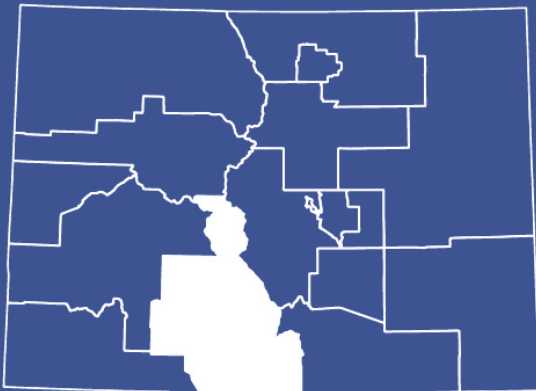


DRAFT



San Luis Valley 2050 Regional Transportation Plan



Counties:

Alamosa, Chaffee, Conejos,
Costilla, Mineral, Rio Grande
and Saguache

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

YOUR
TRANSPORTATION

PLAN

CONNECTION. CHOICE.
COLORADO FOR ALL.



COLORADO

Department of Transportation



Regional Plan Introduction



The map to the left shows the counties, state and interstate highways in the San Luis 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 San Luis 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 the RTP 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 the San Luis 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 San Luis Valley TPR today, tomorrow, and in the future.

The San Luis Valley TPR is a large region that borders New Mexico on the southern edge. The valley is surrounded by high mountain ranges including the Sangre de Cristos and San Juan Mountains, and includes the counties of Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache. The TPR is primarily served by CO 17, US 50, US 160 and US 285 corridors. The region is home to the Arkansas and Rio Grande rivers, which run through the central valley and its small agricultural and tourist-based towns. The region's recreational attractions include the Great Sand Dunes National Park, and the impressive San Juan and Sangre de Cristo mountain ranges, which continue to attract visitors and new residents to the valley.



Letter from Region Chair

Dear Neighbor,

As Chair of the San Luis Valley TPR—representing Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache 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 accomplishes these goals and more. It recognizes current needs and priorities, while formulating solutions to keep pace with regional growth and changing conditions.

The San Luis 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 RTP has been developed in tandem with CDOT’s Statewide Transportation Plan. Ensuring connectivity between the San Luis 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 San Luis 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 San Luis Valley’s transportation future.

Sincerely,

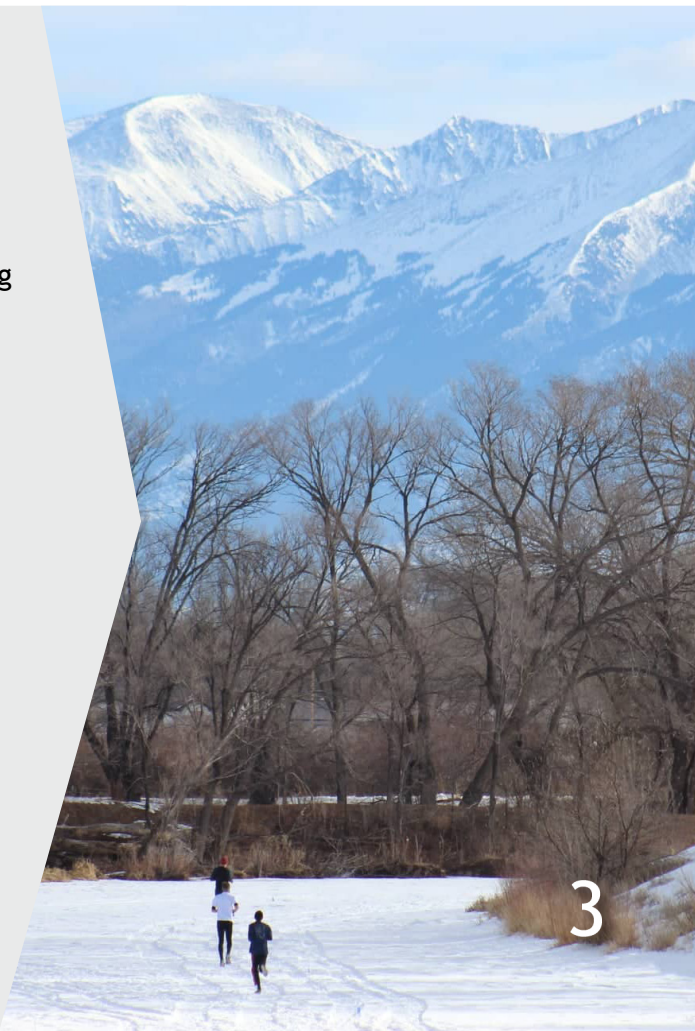
 **Vern Heersink**
Alamosa County Commissioner

San Luis 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 of this TPR include:

- Alamosa
- Alamosa County
- Antonito
- Blanca
- Bonanza
- Buena Vista
- Center
- Chaffee County
- Conejos County
- Costilla County
- Creede
- Crestone
- Del Norte
- Hooper
- La Jara
- Manassa
- Mineral County
- Moffat
- Monte Vista
- Nathrop
- Poncha Springs
- Rio Grande County
- Romeo
- Saguache
- Saguache County
- Salida
- San Luis
- San Luis Valley Council of Governments
- South Fork



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 San Luis Valley's plan, and the full Regional Transit Plan 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

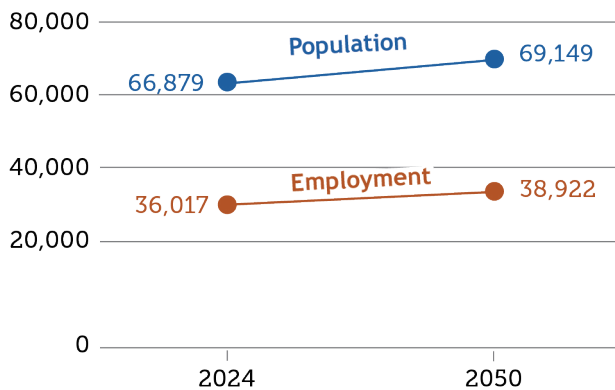
Regional Transportation Story

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.

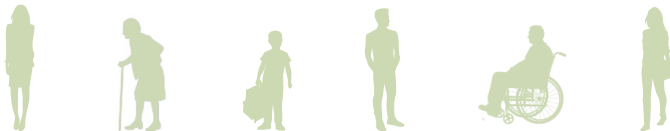
Population & Employment

The population in the San Luis Valley TPR is projected to increase by 3% by 2050, with employment expected to rise by 8%. Notably, the older adult population is set to grow, increasing by 19%.

