



Road Conditions

Well-maintained roads are essential to the quality of life for residents, employers, and visitors to the Gunnison Valley TPR. When roads are well maintained in the region, drivers are safer, the wear and tear on cars, trucks, and heavy vehicles is minimized, goods and services can be moved about the region, bicyclists can safely use the roadway to travel, and transit services can reliably be provided. The condition of the road determines the ability of people to get around, enhancing the local economy and improving people's lives.



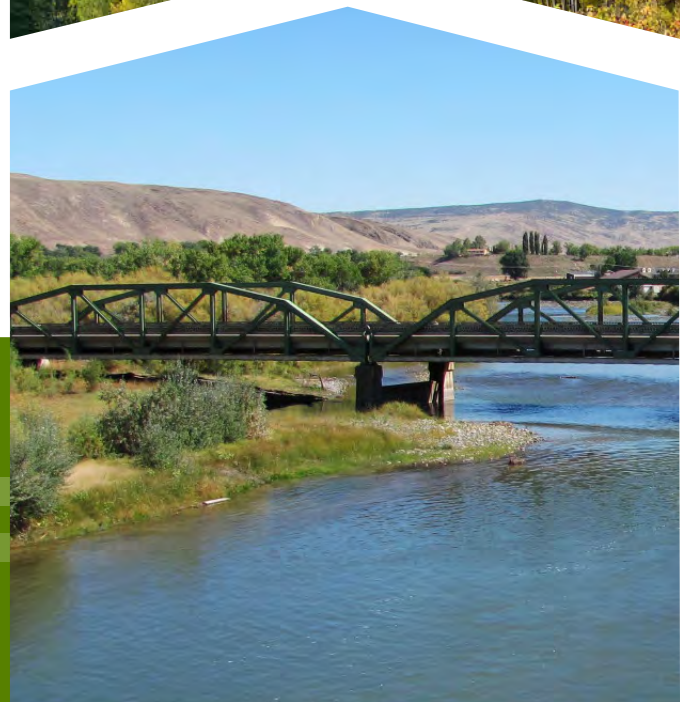
Environmental Mitigation

Transportation, like all human activities, affects the environment. The rules governing the statewide and regional planning process require CDOT to consider environmental impacts potentially caused by transportation projects. These planning regulations require plans and projects to be coordinated with other local, state, and federal agencies to identify and discuss how to maintain projects and/or restore the environments impacted by the transportation projects. For example, if a project is anticipated to worsen air quality, the project solutions should seek to avoid, minimize, or mitigate this impact. In this case, mitigation measures could include optimizing the traffic signal to improve traffic flow and reduce vehicle emissions. The state and federal requirements pertaining to environmental consultation have been followed in the creation of this plan.

Regional Growth

With an increasing number of residents and visitors, the demand for reliable and efficient transportation options will only rise. A well-maintained transportation network ensures that the infrastructure can accommodate this growth and meet the diverse needs of the community. Regular maintenance and upgrades to roads, transit systems and multimodal facilities help prevent deterioration, reduce costly repairs, and improve safety for all users. This not only supports the region's economic growth, but also fosters a higher quality of life for community members, providing them with safe and accessible options to travel for work, education or recreation.

As tourism continues to play a significant role in the region's economy, maintaining a robust transportation system is also essential for ensuring that visitors can easily access key destinations and attractions. By investing in the maintenance of these systems, the Gunnison Valley TPR can ensure that both residents and visitors have reliable transportation choices, ultimately contributing to sustainable growth. This approach will help create a transportation network that supports the needs of all community members – whether they are commuting to work, enjoying outdoor recreation, or traveling for tourism – while reinforcing the economic vitality of the region for years to come.



Gunnison Valley TPR Vision & Goals

Vision

The Gunnison Valley TPR will accommodate the region's existing and future multimodal transportation needs by maintaining a safe, convenient, reliable and efficient transportation network that supports the economic growth of the region by providing transportation choice for residents, visitors and businesses of the region.

