



Southern Mountain Loop Planning and Environmental Linkages (PEL) Study

Steering Committee Meeting No. 3



COLORADO
Department of
Transportation



April 7, 2020

Agenda



- **Introductions**
- **Summary of Public Involvement Activities**
- **Status of Study Schedule and Progress**
- **Review of Alternatives**
- **Level 2 Screening of Alternatives**
- **Study Recommendations (Next Steps)**
- **Upcoming Events and Summary of Actions**

Summary of PI Activities



- Dec/Jan – eNewsletter (Level 1 Findings)
- Dec – Fact Sheet (Level 1 Findings)
- Jan – Social Media (Coffee Chats)
- Jan – Press Release
- Jan 14th to 16th – Coffee Chats
- Early 2020 – Website updates
- Late 2019/Early 2020 – Property Owner Discussions



Status of Study and Progress



| Public Involvement Activities | 2019 | | | | | | | | | | | | 2020 | | | | | | | |
|---|------|-------|-------|-----|------|------|-----|-----|-----|-----|-----|-----|------|-------|-------|-----|------|------|-----|--|
| | Feb | March | April | May | June | July | Aug | Sep | Oct | Nov | Dec | Jan | Feb | March | April | May | June | July | Aug | |
| Steering Committee Mtgs | | | | | ● | | | ● | | | | | | | ● | | ● | | | |
| General Public - Coordination and Open Houses | | | | | | | | ● | | | | | | | | | | ● | | |
| Technical Committee Meetings | | | | ● | | | | ● | | | | | | | ● | | ● | | | |
| Stakeholder Committee Meetings | | | | | ● | | | ● | | | | | | | ● | | ● | | | |
| Landowner Workshops/Meetings | | | | | | | | | | | | | | | | | | | | |
| Official Briefings (Materials) | | | | | | | | | | | | | | | | | | | | |
| General Communications (Media/Website/Newsletters) | | | | | | | | | | | | | | | | | | | | |

Steering and Stakeholder Committee Meetings

- No. 1 (June 2019) – Study Introduction and Goals
- No. 2 (September 2019) – Preliminary Alternatives and Trail Guidelines
- No. 3 (Today) – Recommended Alternatives
- No. 4 (June 2020) – Implementation Recommendations

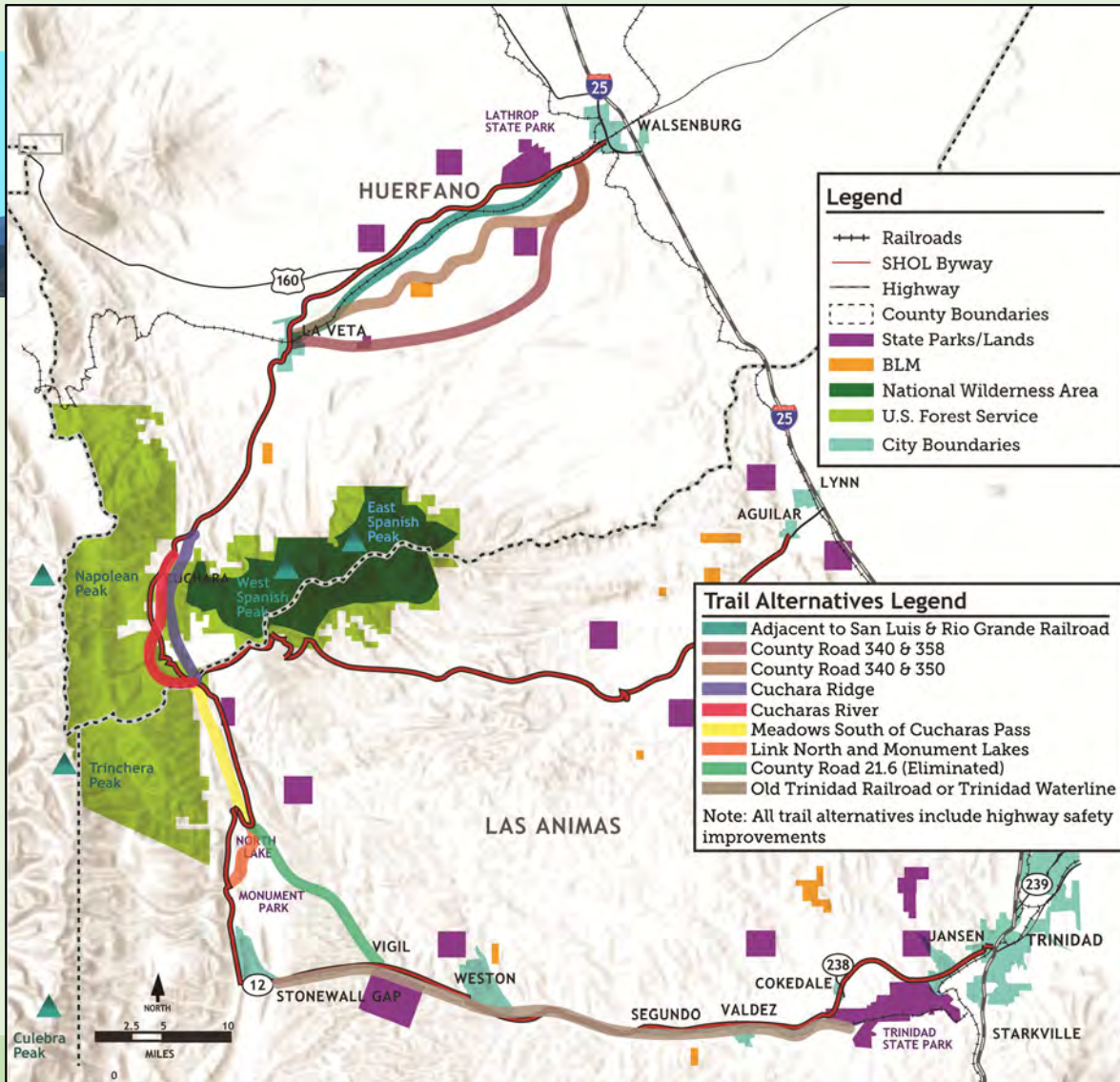


Preliminary Alternatives

- Committee workshops
- All trail alternatives include highway safety improvements

Level 1 Screening

- Based on Purpose and Need
- Alt P1 (No-Build Alternative) was carried forward for comparison purposes
- Alt P2 (Highway Safety Improvements) was eliminated as standalone alternative
- County Road 21.6 was eliminated