Growth of the General Population & Employment from 2024 to 2050



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 San Luis 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 San Luis 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
66,151 (100%)	13,006 (20%)	14,539 (22%)	28,372 (40%)	2,983 (5%)	3,581 (5%)	5,009 (17%)	1,432 (5%)	10,800 (16%)

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)

Alamosa County

Live & Work (Alamosa County): 55.0%

Rio Grande County: 7.6%

El Paso County: 4.2%

Conejos County: 3.5%

Chaffee County

Live & Work (Chaffee County): 51.3%

Denver County: 7.2%

El Paso County: 5.0%

Arapahoe County: 4.3%

Conejos County

Live & Work (Conejos County): 39.8%

Alamosa County: 23.9%

Denver County: 4.0%

El Paso County: 3.3%

Costilla County

Live & Work (Costilla County): 38.2%

Alamosa County: 16.7%

El Paso County: 5.7%

Denver County: 4.3%

Mineral County

Live & Work (Mineral County) 47.6%

Denver County: 5.7%

Archuleta County: 4.8%

El Paso County: 4.8%

Rio Grande County

Live & Work (Rio Grande County) 42.8%

Alamosa County: 18.6%

Saguache County: 4.4%

Denver County: 3.6%

Saguache County

Live & Work (Saguache County) 36.2%

Rio Grande County: 15.6%

Alamosa County: 8.7%

Chaffee County: 4.7%

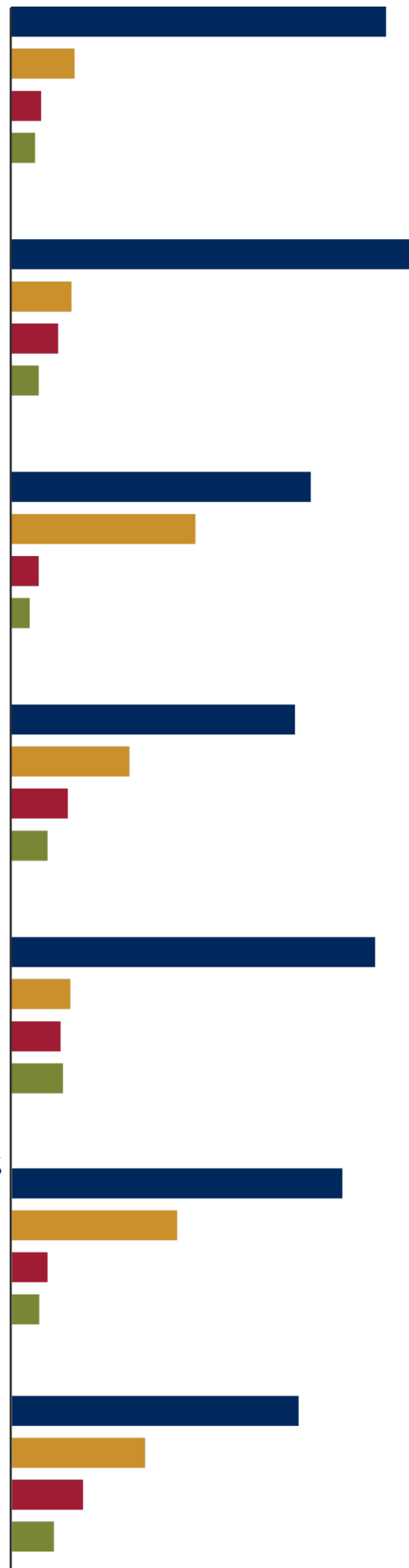
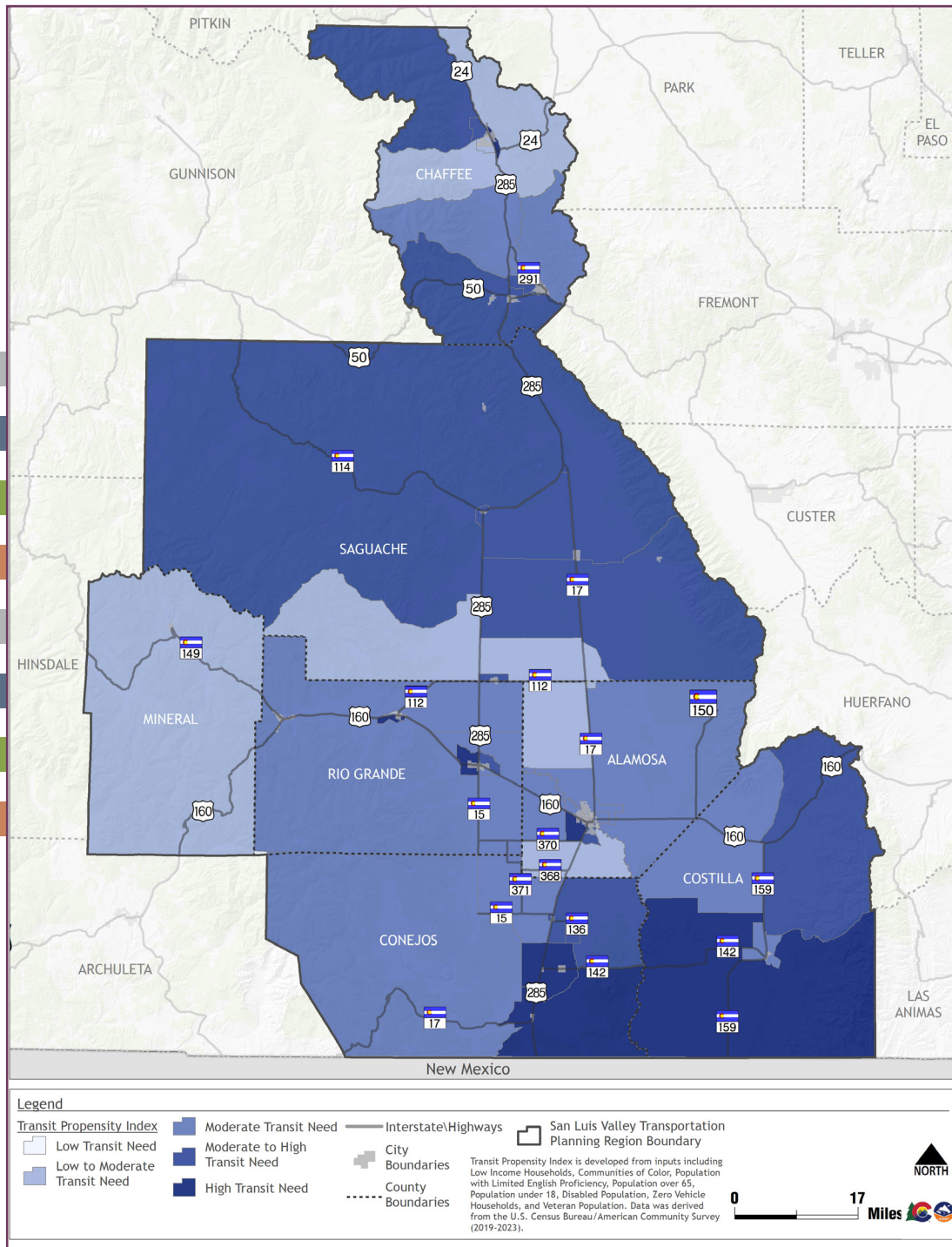