Goals

- Provide mobility to the traveling public at an acceptable level of service
- Preserve and enhance the region's overall economic health, providing for energy development and freight movement reliability
- Maintain the transportation system in the most efficient manner possible
- Provide new integrated intermodal access, mobility options and facilities with particular emphasis on developing new bike and transit travel options
- Preserve, maintain and enhance existing transit services
- Provide additional general public transit service within and between communities to connect to activity centers across the region
- Improve and promote transportation options
- Increase transit funding through public and private mechanisms
- Integrate general public and human transit services
- Design the transportation system to fit the existing urban and natural context, minimizing impacts to the region's air, water, scenic view corridors, cultural resources and wildlife habitat
- Support the transportation system to function as a complete system with effective connectivity both within the region and to the rest of the state
- Embrace new technology as it becomes available
- Leverage the existing transportation network to support emergency response efforts



What We've Heard

Building on the extensive outreach conducted during the last plan update, CDOT officials reached out to local and regional stakeholders and community members through a wide range of public engagement activities. These outreach efforts included in person meetings, phone calls via Telephone Town Halls, and online through social media. We heard from many residents throughout the Gunnison Valley TPR and obtained the opinions and knowledge of those who live and work in this area, and as a result outlined the following priorities:

Fix Our Roads

- Improving the condition of our roads, which includes addressing potholes and surface damage to pavement, is ranked as the most important priority.

Advancing Transportation Safety

- Identified bicyclist safety, wildlife collisions and distracted driving as the highest safety concerns for the region.

Sustainability Increasing Transportation Choice

- Expanding the availability of safe and convenient sidewalks, bicycle paths and crosswalks, as well as more transit options and access were identified as high priorities for increasing transportation choice for the region.



Policy Guiding Statewide Transportation Plan Goals & Performance Measures

CDOT Policy Directive PD 14 was designed to help guide the development of CDOT's long-range statewide plan, as required by federal statute. The goals listed in the policy include: Advancing Transportation Safety, Fix Our Roads and Sustainably Increase Transportation Choice.

PD 14 provides a guiding framework, allowing regions to adapt their project prioritization and planning processes to best reflect their unique needs.

PD 14 will be reevaluated annually to ensure its guidance remains aligned with legislative changes. This regular review will also help integrate updated information into the annual budget, the Statewide Transportation Improvement Plan, the 10-Year Plan and related amendments.

Complete Projects

What is a “complete project?” A complete project considers and prioritizes both people and places, ensuring transportation solutions fit the surrounding context to deliver context sensitive mobility solutions. Complete projects integrate as many project components as feasible to make the project more competitive for evaluation related to as many elements as possible – such as roadway improvements, safety measures, transit and active transportation – to create well-rounded, multimodal projects.

This approach supports PD 14 and enhances competitiveness for and inclusion in the 10-Year Plan and other available discretionary funding, along with maximizing modal integration and improving cost effectiveness. Additionally, complete projects support improved access and connectivity between travel modes for projects across the state (e.g. walking access to a transit station). The goal of a complete project is to integrate roadway, safety, transit, active transportation and other modal components into projects to make them complete.

Complete Projects Concepts



People



Safety



**Cost
Effectiveness**



Mobility



Choice



Demand



Context

Gunnison Valley Transportation Projects

The region's transportation project list is characterized by a mix of transit, bicycle and pedestrian, and intersection/interchange improvement projects. The list also includes safety-related projects that address shoulder deficiencies, intersection-related needs, and wildlife mitigation.

The project list was developed by first aligning previously identified projects with the known corridor needs and then adding new projects to address unmet needs. The full project list includes the projects best suited to meet the transportation needs of the region between now and 2050.