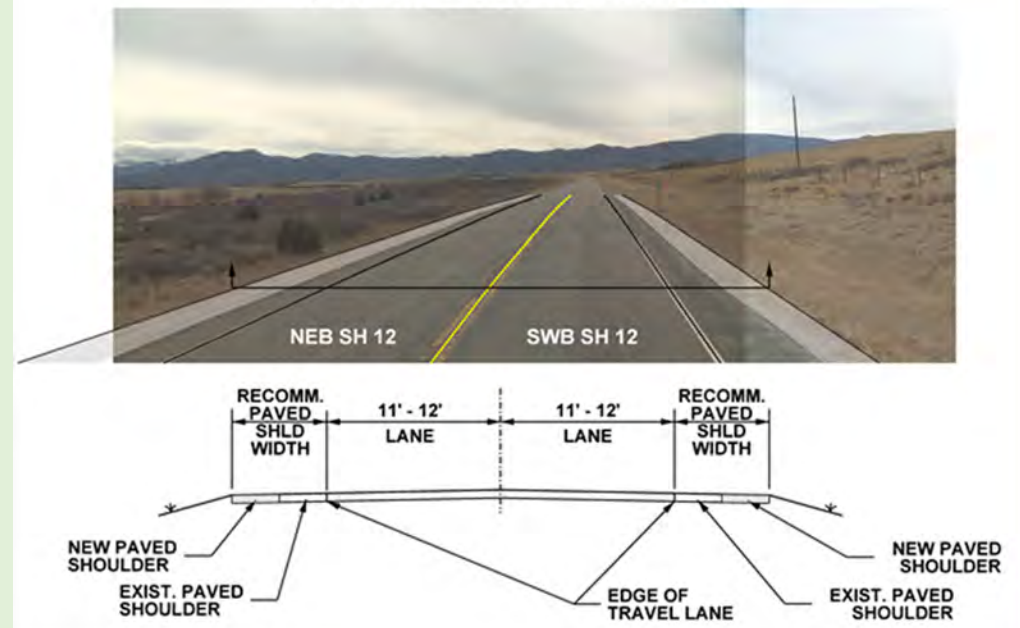
Review of Alternatives – Level 2



Roadway Safety Improvements

- Wildlife Crossings – 4 Locations
- Lane Departure Crashes
 - Shoulder Widening
 - Roadway Configuration – North Lake, Vigil and Segundo
- Transition Zones (Rear-end Crashes)
 - Walsenburg (RR Crossing)
 - Jansen
 - Santa Fe/Main St Intersection (Trinidad)
- Bicycle Safety – Signage and Pavement Markings
- Pedestrian Safety
 - La Veta
 - Cuchara
 - Stonewall

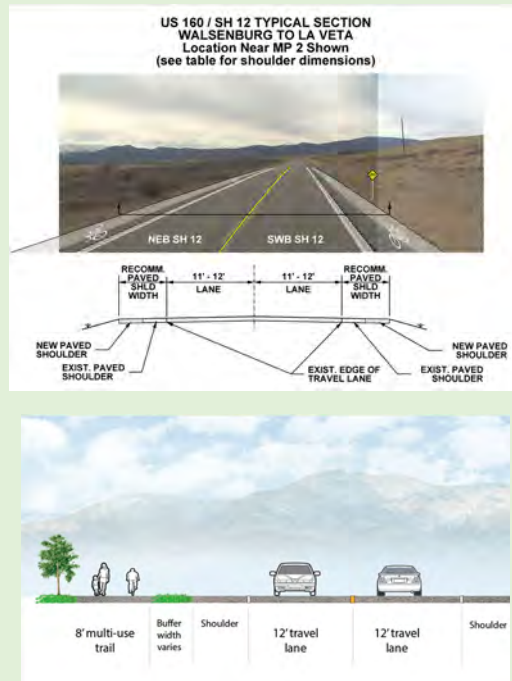
US 160 / SH 12 TYPICAL SECTION
WALSENBURG TO LA VETA
Location Near MP 2 Shown
(see table for shoulder dimensions)



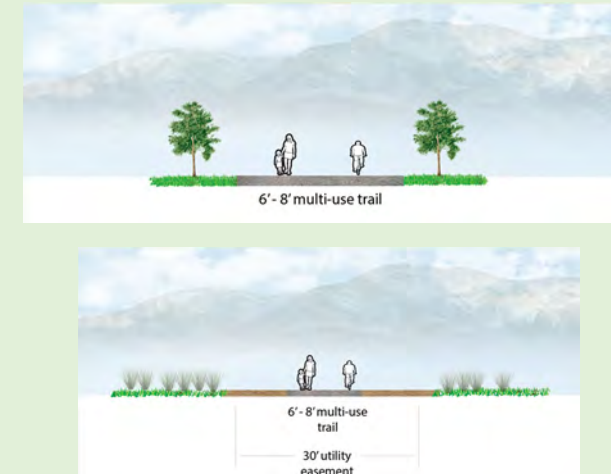
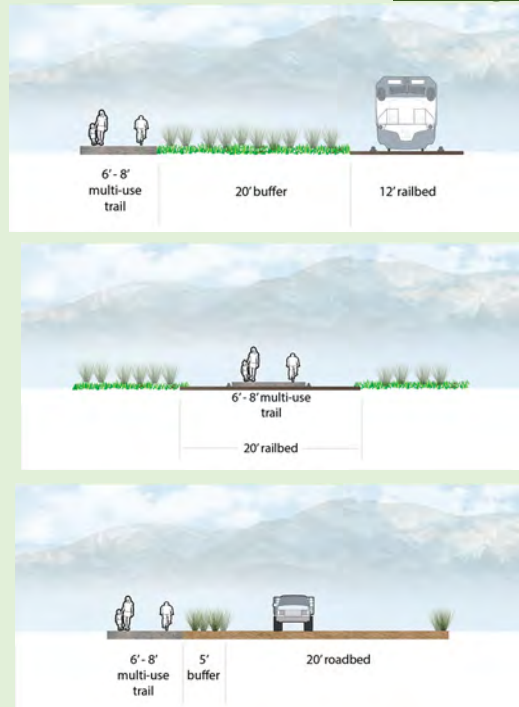
Review of Alternatives – Level 2