Figure 3. Source: U.S. Census, Longitudinal Employer-Household Dynamics, 2022

Identified Transit Need

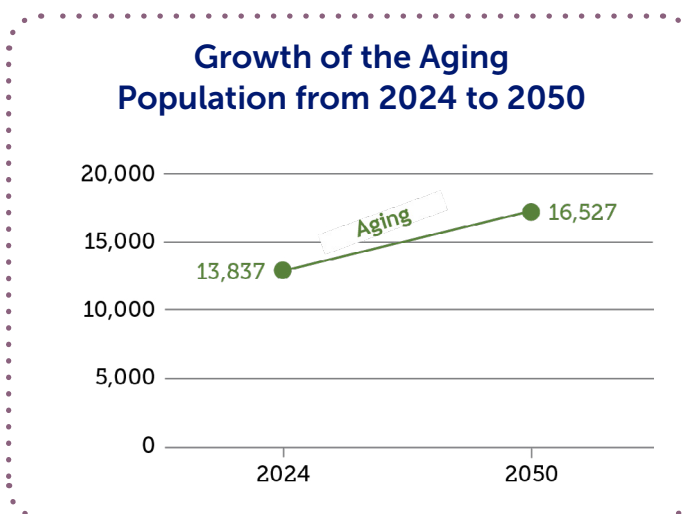


Source: U.S. Census Bureau / American Community Survey (2019-2023).

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

Aging Population

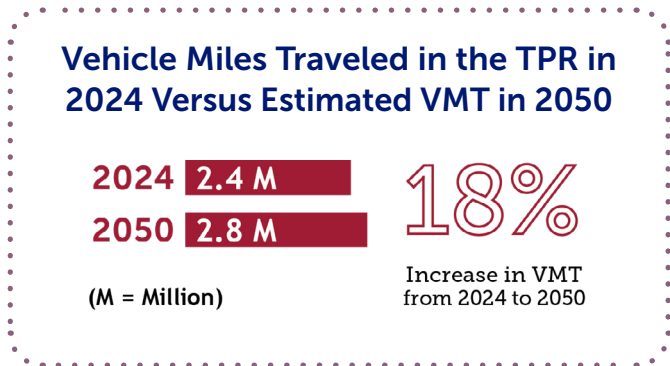
Aging adults, those over 65 years old, are anticipated to have different travel needs. The aging population will likely need public transportation services as alternatives to driving as well as roadway improvements such as better signage, striping and lighting. The aging population in the San Luis Valley TPR is expected to increase by 19% 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

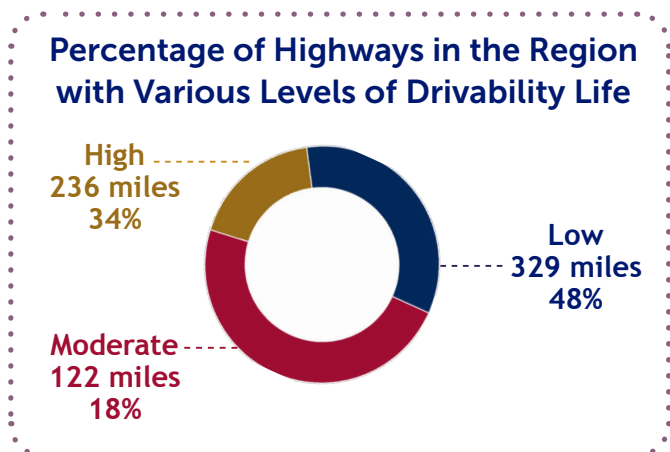
While the total Vehicle Miles Traveled (VMT) are anticipated to increase by 18% in the region from 2024 to 2050, the travel experience is anticipated to remain at an acceptable level of service with minimal congestion compared to other highways around the state. The San Luis Valley TPR experiences higher levels of congestion seasonally due to tourism and when closures of I-70 force detours into the region.



CDOT DTD, Travel Modeling Unit, 2024

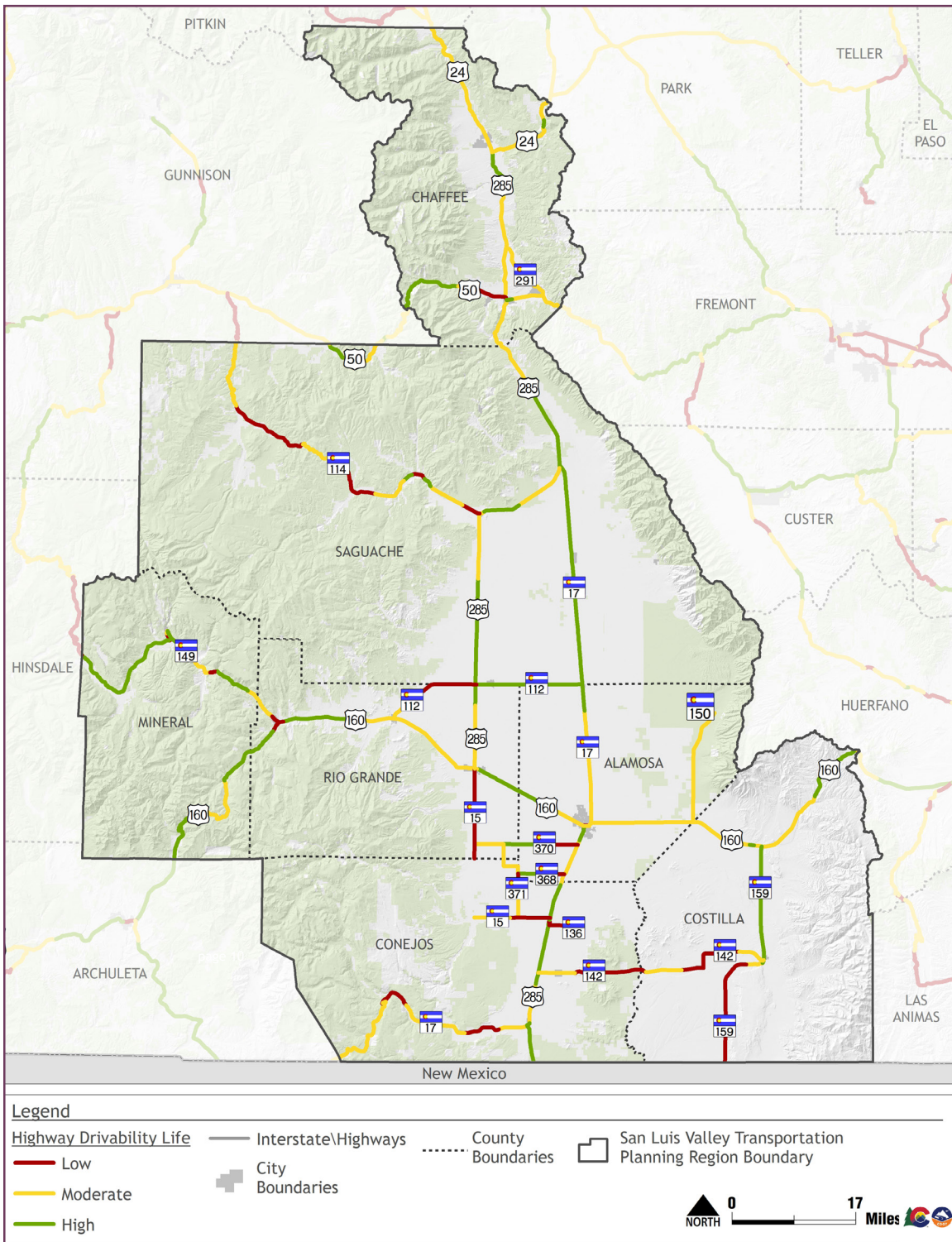
Road Conditions

- 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 34% of the total, while those with moderate drivability life make up 18%, and roadways in low drivability life represent 48%
- The San Luis 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 San Luis 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 Three Crash Factors Resulting in injury or Death (2023)