Development of Project List



Regional Priorities

To ensure projects align with regional and statewide priorities, the Gunnison Valley TPR utilized both PD-14, Statewide Planning Goals and Performance Measures, and region-specific prioritization criteria to guide project selection for this plan. These criteria help evaluate and prioritize investments based on key transportation needs, ensuring a connected, safe and resilient transportation system. The Gunnison Valley TPR prioritization criteria included:

- Advancing Transportation Safety (PD 14)
- Fix Our Roads (PD 14)
- Sustainably Increase Transportation Choices (PD 14)

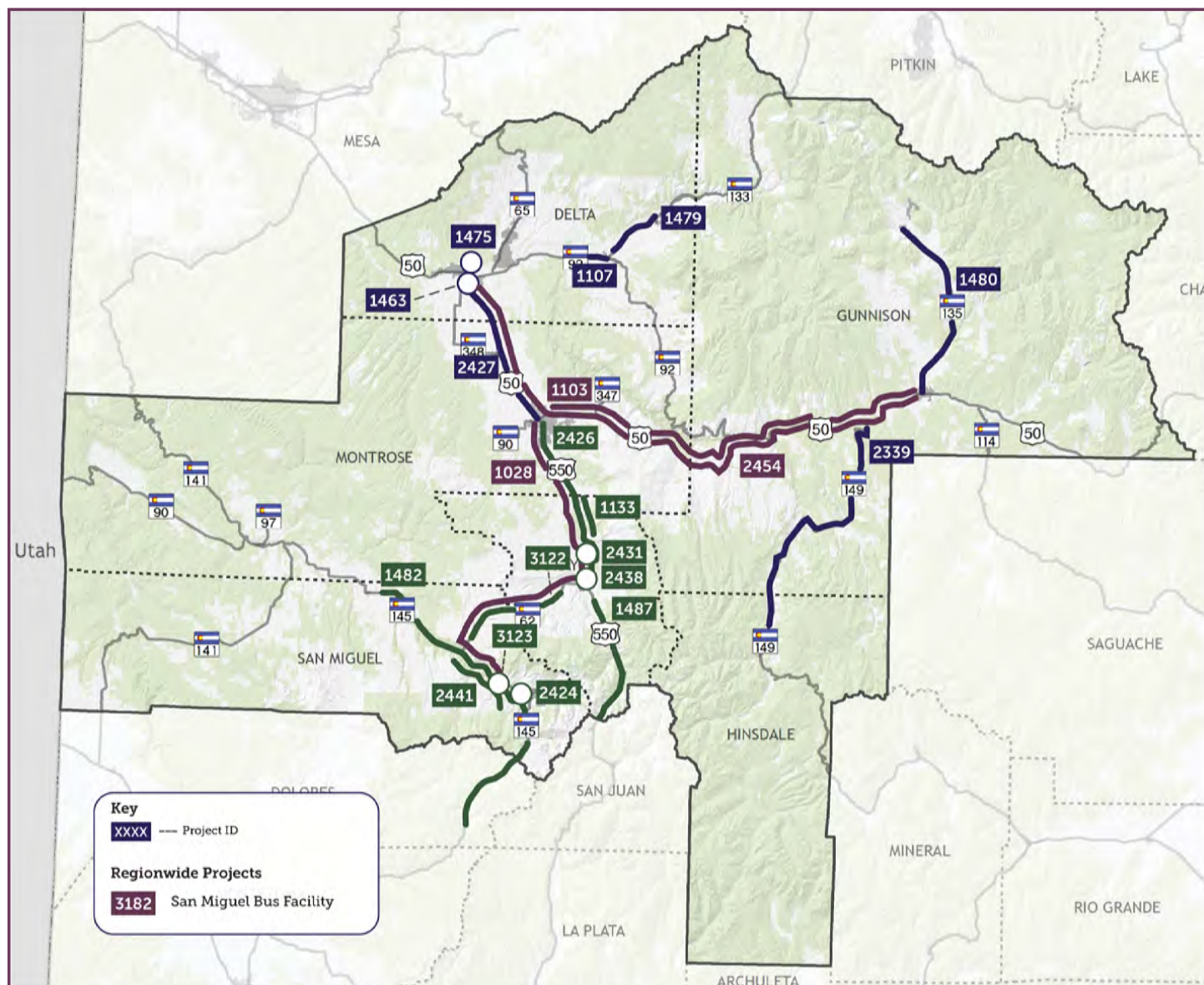
Gunnison Valley TPR's Top Project Priorities