On-highway Trail Improvements

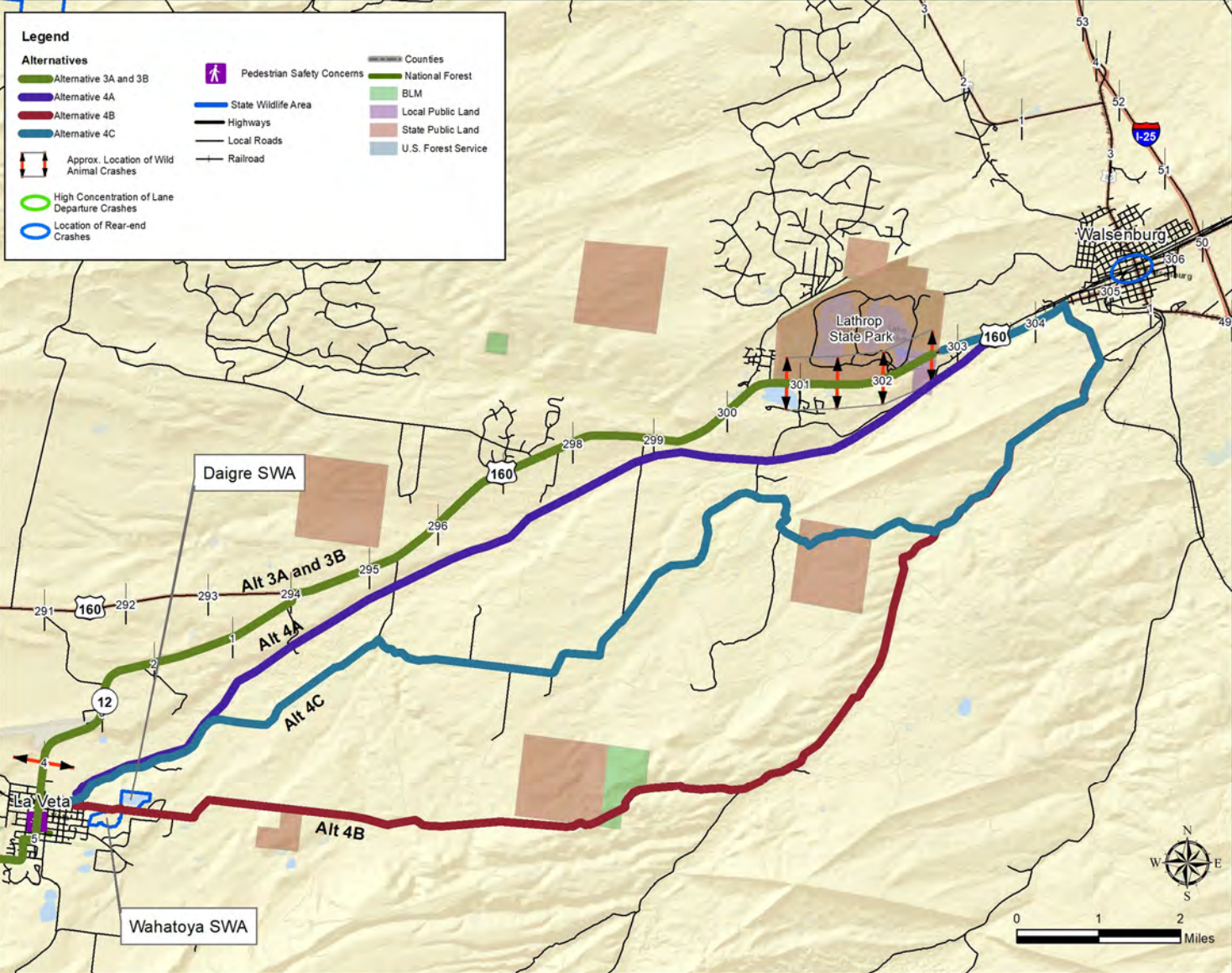


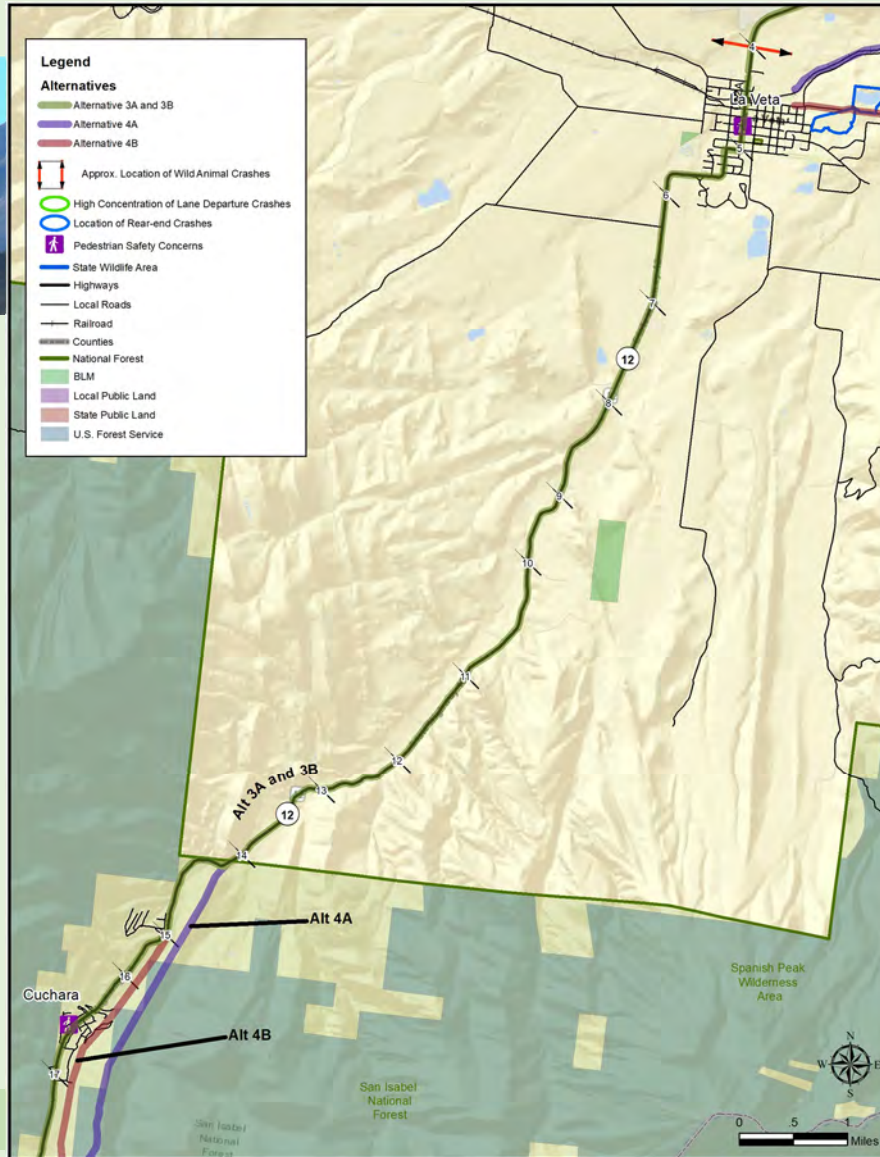
Off-highway Trail Improvements