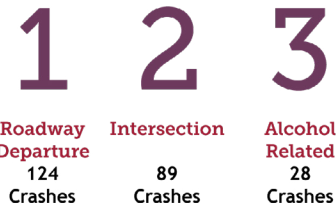


Figure 7. Source: CDOT Crash Database, 2025

VRU Crashes Recorded Resulting in Serious Injury or Death (2023)



Figure 8. 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



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. There are three Colorado Freight Corridors that pass through the region: CO 17/CO 24, US 50/US 160 and US 285.

Transit

The San Luis Valley TPR has limited transit service available. Currently, Bustang Outrider provides interregional connectivity with two routes passing through the San Luis Valley TPR. One route operates from Alamosa to Pueblo along CO 17, US 50 and US 285. The other route operates from Crested Butte to Denver along US 50 and US 285. Mountain Valley Transit, formerly the Chaffee Shuttle, is the only local and regional transit service provider in this region. It offers fixed route, on-demand, and door-to-door bus service in the San Luis Valley, as well as, in the Arkansas Valley.

Human service transportation providers in the region include Alamosa County, Blue Peaks Developmental Services, Inc., Chaffee Shuttle (Neighbor to Neighbor), Conejos County Department of Social Services, Costilla County Department of Social Services, Northerners Seniors, Inc. and Red Willow.



Aerial photo taken of the Moffat County airport in 2017. The dark gray plane runway visible in the photo as it contrasts with the beige, green, brown and grey flat landscape.

Airports

There is one commercial airport located in Alamosa called the San Luis Valley Regional Airport. General aviation airports in the area include Blanca, Buena Vista, Center, Creede, Del Norte, Monte Vista, Salida and Saguache.

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

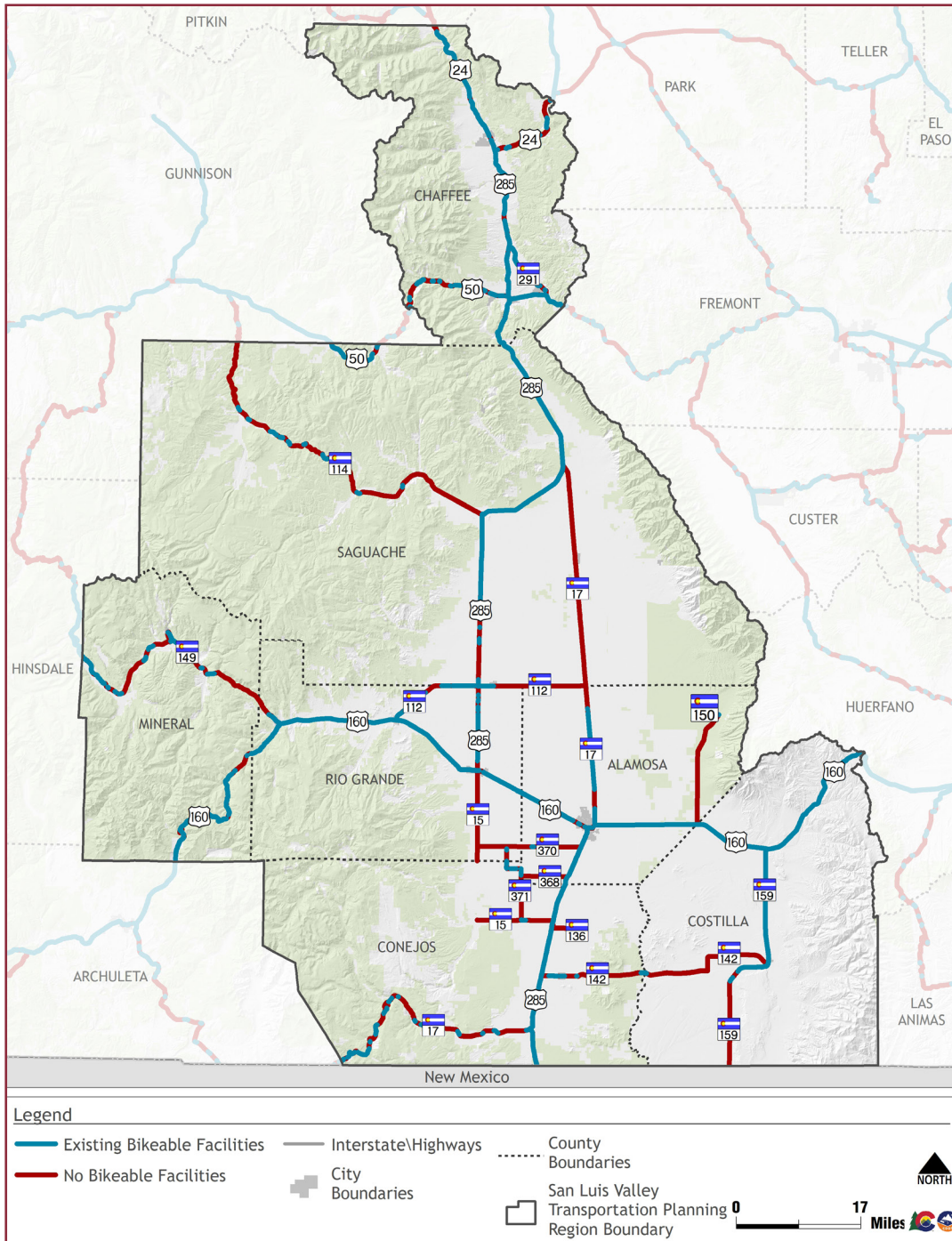
- 6 miles of bike lanes
- 1.6 miles of shared-use path
- 15 miles of sidewalks
- 339 miles of bikeable shoulders
- 685 miles of highways

High Bicycle Activity Corridors

- US 50 between Poncha Springs and Salida
- US 160 north of Pagosa Springs
- US 285 south of and through Poncha Springs
- US 291 through Salida



Bicycle Facilities Map



This map of San Luis 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.

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: Collegiate Peaks, Los Caminos Antiguos and Silver Thread.

Economic Vitality

Primary economic generators in the San Luis Valley TPR include agriculture, outdoor recreation and tourism. Transportation allows agricultural goods to leave the TPR and supports visitor access to the region for tourism and recreation.