The Gunnison Valley TPR's priority projects are shown on the map on the next page. These projects were identified as priorities because they address the region's most pressing needs and align with the guiding principles. Implementation of these projects will help the region achieve its goals. Because the Gunnison Valley TPR is split between two CDOT regions (Region 3 and Region 5), the highway priorities shown on the map and listed on page 24 are grouped by CDOT region and do not represent a ranked order.

The top five priority transit projects are listed for the Gunnison Valley TPR as a whole. The

priority highway projects focus on safety improvements that add shoulders, mitigate wildlife crashes by adding fencing and wildlife overpasses, and intersection improvements. The priority transit projects include new transit service and regional transit and storage facilities. The project list reflects the region's top priority projects, most of which are currently unfunded. The timing for project completion will depend on transportation funding availability. The full project list can be found in Appendix B.

Gunnison Valley TPR's Top Project Priorities Map



Priority Highway Projects in CDOT Region 3

- 1107** CO 92 Hotchkiss Safety Improvements
- 2427** US 50 Montrose to Delta Corridor Improvements
- 1479** CO 133 Hotchkiss to Paonia Reconstruction
- 1480** CO 135 Safety Improvements
- 2339** CO 149 US 50 Lake City Safety Improvements
- 1463** US 50 Delta Main Street Improvements
- 1475** CO 92 Meeker Street Intersection Improvements

Priority Highway Projects in CDOT Region 5

- 1133** US 550 Colona Wildlife and Safety Improvements
- 2424** CO 145 underpass between Lawson Hill and Mountain Village
- 1482** CO 145 Multimodal Improvements
- 2441** CO 145 Down Valley Connector Trail Improvements
- 1487** US 550 Red Mountain Improvements
- 2431** US 550 Bike and Pedestrian Crossing North of Ridgway
- 2426** US 550 Uncompahgre Trail Montrose to Ouray
- 2438** US 550 Mall Road Area Intersections
- 3123** CO 145 Illium Intersection Improvements

Priority Transit Projects

- 2454** Western Slope Outrider Stops and Shelters
- 1028** Regional Transit Service Montrose to Telluride
- 1103** Essential Bus Service between Gunnison and Montrose
- 3182** San Miguel Bus Facility

Gunnison Valley TPR Priority Projects CDOT Region 3

| ID | Type | Highway | Name | Description |
|------|---------|---------|---|---|
| 1107 | Highway | CO 92 | CO 92 Hotchkiss Safety Improvements | Addition of shoulders and provide turning lanes on CO 92 at county road intersections west of Hotchkiss. Improvements include new culvert drains, delineation, guardrail, signage and striping. |
| 2427 | Highway | US 50 | US 50 Montrose to Delta Corridor Improvements | Safety and access improvements along the US 50 corridor from Montrose to Delta, including at Montrose Airport. |
| 1479 | Highway | CO 133 | CO 133 Hotchkiss to Paonia Reconstruction | Reconstruction and widen shoulders along CO 133 from Hotchkiss to Paonia. |
| 1480 | Highway | CO 135 | CO 135 Safety Improvements | Safety improvements along the CO 135 corridor. |
| 2339 | Highway | CO 149 | CO 149 US 50 Lake City Safety Improvements | Address safety improvements from US 50 to the Town of Lake City along CO 149. |
| 1463 | Highway | US 50 | US 50 Delta Main Street Improvements | Provide multimodal enhancements by adding bike lanes throughout the Delta's downtown. |
| 1475 | Highway | CO 92 | CO 92 Meeker Street Intersection Improvements | Improve the intersection around Meeker Street in Delta. |