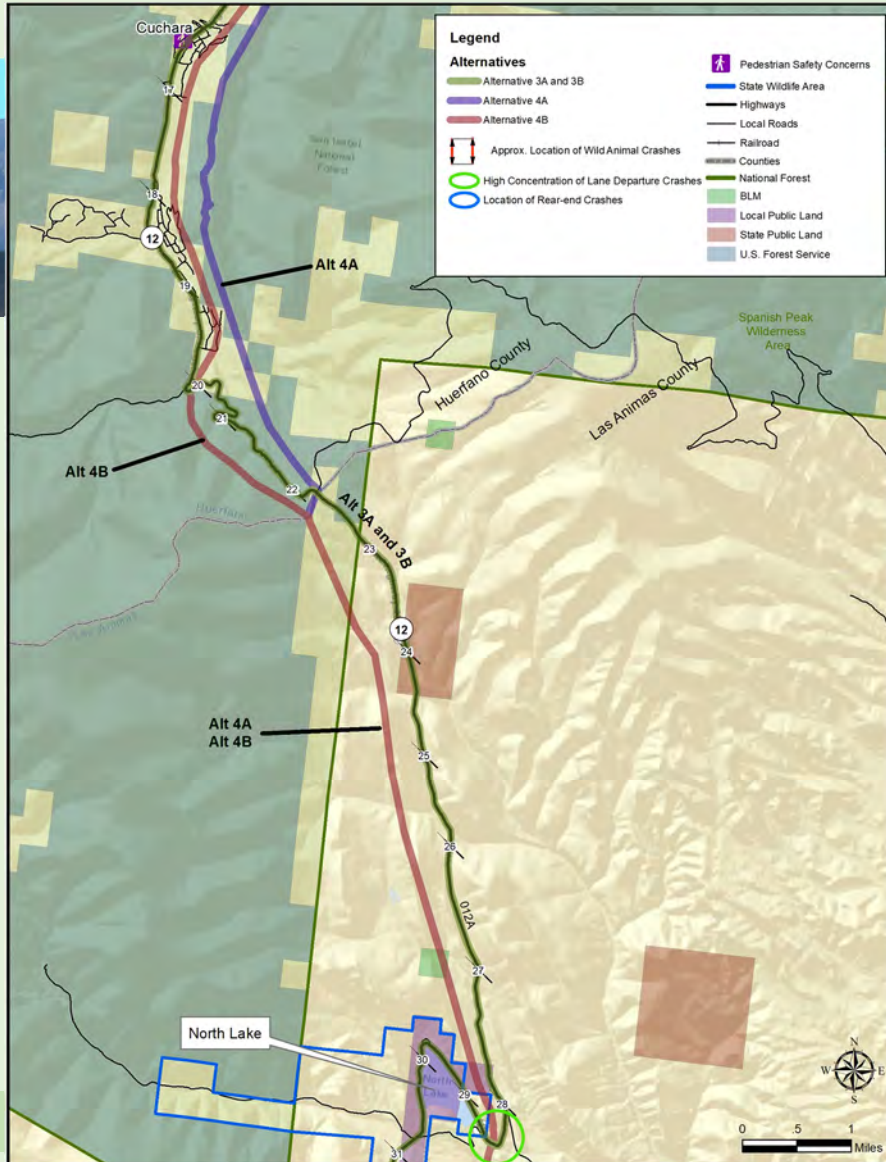


Vista – Level 2 Alternatives

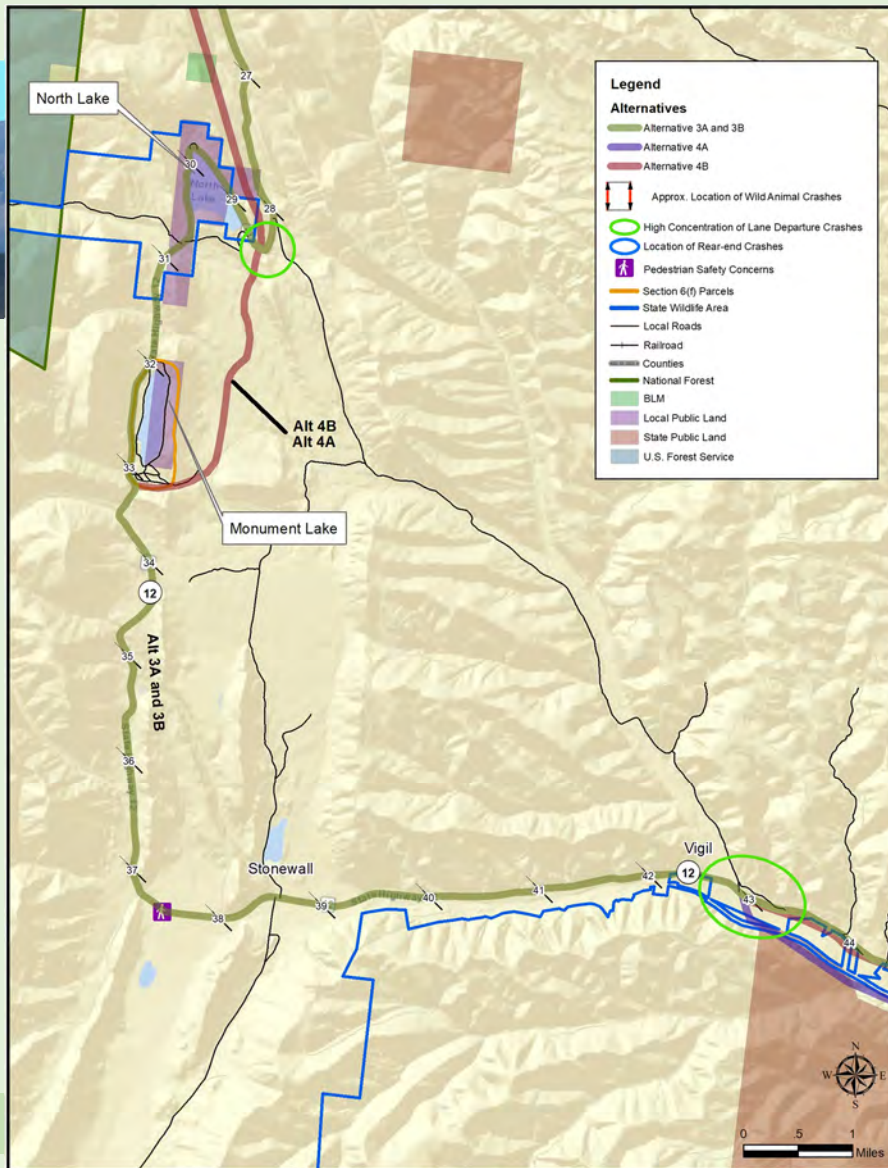




Alpine – Level 2 Alternatives (Sheet 1 of 3)