Photo of the Collegiate Peaks along the Collegiate Peaks Byway that passes through Buena Vista, Poncha Springs and Salida, CO.





San Luis 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 San Luis Valley TPR when it comes to transportation.

Tourism & Outdoor Recreation

Tourism is one of the region's primary economic drivers, with its diverse ecosystems offering a wide range of outdoor recreational activities. Visitors can enjoy hiking, hunting, camping, and skiing in the San Juan and Sangre de Cristo mountains, with popular destinations like Wolf Creek and Monarch ski areas accessible via US 160 and US 50. The region also boasts a rich historical landscape along the Rio Grande and Arkansas Rivers, attracting tourists who fish, raft, cycle, and explore the valley to learn about its cultural heritage. Additionally, the region is home to the Great Sand Dunes National Park, a major national tourist attraction. A key challenge in maintaining the appeal of these natural wonders is managing congestion, ensuring that all visitors can fully enjoy the area. As Colorado and the region continues to grow, it will be important to explore strategies that balance tourism with sustainable transportation options, such as shuttles, expanded bicycle and pedestrian facilities, and other modes of transport, to help preserve and enhance the experience for everyone in the San Luis Valley.



State & Federally Managed Public Lands

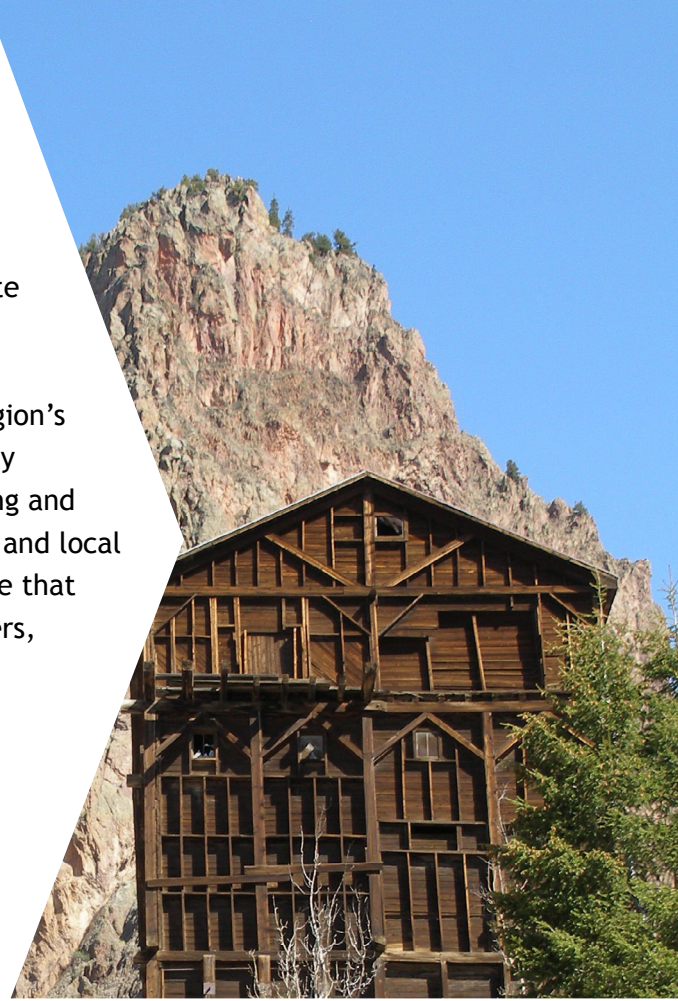
As mentioned, the region is home to the Great Sand Dunes National Park and Preserve, which has one of America's most diverse landscapes. Just south of the City of Monte Vista sits the Monte Vista National Refuge, an important wetland ecosystem for the region. Surrounding the valley, the San Juan and Sangre de Cristo high mountain ranges hold significant forested land that are managed and protected by the Bureau of Land Management (BLM) and US National Forests. Browns Canyon National Monument is a popular destination located within the area under the Federally Managed Public Lands. The highways CO 150, CO 17, US 160 and US 50 provide

enhanced access to nature has a beneficial impact both to 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 towards improving and maintaining access to national parks, forests, wildlife refuges, national historic sites, and many other recreation and resource extraction site types. Given the region's reliance on both tourism and natural resources, the San Luis Valley TPR seeks a more coordinated and integrated approach to planning and programming projects of mutual interest between federal, state, and local agencies. Collaboration between these entities is crucial to ensure that improvements to access and infrastructure, benefit all stakeholders, while preserving the region's natural landscapes and supporting sustainable economic development.

Local & Intra-Regional Transit

As the population of the San Luis Valley TPR continues to grow and age, the demand for alternative modes of transportation increases. This is particularly important for individuals who do not have access to a car and as a strategy for managing congestion. The region is home to a significant population of older adults (65+), along with others who have a greater need for accessible transportation options. Local and regional transit services are essential for meeting daily needs, such as grocery shopping, medical care, employment, and accessing social services, while also fostering social connections and community engagement.

Bustang Outrider provides interregional service that connects Alamosa and Salida with major activity centers, including Pueblo and Denver, facilitating access to larger metropolitan areas. Mountain Valley Transit, formerly known as the Chaffee Shuttle, serves as a local transit provider, linking the San Luis Valley's larger cities, like Alamosa, with more rural towns, such as Antonito. Offering reliable transit services is a key strategy for maintaining the well-being and quality of life for those who choose to live, work, and recreate in the valley, ensuring everyone has access to essential services and opportunities.





Freight & Rail

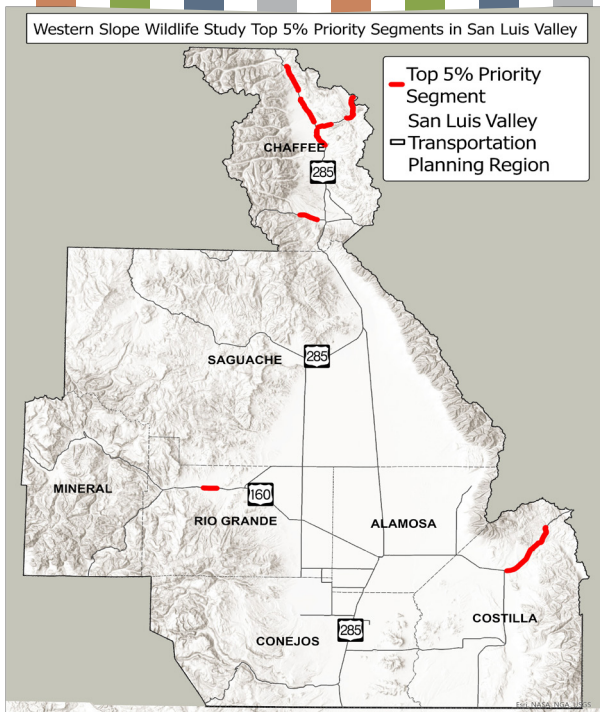
The San Luis Valley TPR economy is rooted in agriculture, and as such there is a significant number of routes used for moving goods throughout the region on a daily basis. From local farm-to-table to more industrialized farming, agriculture plays an essential role in the region. The main corridors also serve regional freight and connect local production to the rest of the state and nation. The valley has five designated freight corridors: CO 17/US 24, US 50-US 160 and US 285. The importance of these corridors relies not only on supporting local connectivity for accessing and delivering fresh products and goods to markets, but it also supports critical north to south and east to west links of the network system, improving its resiliency. Freight rail lines serving the San Luis Valley TPR include San Luis Central and San Luis Rio Grande Railroad. The Tennessee Pass Rail Line presents a potential opportunity for expanded rail activity.