Gunnison Valley TPR Priority Projects CDOT Region 5

| ID | Type | Highway | Name | Description |
|------|---------|---------|--|---|
| 1133 | Highway | US 550 | US 550 Colona Wildlife and Safety Improvements | Improve three miles of shoulders along US 550. A large mammal underpass will be constructed, as well as the installation of deer fencing with animal escape ramps. |
| 2424 | Highway | CO 145 | CO 145 Pedestrian Underpass between Lawson Hill and Mountain Village | Connect the Telluride area communities of Mountain Village and Lawson Hill with an underpass beneath CO 145. Community members and transit users will gain easier access to the free public transit Gondola system and Gondola Parking Garage on the east side of CO 145, with the affordable housing areas at Lawson Hill on the west side of the highway. |
| 1482 | Highway | CO 145 | CO 145 Multimodal Improvements | Provide multimodal improvements in Norwood, Placerville, Sawpit and Rico along the CO 145 corridor. Improvements include crosswalks, ADA ramps, flashing signage, curb and gutter and restriping to improve the pedestrian and bicycling experience. |
| 2441 | Highway | CO 145 | CO 145 Down Valley Connector Trail Improvements | Improvements to five segments of the Down Valley Connector Trail System that parallels CO 145 from Placerville to Ilium, just west of Telluride. Enhancements to the trail system include construction of two bridges, which would provide access for maintenance and emergency vehicles. |
| 1487 | Highway | US 550 | US 550 Red Mountain Improvements | Improvements to US 550 along Red Mountain Pass, including parking improvements at several locations and rockfall/geohazard mitigation in conjunction with Federal Lands Access Program project. |

Gunnison Valley TPR Priority Projects CDOT Region 5 (continued)

| ID | Type | Highway | Name | Description |
|------|---------|---------|--|---|
| 2431 | Highway | US 550 | US 550 Bike and Pedestrian Crossing North of Ridgway | Just north of the Ridgway community, a bike and pedestrian overpass or underpass will connect the existing Uncompahgre Trail to Ouray County Road 10 near the Ridgway Area Trails trailhead. |
| 2426 | Highway | US 550 | US 550 Uncompahgre Trail Montrose to Ouray | Complete the multimodal Uncompahgre Trail, adjacent to US 550, to extend from Montrose to Ouray. The completed trail will connect with a segment of the already existing path in the Ridgway area. |
| 2438 | Highway | US 550 | US 550 Mall Road Area Intersections | Scope may include, but is not limited to left turn lane added at the Mall Road intersection north of Ridgway. |
| 3123 | Highway | CO 145 | CO 145 Illium Intersection Improvements | The project will install acceleration and deceleration lanes on CO 145 at the intersection of San Miguel County Road 63-L near Illium. |
| 3122 | Highway | CO 62 | CO 62 Dallas Divide Passing Lanes | Passing lanes and pullouts will be constructed on CO 62 from the CO 145 junction toward the Dallas Divide. The passing lanes and pullouts provide ample space and opportunities for faster vehicles to safely pass slower moving traffic. |