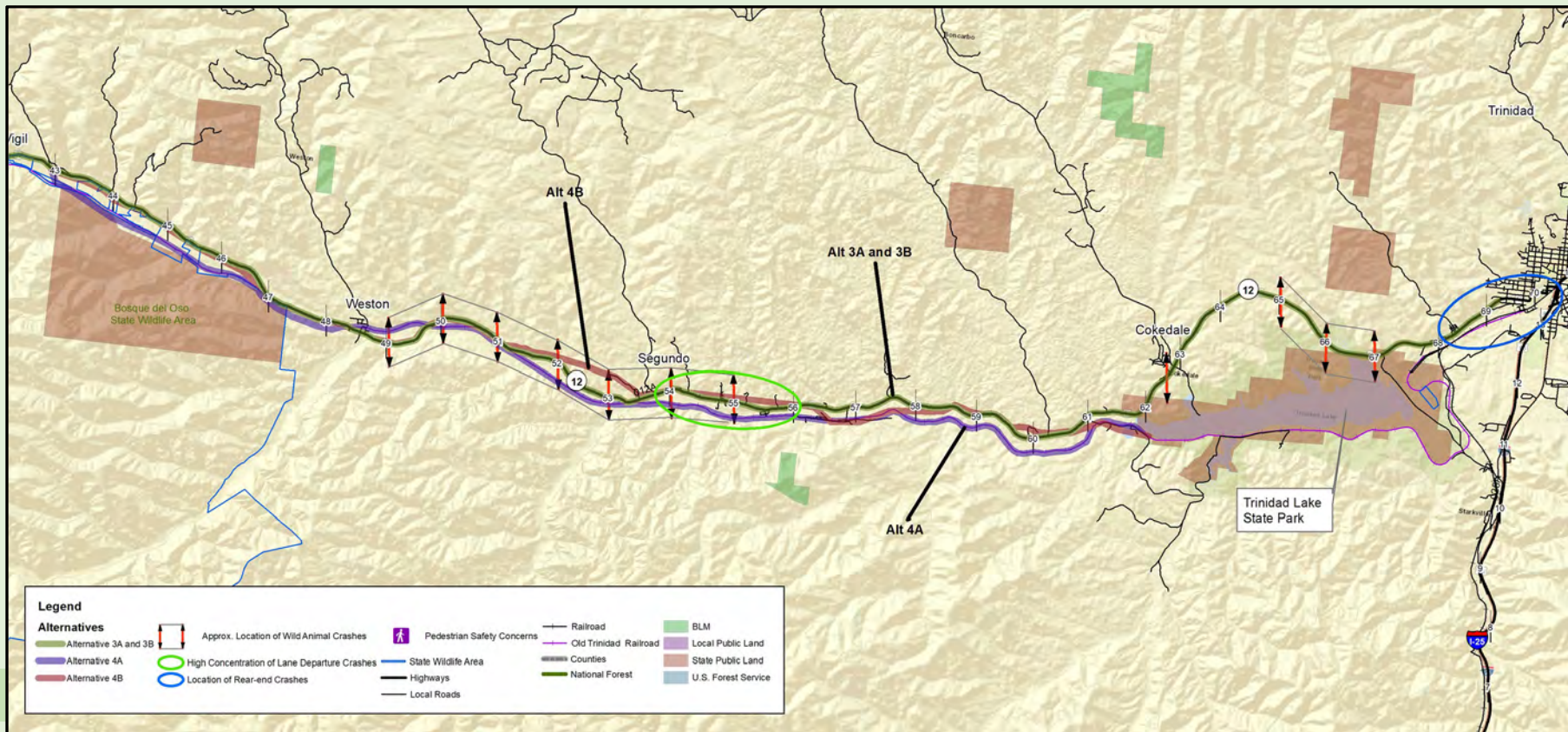


Alpine – Level 2 Alternatives (Sheet 2 of 3)



Alpine – Level 2 Alternatives (Sheet 3 of 3)

Mining – Level 2 Alternatives



SHOL Byway – Improvements/Features



- **SHOL Renewed Vision**

“Corridor of opportunities to traverse a National Forest (and National Natural Landmark) that offers outdoor recreation against a backdrop of stunning one-of-a-kind geologic features.”

- **Federal Byway Designation**

- **Amenities Plan:**

- Geology
- History/Community
- Scenic Pull-offs
- Gateways

Geology

- Spanish Peaks - Vistas
- Radial Dikes/Formations – Pull-offs
 - Profile Rock (New)
 - Devil’s Staircase (Improved)
 - Dakota Wall (Stonewall Visitor Center)
- K-P Boundary – Trinidad Lake SP
- Coal Mining Geology – Cokedale Museum

Scenic Pull-offs

- US 160/CR 450 (Out of Study Area)
- Cucharas Pass
- North Lake
- Monument Lake (Incorporate into Park)
- Mining Town (TBD)

History/Community

- La Veta – Francisco Fort Museum
- Cuchara
- Stonewall – New Visitor Center
- Cokedale – Mining Museum/Coke Ovens




Gateways

- Walsenburg
 - Lathrop State Park
- La Veta
- Trinidad
 - Colorado State Welcome Center
 - Trinidad Lake State Park

Alternatives Level 2 Evaluation



- Level 2 Evaluation – P&N, Environmental Impacts, Feasibility and Other
- Range of Alternatives (From Level 1 Screening)
 - No-Build
 - On-highway Trail (Attached or Separated)
 - Off-highway Trail
- Trail Alternatives Include Highway Safety Improvements
- Evaluation by Segment – Vista, Alpine and Mining
- Comparative Analysis Based on Benefits and Impact

-  Green = Comparatively beneficial and/or low impacts
-  Black = Comparatively neutral benefits and/or moderate impacts
-  Red = Comparatively minor benefits and/or high impacts

Findings

RECOMMENDED – Alternative will advance into more detailed study after the PEL Study