Road Conditions

Well-maintained roads are essential to the quality of life for residents, employees, and visitors to the San Luis 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 provided in the region, recreational areas can be accessed, and transit services can reliably be provided. It is more cost effective to maintain a roadway than letting it fall into disrepair and reconstruct it. As the foundation of our transportation system, the condition of our roads determines the level of mobility for a range of modes, whether biking along the highway for recreation, safely transporting agricultural goods to a destination, or using a wheelchair to cross the highway in a downtown community.

Environmental Mitigation

As a region of unique natural landscapes and significant wildlife populations, it is vitally important to provide sustainable transportation options and prioritize measures to reduce wildlife collisions. CDOT's Western Slope Wildlife Prioritization Study designated numerous roadways in the San Luis Valley as top 5% priority segments for wildlife collision mitigation. As a common crash type, wildlife collisions not only harm wildlife but also pose a serious danger to road users. Improved wildlife fencing and crossings result in stronger deer populations and improved safety outcomes.



Agriculture

Agriculture stands as a cornerstone of the San Luis Valley's economy and way of life. The region is one of the nation's notable potato-producing areas, contributing significantly to Colorado's food supply and agricultural output. Local farms do more than grow food, they sustain jobs, uphold cultural traditions, and fuel supporting businesses in the region. This strong agricultural base not only ensures the valley's own prosperity but also feeds into Colorado's broader economy making agriculture one of the primary drivers of regional vitality.

The San Luis Valley's remote location makes well-maintained roads and freight infrastructure especially critical for moving crops out to processors and consumers. Major highway corridors serve as lifelines for local producers, connecting farms to urban centers and distribution hubs. These routes allow fresh products to travel quickly from farm to table while linking the valley to Colorado's wider economy.

Bicycling & Pedestrian Facilities

Bicycle and pedestrian facilities in rural communities, though differing in design from urban counterparts, are becoming increasingly vital for every community. They provide diverse transportation options, enhance access to essential destinations, and offer recreational opportunities. Leveraging the San Luis Valley's abundant natural spaces by integrating bicycle and pedestrian facilities can significantly boost connectivity. Additionally, smaller towns often experience lighter vehicular traffic and have the unique opportunity to develop tailored multimodal infrastructure to align with community needs and values. Such developments ensure residents can safely and comfortably enjoy the valley's natural landscapes, fostering both health and social connectivity.

Implementing these facilities offers multiple benefits, including improved safety for all travelers, equitable transportation options, reduced congestion, and environmental sustainability. Dedicated infrastructure, such as protected bike lanes and pedestrian crosswalks, ensures the physical safety of rural residents engaging in active transportation. Additionally, these networks connect people to essential destinations and promote healthier lifestyles.



San Luis Valley TPR Vision & Goals

Vision

The San Luis Valley envisions a sustainable, safe, and efficient transportation system that supports the region's agricultural, outdoor recreation, and tourism-based economies through capacity and safety improvements, and expanded local and regional public transportation options. The transportation system will accommodate and enhance the region's quality of life, while preserving the cultural and the natural environment that make the TPR a great place to live, work, and visit.

Goals

- Provide for sustainable economic growth with supportive and efficient transportation infrastructure and programs
- Improve transportation linkages and modal options for commerce, tourism, and transportation-dependent populations
- Improve connections to other Colorado regions and surrounding states to benefit economic development, trading, and markets
- Minimize impacts to the region's air, water, scenic view corridors, wildlife habitat, and cultural resources
- Provide mobility to the traveling public at an acceptable level of service
- Maintain the existing system in the most efficient and safe manner possible
- Improve safety of the transportation system
- Provide a safe and efficient airport system that maximizes the existing investment and meets inter- and intra-state travel and emergency needs, while supporting Colorado's diverse economy
- Identify, evaluate, and prioritize transportation development options that enhance travel and can be implemented through existing or reasonably anticipating funding
- Improve and increase bicycle and pedestrian facilities
- Increase passenger and freight rail opportunities
- Improve safety for bicyclists and pedestrians in business centers
- Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population
- Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses, and visitors
- Support the needs of the region's diverse population by providing transportation options to basic and critical services such as medical, employment, educational, and recreational services
- Seek funding opportunities to maintain existing services and expand the transit network
- Expand mobility options to ensure access within the region and to other Colorado regions and New Mexico
- Create and maintain current and future infrastructure that support advancements in broadband and other technology
- Identify, evaluate, and prioritize transportation development and funding opportunities that have historically been underfunded in the region, with a focus on improving travel and ensuring implementation

What We've Heard

Building on the extensive outreach conducted during the last plan update and using a wide range of engagement activities, CDOT officials engaged local and regional stakeholders and community members in person, over the phone, and online. As a result, we heard from many residents throughout the TPR and obtained their opinions and knowledge about the priorities for our area:

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.
- Preventive maintenance was also identified as a priority for the region.

Advancing Transportation Safety

- Identified bicyclist safety, aggressive driving, and local and rural road safety as the highest safety concerns for the region.

Sustainability Increasing Transportation Choice

- Expanded 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





San Luis 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 San Luis 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 San Luis Valley TPR prioritization criteria included:

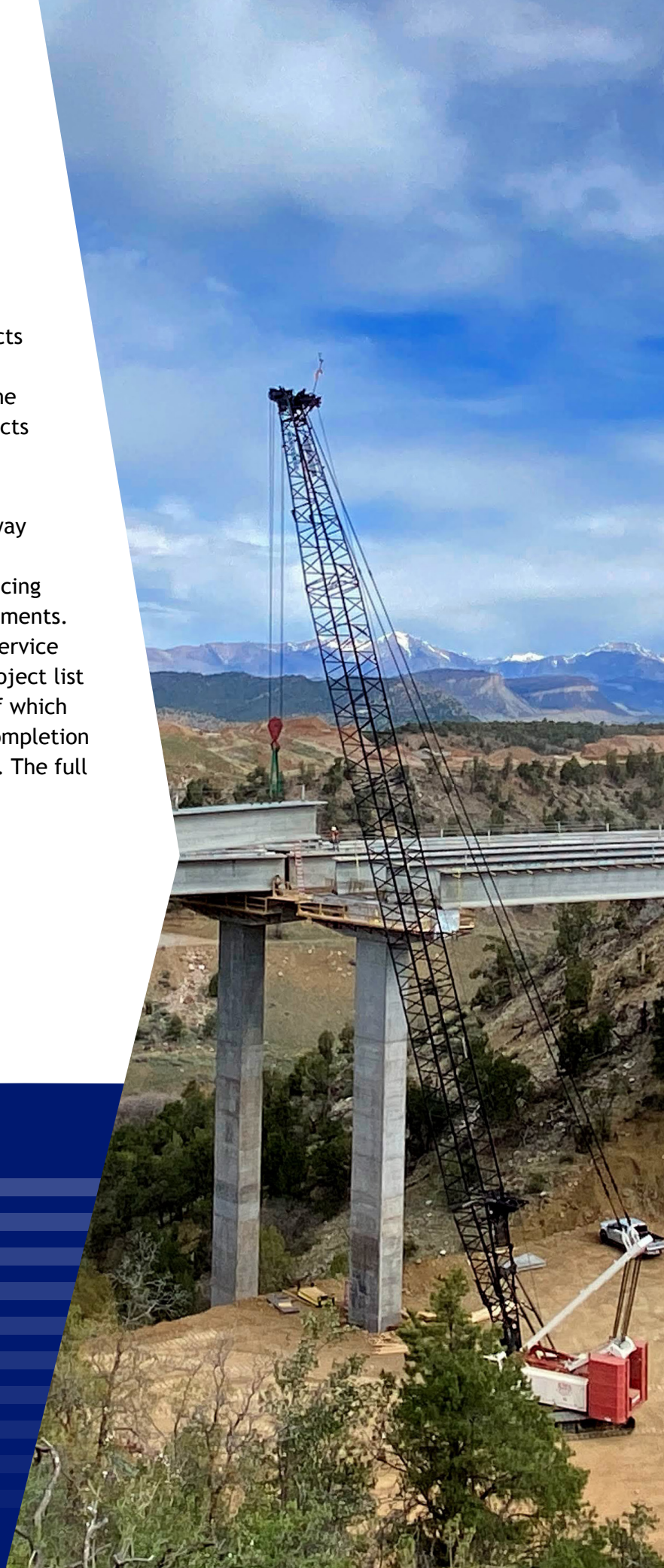
- Advancing Transportation Safety (PD 14)
- Fix Our Roads (PD 14)
- Sustainably Increase Transportation Choices (PD 14)
- Cost Effectiveness



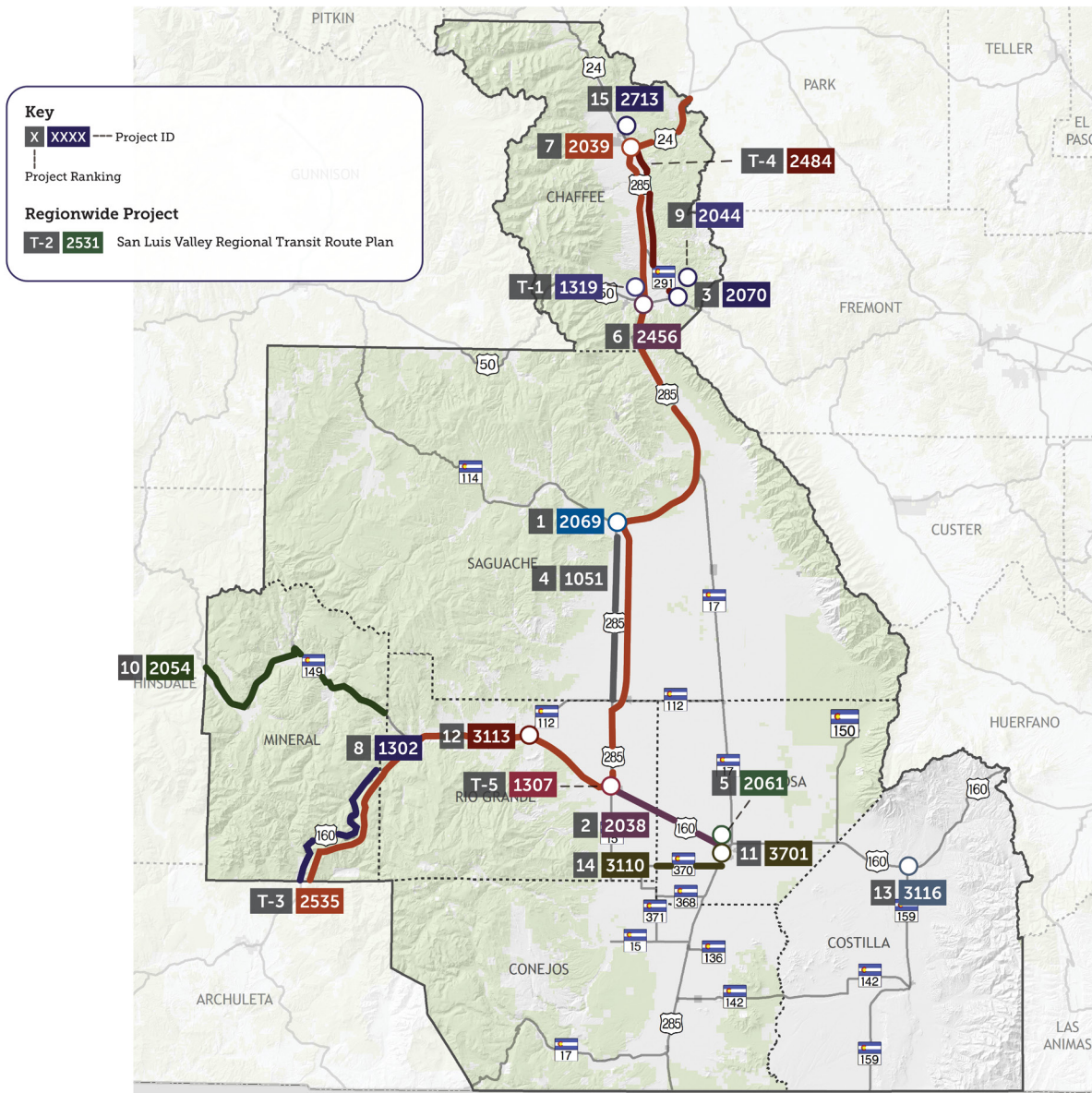
San Luis Valley TPR's Top Project Priorities

The San Luis 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.

The top priority transit projects are listed for the San Luis 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.