Gunnison Valley TPR Priority Transit Projects

| ID | Type | Highway | Name | Description |
|------|---------|-----------------------|--|--|
| 2454 | Transit | US 50 | Western Slope Outrider Stops and Shelters | Construct or improve bus stops and shelters along two existing Outrider routes in Montrose, Delta, and Gunnison. The routes serve passengers from Durango to Grand Junction and Denver to Gunnison. |
| 1028 | Transit | CO 62, CO 145, US 550 | Regional Transit Service Montrose to Telluride | Expands a public fixed-route transit service between Montrose and Telluride on US 550, CO 62 and CO 145. Service would expand to run every day of the week with four trips per day, requiring two full-size buses. Potential stops include Montrose, Ridgway and Telluride. |
| 1103 | Transit | US 50 | Essential Bus Service Gunnison to Montrose | Provide bus service between Montrose and Gunnison that would include at least one round-trip per day every day of the year, and would require the purchase of two vehicles. |
| 3182 | Transit | CO 145 | San Miguel Bus Facility | Assist the San Miguel Authority for Regional Transportation with property purchase and construction of a bus maintenance facility. The planned facility would accommodate office personnel, large buses and a storage area for large equipment and parts for the Mountain Village Gondola transit service. |




Relation to the Colorado Statewide Transportation Plan

This RTP is a standalone document that identifies transportation needs and priorities for the region. The Statewide Transportation Plan (Your Transportation Plan) integrates and consolidates the 15 RTPs from around the state, and the RTPs are appendices in Your Transportation Plan.

The Gunnison Valley TPR's project priorities were discussed at joint meetings with the CDOT Region 3 and Region 5 Regional Transportation Directors and the TPR chairs. These meetings enabled the Gunnison Valley TPR chair to advocate for inclusion of the TPR's priority projects in the 10-Year Strategic Project Pipeline, a primary outcome of Your Transportation Plan.

This method of planning helps ensure that Your Transportation Plan addresses multiple levels of the transportation network. The RTPs identify contextual solutions that support the statewide vision and initiatives.



This approach is key to delivering a comprehensive and cohesive plan customized to the unique needs of each region.



Transportation Funding

There are three documents, with varying detail, that outline the projects that will pertain to the Gunnison Valley TPR:

- Comprehensive list of project needs in the region (Appendix B)
- TPR's priority projects (pages 22 and 23)
- 10-Year Plan Update (Strategic Funding — if TPR projects are selected during the update process)

CDOT relies primarily on state (\$0.22 per gallon) and federal (\$0.184 per gallon) fuel taxes for long-term funding, which have not increased since 1991 and 1993, respectively. CDOT also funds transportation improvements with federal and state transportation funds, including state funds established through FASTER legislation in 2009. Stagnant revenue sources, declining purchasing power of the current fuel tax rate, and increasing vehicle fuel efficiency has gradually diminished CDOT's ability to fund the maintenance and improvement of the state's transportation system.

Your Transportation Plan (the Statewide Plan) envisions a long-term investment to build a [10-Year Strategic Project Pipeline](#). The pipeline reflects a balanced approach to transportation investment that can be acted upon if current funding opportunities from the Colorado Legislature are extended. The Gunnison Valley TPR projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort. For the longer term, 25-year planning horizon, the Gunnison Valley TPR will have considerable transportation investment needs (as listed in Appendix B) beyond 2035.



Gunnison Valley TPR's Implementation Strategies

The following section contains information about actions that the TPR recommends to implement its plan. Implementation actions are meant to be near-term, practical measures related to the Gunnison Valley TPR's vision, goals and priority projects.

- Advocate for full funding of the Gunnison Valley TPR's top priority projects
- Prioritize effective communication between CDOT and local municipalities as construction moves forward, helping inform the public about lane closures and detours
- Work with CDOT and local jurisdictions to incorporate bike lanes on existing roadways where shoulders are already wide enough to meet American Association of State Highway and Transportation Officials (AASHTO) standards and include those bike lanes on CDOT's bicycle facilities mapping
- Continue high-quality communication among CDOT, cities, counties and regional transit partners concerning planned transportation improvements
- Consider opportunities to partner with broadband providers to get fiber installed to advance economic vitality in the region
- Expand transit service to address coming population increases and to maintain the quality of life for residents – particularly those older residents who desire to age in place and continue to live in the region





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To Learn More

go to the [10-Year Vision Plan](#)
on the CDOT website.