NOT RECOMMENDED – Alternative will not advance into more detailed study

| Southern Mountain Loop PEL Study Level 2 Alternatives Evaluation (Vista Segment) | | Alternative 1 No-Build | Includes Highway Safety Improvements (Alternative P2 from Level 1 Screening) | | | | | |
|--|---|--|--|---|--|--|--|--|
| | | | Alternative 3A On-highway Trail (Attached) | Alternative 3B On-highway Trail (Separated) | Alternative 4A Off-Highway Trail (Rails-w-Trails) | Alternative 4B Off-Highway Trail (CR 340/358) | Alternative 4C Off-Highway Trail (CR 340/342) | |
| Evaluation Issue | | Need/Goal | | | | | | |
| Purpose and Need | Safety | Reduce Crashes | | | | | | |
| | | | No changes to physical conditions and crashes would not be reduced | Safety improvements would improve overall vehicular, bicyclist and pedestrian safety | Additional safety benefits would be provided by removing bicyclists and pedestrians onto a separated trail | Additional safety benefits would be provided by removing bicyclists and pedestrians onto a separated trail | Additional safety benefits would be provided by removing bicyclists and pedestrians onto a separated trail | Additional safety benefits would be provided by removing bicyclists and pedestrians onto a separated trail |
| | Regional/ Local Trail System | Accommodate Non-motorized users | | | | | | |
| | | | Accommodations for non-motorized users would not be provided | Would not fully meet LTS < 3 goal | Would sufficiently accommodate non-motorized users per vertical grade and LTS goals | Would sufficiently accommodate non-motorized users per vertical grade and LTS goals | Would sufficiently accommodate non-motorized users per vertical grade and LTS goals | Would sufficiently accommodate non-motorized users per vertical grade and LTS goals |
| | Connect to Existing Trails and Attractions | | | | | | | |
| | | | A trail would not be provided | Connections would be provided except for two State Wildlife Mgmt Areas | Connections would be provided except for two State Wildlife Mgmt Areas | Connections would be provided except for two State Wildlife Mgmt Areas | All connections would be provided | Connections would be provided except for two State Wildlife Mgmt Areas |
| Environmental Resources | Environmental Compliance and Stewardship | Avoid Environmental Resources (Biological, Cultural, and Community) | | | | | | |
| | | | No impacts would be incurred | Existing resources are located adjacent to CDOT ROW | Existing resources are located adjacent to CDOT ROW | Existing RR ROW is located within areas with greater wetlands resources | Existing County Road alignments are located in areas with fewer wetlands resources | Existing County Road alignments are located in areas with fewer wetlands resources |
| Additional Information for Comparing Alternatives | | | | | | | | |
| Feasibility | Ability to Implement Trail Improvements | Reduce ROW Challenges and Build Trail in Useable Phases | NA | | | | | |
| | | | A trail would not be provided | High ability to build trail with safety improvements in phases | Moderate to high ability to build trail with safety improvements in phases | Low ability to build trail due to full independence from safety improvements, and must build in its entirety to be useable | Low ability to build trail due to full independence from safety improvements, and must build in its entirety to be useable | Low ability to build trail due to full independence from safety improvements, and must build in its entirety to be useable |
| Construction/ Maintenance | Ability to Afford and Maintain Trail Improvements | Reduce Construction and Maintenance Costs | NA | | | | | |
| | | | A trail would not be provided - no trail construction | Trail construction costs and maintenance would be integral to safety improvements and normal CDOT maintenance | Higher construction costs but with likely ability to incorporate trail with normal CDOT maintenance | Higher construction costs and inability to maintain trail with normal CDOT maintenance | Higher construction costs and inability to maintain trail with normal CDOT maintenance | Higher construction costs and inability to maintain trail with normal CDOT maintenance |
| Support | Degree of Agency and Public Support | Degree that the Trail Provides Appealing Use and is Acceptable for Issues Important to the Agencies and Public | | | | | | |
| | | | Low support because no trail would be provided | Medium support because the trail would not fully accommodate all users and abilities | High support because the trail would fully accommodate all users and abilities | Higher support because the trail would fully accommodate all users and abilities along a new and appealing route | Higher support because the trail would fully accommodate all users and abilities along a new and appealing route | Higher support because the trail would fully accommodate all users and abilities along a new and appealing route |
| Summary of Results | | | CARRIED FORWARD | RECOMMENDED | RECOMMENDED | RECOMMENDED | NOT RECOMMENDED | NOT RECOMMENDED |

| Southern Mountain Loop PEL Study Level 2 Alternatives Evaluation (Alpine Segment) | | Alternative 1 No-Build | Includes Highway Safety Improvements (Alternative P2 from Level 1 Screening) | | | |
|---|---|--|--|---|--|--|
| Evaluation Issue | Need/Goal | | Alternative 3A On-highway Trail (Attached) | Alternative 3B On-highway Trail (Separated) | Alternative 4A Off-Highway Trail (Ridge-Meadow-Lake Link) | Alternative 4B Off-Highway Trail (River+BB Lakes+Meadow+Lake Link) |
| Purpose and Need | Safety | Reduce Crashes | ⊖ | ⊕ | ⊕ | ⊕ |
| | | | No changes to physical conditions and crashes would not be reduced | Safety improvements would improve overall vehicular, bicyclist and pedestrian safety | Additional safety benefits would be provided by removing bicyclists and pedestrians onto a separated trail | Additional safety benefits would be provided by removing bicyclists and pedestrians onto a separated trail |
| | Regional/ Local Trail System | Accommodate Non-motorized users | ⊖ | ⊕ | ⊕ | ⊕ |
| | | | Accommodations for non-motorized users would not be provided | Would partially meet vertical grade and LTS < 3 goals | Would partially meet vertical grade goal and fully meet LTS < 3 goal | Would sufficiently accommodate non-motorized users per vertical grade and LTS goals |
| Connect to Existing Trails and Attractions | ⊖ | ⊕ | ⊕ | ⊖ | ⊕ | |
| | A trail would not be provided | Connections would be provided | Connections would be provided | Connections to Cuchara, Cuchara Mtn Resort, Spring Creek TH and Blue/Bear Lakes TH would not be provided | Connections would be provided | |
| Environmental Resources | Environmental Compliance and Stewardship | Avoid Environmental Resources (Biological, Cultural, and Community) | ⊕ | ⊕ | ⊕ | ⊖ |
| | | | No impacts would be incurred | Existing resources are located adjacent to CDOT ROW | Existing resources are located adjacent to CDOT ROW | Ridge route has fewer existing resources and provides coordination opportunities with the USFS |
| Additional Information for Comparing Alternatives | | | | | | |
| Feasibility | Ability to Implement Trail Improvements | Reduce ROW Challenges and Build Trail in Useable Phases | NA | ⊕ | ⊕ | ⊖ |
| | | | A trail would not be provided | High ability to build trail with safety improvements in phases | Moderate to high ability to build trail with safety improvements in phases | Moderate ability to build trail in manageable and useable phases with opportunities to coordinate with USFS |
| Construction/ Maintenance | Ability to Afford and Maintain Trail Improvements | Reduce Construction and Maintenance Costs | NA | ⊕ | ⊖ | ⊖ |
| | | | A trail would not be provided - no trail construction | Trail construction costs and maintenance would be integral to safety improvements and normal CDOT maintenance | Higher construction costs but with likely ability to incorporate trail with normal CDOT maintenance | Higher construction costs and inability to maintain trail with normal CDOT maintenance |
| Support | Degree of Agency and Public Support | Degree that the Trail Provides Appealing Use and is Acceptable for Issues Important to the Agencies and Public | ⊖ | ⊕ | ⊕ | ⊖ |
| | | | Low support because no trail would be provided | Medium support because the trail would not fully accommodate all users and abilities | High support because the trail would fully accommodate all users and abilities | Higher support because the trail would fully accommodate all users and abilities along a new and appealing route |
| Summary of Results | | CARRIED FORWARD | RECOMMENDED | RECOMMENDED | RECOMMENDED | NOT RECOMMENDED (River Option) |