San Luis Valley TPR's Highway Project Priorities Map



- | | |
|---|--|
| 1 2069 US 285 Saguache Multimodal Improvements | 11 3701 US 160 Downtown Alamosa Lane Enhancements |
| 2 2038 US 160 Alamosa Multimodal Improvements | 12 3113 US 160 Del Norte Multimodal Improvements |
| 3 2070 CO 291 and US 50 Salida Intersection Improvements | 13 3116 US 160 Fort Garland Multimodal Improvements |
| 4 1051 US 285 Widening from Center to Saguache | 14 3110 CO 370 Resurfacing in Alamosa County |
| 5 2061 US 160 and Pike Avenue Intersection Improvements in Alamosa | 15 2713 US 24 Buena Vista Multimodal Improvements |
| 6 2456 US 50 Poncha Springs Multimodal Improvements | T-1 1319 US 285 and US 50 Poncha Springs Crossroads Welcome Center |
| 7 2039 US 24 and Steel Drive Intersection Improvements in Buena Vista | T-2 2531 San Luis Valley Regional Transit Route Plan |
| 8 1302 US 160 Wolf Creek Pass East Mobility and Safety Improvements | T-3 2535 Durango to Denver Essential Bus Service |
| 9 2044 US 50 Pedestrian Crossing Improvements in Salida | T-4 2484 Buena Vista and Salida Commuter Service |
| 10 2054 CO 149 Passing Lanes north of South Fork | T-5 1307 Monte Vista Park-n-Ride and Bus Shelter |

San Luis Valley TPR Priority Project List

ID	Project Type	State Highway	Project Name	Project Description
2069	Highway	US 285	US 285 Saguache Multimodal Improvements	Improve US 285 through Saguache for multimodal users, pedestrians, bicyclists and those with disabilities. Enhancements will also include streetscaping and installation of wayfinding signage.
2038	Highway	US 160	US 160 Alamosa Multimodal Improvements	Improve safety in Alamosa for motorists and multimodal users. Enhancements will be made for connectivity to the Alamosa Levee Trail System and pedestrian access along US 160 between the Rio Grande Bridge and the CO 17 intersection.
2070	Highway	CO 291	CO 291 and US 50 Salida Intersection Improvements	Improve the pedestrian environment and the intersection of CO 291 and US 50 in Salida.
1051	Highway	US 285	US 285 Widening from Center to Saguache	Widen the shoulders on US 285 between Center and Saguache to improve safety by providing space for vehicles to pull off the highway in emergencies as well as a recoverable area for vehicles that veer off the main road.
2061	Highway	US 160	US 160 and Pike Avenue Intersection Improvements in Alamosa	Improve safety and connectivity for pedestrians and drivers at the Pike Avenue intersection in west Alamosa as prioritized in the 2019 Safety Study.
2456	Highway	US 50	US 50 Poncha Springs Multimodal Improvements	Includes multimodal, streetscaping and wayfinding signage improvements to US 50 in Poncha Springs.
2039	Highway	US 24	US 24 and Steel Drive Intersection Improvements in Buena Vista	Improve the safety and reduce congestion at the intersection of US 24 at Steele Drive in Buena Vista.
1302	Highway	US 160	US 160 Wolf Creek Pass East Mobility and Safety Improvements	Enhance passing opportunities, mobility and safety with the addition of widened shoulders, curve corrections, rock excavation and rockfall protection. The current chain station will be reconstructed to include fiber optic communication technology.
2044	Highway	US 50	US 50 Pedestrian Crossing Improvements in Salida	Pedestrian improvements will be made to US 50 through Salida. Features will include flashing lights and striping enhancements at medians and crosswalks.
2054	Highway	CO 149	CO 149 Passing Lanes north of South Fork	Northbound and southbound passing lanes will be built between South Fork to Creede to provide stretches of highway with ample space and opportunities for faster vehicles to safely pass slower moving traffic.
3701	Highway	US 160	US 160 Downtown Alamosa Lane Enhancements	Make permanent the temporary features and lane enhancements in Alamosa's downtown, including lane reductions and pedestrian bump outs to aid in traffic calming, pedestrian safety and promote economic development.

San Luis Valley TPR Priority Project List (Continued)


ID	Project Type	State Highway	Project Name	Project Description
3113	Highway	US 160	US 160 Del Norte Multimodal Improvements	Bike lanes and pedestrian improvements will be made at the intersection of US 160 and French Street for students and community members to have safer access to Del Norte School District buildings and facilities.
3116	Highway	US 160	US 160 Fort Garland Multimodal Improvements	Pedestrian improvements will be made at the junction of US 160 and CO 159 for community members to have safer walking access to Fort Galand's Post Office and other businesses located at the busy intersection.
3110	Highway	CO 370	CO 370 Resurfacing in Alamosa County	This rural road project will provide a new surface treatment on six miles of CO 370, from MP 8 to the US 285 junction. Safety improvements will include ditch crossing repairs located at Alamosa County Road 105-S and the installation of new guardrails.
2713	Highway	US 24	US 24 Buena Vista Multimodal Improvements	Highway corridor improvements will continue along US 24 in Buena Vista between Mill Street and Baylor Drive, and will include installation of medians, bike lane extensions, new signage, improved sidewalks with ADA accessibility and multimodal opportunities.
1319	Transit	Not Applicable	US 285 and US 50 Poncha Springs Crossroads Welcome Center	The existing Welcome Center, located at the busy crossroads of US 285 and US 50, will have the parking lot expanded and see renovations to the adjacent transit facility. The facility will support Outrider bus service to and from Alamosa, Pueblo, Gunnison, and Denver. Mountain Valley Transit will provide commuter service to and from Salida and Buena Vista.
2531	Transit	Not Applicable	San Luis Valley Regional Transit Route Plan	Creates a one-stop shop for information services (e.g., call center, website, app) and a formalized Regional Transit Council would coordinate planning and implementation of transit routes, stops and connections from the San Luis Valley to Chaffee County.
2535	Transit	Not Applicable	Durango to Denver Essential Bus Service	"A potential Bustang Outrider route would be established to and from the communities of Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay and Denver. The route would carry bus passengers along the highly traveled Durango to Denver route, typically used by personal vehicles. Passengers would then have access to additional transit services along the Front Range and Denver area.
2484	Transit	Not Applicable	Buena Vista and Salida Commuter Service	Commuter service between Buena Vista and Salida would be established with this project, connecting residents who work and live in the two separate communities.
1307	Transit	Not Applicable	Monte Vista Park-n-Ride and Bus Shelter	Establish Park-n-Ride lot and bus pull-out with a shelter in the community of Monte Vista.

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 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.

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 San Luis Valley TPR:

- Comprehensive list of project needs in the region (Appendix B)
- TPR's priority projects (pages 26 and 27)
- 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.

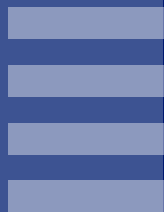
Your Transportation Plan (the Statewide Plan) envisions a long-term investment to build a [10-Year Strategic Project Pipeline](#). The pipeline reflects a balanced approach to transportation investment that can be acted upon if current funding opportunities from the Colorado Legislature are extended. The San Luis 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 San Luis Valley TPR will have considerable transportation investment needs (as listed in Appendix B) beyond 2035.

San Luis 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 San Luis Valley TPR's vision, goals and priority projects.

- Advocate for full funding of the San Luis Valley TPR's top priority projects
- Advocate for safety improvements with elected officials
- Improve communication and advocate for better management of seasonal tourism
- Improve communication between CDOT, cities, counties, and regional transit partners concerning planned transportation improvements
- Expand transit service 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.