Alpine – Level 2 Screening



Mining – Level 2 Screening

| Southern Mountain Loop PEL Study Level 2 Alternatives Evaluation (Mining Segment) | | Alternative 1 No-Build | Includes Highway Safety Improvements (Alternative P2 from Level 1 Screening) | | | | |
|---|---|--|--|---|---|--|---|
| | | | Alternative 3A On-highway Trail (Attached) | Alternative 3B On-highway Trail (Separated) | Alternative 4A Off-Highway Trail (Rails-to-Trails) | Alternative 4B Off-Highway Trail (Trinidad Waterline) | |
| Evaluation Issue | | Need/Goal | | | | | |
| Purpose and Need | Safety | Reduce Crashes | ⊖ <i>No changes to physical conditions and crashes would not be reduced</i> | ⊖ Safety improvements would improve overall vehicular, bicyclist and pedestrian safety | ⊕ Additional safety benefits would be provided by removing bicyclists and pedestrians onto a separated trail | ⊕ Additional safety benefits would be provided by removing bicyclists and pedestrians onto a separated trail | ⊕ Additional safety benefits would be provided by removing bicyclists and pedestrians onto a separated trail |
| | | Regional/ Local Trail System | Accommodate Non-motorized users | ⊖ <i>Accommodations for non-motorized users would not be provided</i> | ⊖ <i>Would not fully meet LTS < 3 goal</i> | ⊕ <i>Would sufficiently accommodate non-motorized users per vertical grade and LTS goals</i> | ⊕ <i>Would sufficiently accommodate non-motorized users per vertical grade and LTS goals</i> |
| | Connect to Existing Trails and Attractions | | ⊖ <i>A trail would not be provided</i> | ⊕ <i>Connections would be provided</i> | ⊕ <i>Connections would be provided</i> | ⊖ <i>Trail connections to all existing trails and attractions would not be provided</i> | ⊕ <i>Connections would be provided</i> |
| | Environmental Resources | Environmental Compliance and Stewardship | Avoid Environmental Resources (Biological, Cultural, and Community) | ⊕ <i>No impacts would be incurred</i> | ⊖ Existing resources are located adjacent to CDOT ROW | ⊖ Existing resources are located adjacent to CDOT ROW | ⊕ Trail route located on an existing rail bed |
| Additional Information for Comparing Alternatives | | | | | | | |
| Feasibility | Ability to Implement Trail Improvements | Reduce ROW Challenges and Build Trail in Useable Phases | NA <i>A trail would not be provided</i> | ⊕ <i>High ability to build trail with safety improvements in phases</i> | ⊕ <i>Moderate to high ability to build trail with safety improvements in phases</i> | ⊖ <i>Low ability to build trail due to full independence from safety improvements, must build in its entirety to be useable, and current RR ownership prohibits</i> | ⊖ <i>Low ability to build trail due to full independence from safety improvements, must build in its entirety to be useable, and many private property parcel acquisitions</i> |
| Construction/Maintenance | Ability to Afford and Maintain Trail Improvements | Reduce Construction and Maintenance Costs | NA <i>A trail would not be provided - no trail construction</i> | ⊕ <i>Trail construction costs and maintenance would be integral to safety improvements and normal CDOT maintenance</i> | ⊖ <i>Higher construction costs but with likely ability to incorporate trail with normal CDOT maintenance</i> | ⊖ <i>Higher construction costs and inability to maintain trail with normal CDOT maintenance</i> | ⊖ <i>Higher construction costs and inability to maintain trail with normal CDOT maintenance</i> |
| Support | Degree of Agency and Public Support | Degree that the Trail Provides Appealing Use and is Acceptable for Issues Important to the Agencies and Public | ⊖ <i>Low support because no trail would be provided</i> | ⊖ <i>Medium support because the trail would not fully accommodate all users and abilities</i> | ⊕ <i>High support because the trail would fully accommodate all users and abilities</i> | ⊕ <i>Higher support because the trail would fully accommodate all users and abilities along a new and appealing route</i> | ⊖ <i>Low support due to numerous private property impacts and unaccommodating route for all users and abilities</i> |
| Summary of Results | | | CARRIED FORWARD | RECOMMENDED | RECOMMENDED | RECOMMENDED | NOT RECOMMENDED |

Level 2 Screening Summary



Outstanding Issues

- Analysis of On-Highway Trail (Separated is Priority)
- Vista – Trail Connections to SWMAs Near La Veta
- Vista – Alt 4A is contingent upon RR ownership changes
- Alpine – Alt 4A needs to include trail connections to Cuchara and Cuchara Mtn Resort
- Alpine – Alt 4A and 4B require USFS and landowner ROW arrangements
- Mining – Alt 4A is contingent upon RR abandonment with STB and landowner ROW arrangements

| Level 2 Screening Recommended Alternative (1) (2) | Concepts | | | | | Description |
|--|----------|----------------|-------------------------|--------------------------|---------------|-----------------------------------|
| | No-Build | Highway Safety | On-Hwy Trail (Attached) | On-Hwy Trail (Separated) | Off-Hwy Trail | |
| Vista - Walsenburg to La Veta | | | | | | |
| Alt 3A - On-Highway Trail (Attached) | | ✓ | ✓ | | | Trail along highway shoulders |
| Alt 3B - On-Highway Trail (Separated) | | ✓ | | ✓ | | Trail within CDOT right-of-way |
| Alt 4A - Off-Highway Trail (Rails-w-Trails) | | ✓ | | | ✓ | Trail along SLRG Railroad |
| Alpine - La Veta to Vigil | | | | | | |
| Alt 3A - On-Highway Trail (Attached) | | ✓ | ✓ | | | Trail along highway shoulders |
| Alt 3B - On-Highway Trail (Separated) | | ✓ | | ✓ | | Trail within CDOT right-of-way |
| Alt 4A - Off-Highway Trail (R-M-LL) | | ✓ | | ✓ | ✓ | Trail along R-M-LL options |
| Alt 4B - Off-Highway Trail (BBL-LL) | | ✓ | | ✓ | ✓ | Trail along BBL-LL options |
| Mining - Vigil to Trinidad | | | | | | |
| Alt 3A - On-Highway Trail (Attached) | | ✓ | ✓ | | | Trail along highway shoulders |
| Alt 3B - On-Highway Trail (Separated) | | ✓ | | ✓ | | Trail within CDOT right-of-way |
| Alt 4A - Off-Highway Trail (Rails-to-Trails) | | ✓ | | | ✓ | Trail along Old Trinidad Railroad |

Note: (1) No-Build Alternative carried forward for comparison purposes
 (2) All trail alternatives include Highway Safety Improvements

Study Recommendations – Next Steps



Implementation Plan

- Roadmap for Next Steps
- Repackaging Alternatives – Discreet/Independent Projects
- Next Steps – Based on Funding and Priorities
 - More Detailed Study of Trail Alternatives (NEPA, Alternatives Analysis, Permitting)
 - Highway Safety Improvements Can Advance Independently (Not Preclude Trail)
 - Byway Improvements Can Advance Independently
- Funding – Menu of Options
- Trail Governance – Administration and Oversight

Repackaged Trail Alternatives

- On-Highway Trail Alternatives (Separated is Priority)
- SLRG RR (Rails-w-Trails) Alternative
- Ridge Alternative
- Blue/Bear Lakes Alternative
- Meadows Alternative
- North/Monument Lakes Alternative
- Old Trinidad RR (Rails-to-Trails) Alternative

Trail Studies – Project Identification



Project (Study) Definition

- Sections of Independent (SIU) Criteria
- Coordination with Sponsoring Agencies
- Type of Study
 - Sources of Funding
 - Regulatory and Permitting Requirements
- Criteria
 - Purpose and Need
 - Logical and Independent Utility
 - Range of Alternatives
 - Environmental Resource Impacts

| SIU | From | To | Trail Alternatives for Additional Study | | | | |
|-----|-----------------------|-----------------------|---|----------------------|---------|--|---------|
| | | | On-Highway Trail | | | Off-Highway Trail Routes | Combine |
| | | | Alt 3A Attached | Alt 3B Separated (1) | Combine | | |
| 1 | Lathrop State Park | North Side of La Veta | X | X | X | Alt 4A (Rails-with-Trails) (2) | |
| 2 | North Side of La Veta | South Side of La Veta | X | | | | |
| 3 | South Side of La Veta | MP 14 USFS Boundary | X | X | X | | |
| 4 | MP 14 USFS Boundary | Cucharas Pass | X | X | X | Alt 4A (Ridge) Alt 4B (Blue/Bear Lakes) | X |
| 5 | Cucharas Pass | North Lake | X | X | X | Alt 4A/4B (Meadow) | X |
| 6 | North Lake | Monument Lake | X | X | X | Alt 4A/4B (Lake Link) | |
| 7 | Monument Lake | Stonewall | X | X | X | | |
| 8 | Stonewall | Trinidad Lake SP | X | X | X | Alt 4A (Rails-to-Trails) (2) | |

Note: (1) Alt 3B priority
(2) Contingent upon change in RR ownership

Trail Projects – Priorities



Priority Factors (Discussion)

- Safety – Provides trail accommodations in areas with high LTS
- Bicycle/Pedestrian Use – Provides trail accommodations in areas with higher demand
- Connections – Provides trail connections for communities and amenities
- User Attractiveness – Provides an attractive and appealing user experience
- Byway Features – Integrates trail with planned or existing Byway features
- Costs – Trail has lower and potential more affordable construction costs
- ROW Requirements – Trail has higher “acceptability” of potentially necessary ROW acquisition

Highway Safety Projects – Priorities



Project Priorities

- Based on Weighted Accident Rates
- Coordinate with Trail Studies
- Depends on CDOT Funding and Overall Priorities
- Could be Implemented Differently - Flexibility

| Project Priority | SIU | General Description | Route | Project Location | | | Highway Const. Cost (\$M 2020) | Trail Const. Cost (\$M 2020) |
|------------------|-----|------------------------------------|--------|------------------|---------|----------------|--------------------------------|------------------------------|
| | | | | From (MP) | To (MP) | Length (Miles) | | |
| 1 | 8 | Segundo Area | SH 12 | 52.8 | 56.8 | 4.0 | \$2.5 | \$7.4 |
| 2 | 8 | Vigil Area | SH 12 | 42.1 | 44.1 | 2.0 | \$0.7 | \$2.6 |
| 3 | 5/6 | Curve SE of North Lake | SH 12 | 27.0 | 29.0 | 2.0 | \$1.7 | \$4.1 |
| 4 | 1 | US 160 to La Veta (N) | SH 12 | 0.0 | 4.6 | 4.6 | \$3.2 | \$5.5 |
| 5 | 8 | Vigil (E) to Segundo (W) | SH 12 | 44.1 | 52.8 | 8.7 | \$4.4 | \$18.5 |
| 6 | 3/4 | La Veta (S) to Cuchara Mtn. Resort | SH 12 | 5.8 | 18.4 | 12.6 | \$18.7 | \$18.7 |
| 7 | 8 | Santa Fe/Main Street Intersection | SH 12 | 70.7 | 70.8 | 0.1 | \$2.6 | NA |
| 8 | 8 | Segundo (E) to Cokedale (W) | SH 12 | 56.8 | 61.4 | 4.6 | \$8.6 | \$8.1 |
| 9 | 7/8 | Monument Park to Vigil (W) | SH 12 | 33.6 | 42.1 | 8.5 | \$4.7 | \$13.1 |
| 10 | 6/7 | North Lake to Monument Park | SH 12 | 29.0 | 33.6 | 4.6 | \$3.8 | \$7.0 |
| 11 | 1 | US 160 Railroad Crossing | US 160 | 304.8 | 305.2 | 0.4 | \$0.1 | NA |
| 12 | 8 | Jansen Area | SH 12 | 68.1 | 69.1 | 1.0 | \$3.4 | NA |
| 13 | 2 | City of La Veta | SH 12 | 4.6 | 5.8 | 1.2 | \$0.7 | NA |
| 14 | 4 | Cuchara Mtn. Resort to North Lake | SH 12 | 18.4 | 27.0 | 8.6 | \$7.1 | \$9.2 |

Byway Projects – Priorities



| Site | Feature | Location and Description |
|--------------------------------------|------------------|--|
| Vista – Walsenburg to La Veta | | |
| 1 | Trailhead | Lathrop State Park (Main Entrance) – Byway and CFRT maps and information |
| 2 | Wayside Park | US 160/CR 450 – Improve existing kiosk, add picnic tables with shade and prefab toilet |
| 3 | Scenic Pull-off | MP 3.2 (approx.) – Improve existing pull-off for safety; add parking and three-panel kiosk |
| Alpine – La Veta to Vigil | | |
| 4 | Visitor Center | La Veta (Between Library/Museum) – Replace existing interpretive signage; install bike self-repair station |
| 5 | Scenic Pull-off | Profile Rock (MP 8.7 approx.) – new pull-off for views of geologic features |
| 6 | Scenic Pull-off | Devil’s Staircase (MP 11.0 approx.) – improve existing pull-off with parking and new signage |
| 7 | Visitor Center | Cuchara – History of community and area; signage and restroom |
| 8 | Trailhead | Blue/Bear Lake Trailhead (Existing) – Add signage for SHOL and geology |
| 9 | Scenic Pull-off | Cucharas Pass – Add wayfinding signage and regional USFS information |
| 10 | Scenic Pull-off | North Lake (MP 29 approx.) – Refresh and improve existing kiosk; 3 new panels |
| 11 | Scenic Pull-off | Monument Lake (MP 33.0 approx.) – Add signage and public access to Park facilities |
| 12 | Visitor Center | Stonewall - Add Geological Education Center, restrooms, picnic area, and parking |
| Mining – Vigil to Trinidad | | |
| 13 | Historic Markers | Weston/Segundo – Add historic markers (coalmining, Native American history) |
| 14 | Visitor Center | Cokedale – Expand museum with better directional signage from SHOL |
| 15 | Trailhead | Trinidad Lake State Park (Main Entrance) – Byway and CFRT maps and information |
| 16 | Rest Area | I-25 El Moro Rest Area (Existing) – Add SHOL and CFRT information and maps |

Project Priorities (Discussion)

What's Next



- **Committee Meeting No. 4 – June 2020**
 - Trail and Byway Priorities
 - Funding
 - Governance
- **Public Materials**
 - eNewsletter – Level 2 Findings
 - Press Release and Social Media
- **Public Open House – July 2020**
- **PEL Study Report – June/July 2020**