


Central Front Range Colorado

What's Important to YOU?

Please select your county: Custer El Paso Fremont Park Teller

The Colorado Department of Transportation wants to know what's important to you.

 Please complete this survey before December 15, 2013, fold, and mail it back to the address printed at the bottom of the survey or you can take the survey at www.coloradotransportationmatters.com.
Watch for results on that website.

Your input is important – it will help shape the Statewide Transportation Plan

Fold one

1. Why is transportation important to you?

Place an X in the box beside your top two:

- Moves people and goods safely
- Supports existing businesses
- Helps economic development
- Gets me to work and/or vital services
- Helps me live my life the way I want

2. What issues matter most to you in the Central Front Range?

Select your top two:

- Reducing truck traffic
- Improving roadway pavement condition
- Reducing congestion
- Increasing bike/pedestrian options
- Increasing transit options
- Improving economic development
- Increasing bridge safety
- Other (please specify) _____

3. What do you feel makes the Central Front Range region unique?

Select your top three:

- Urban amenities
- Rural living with nearby city amenities
- Innovation and creativity
- Agriculture
- Freight/shipping industry
- Sense of community
- Tourism
- Ski industry
- Energy industry
- Economic base
- Water access/supply
- Other(s) (please specify) _____

PLEASE TURN OVER - See Central Front Range region map on the back

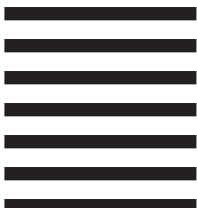
Fold two



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DIVISION OF CENTRAL SERVICES

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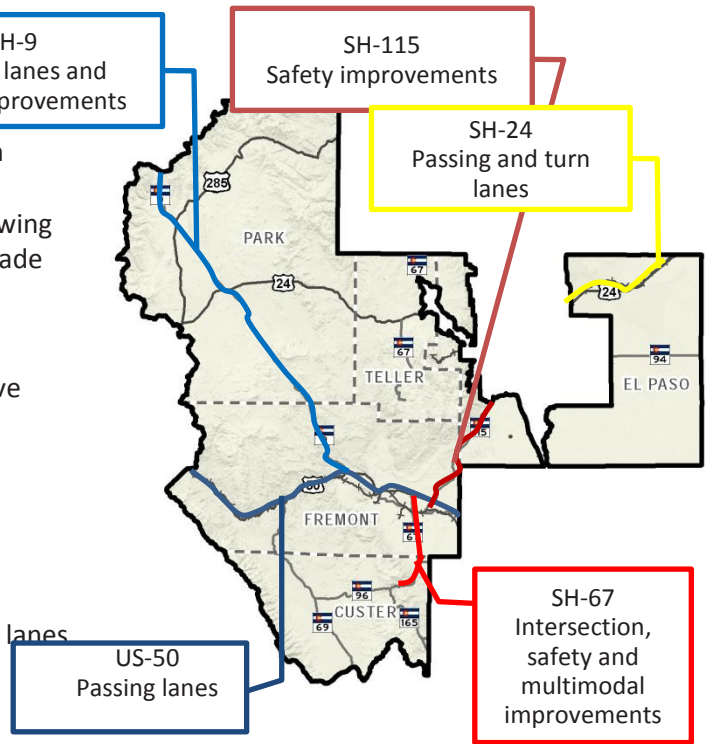
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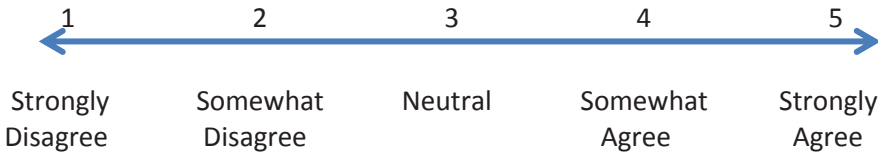
Prioritizing Potential Investments

Initial planning efforts by local county and municipal leaders in coordination with CDOT staff in the Central Front Range Transportation Planning Region (TPR) have identified the following possible investment priorities if limited additional funds are made available.

- US-50 – Salida to Canon City, passing lanes
- SH-67 – traffic safety and multi-modal improvements; move signal and improve drainage at SH 67/SH-115 intersection
- SH-115 – Canon City to Colorado Springs, general safety improvements
- SH-9 – Breckenridge to Alma, passing lanes & other safety improvements
- US-24 - Elbert Road to the El Paso county line, add passing lanes and turn lanes



4. In your opinion, do these represent your priorities within the Central Front Range TPR? Please circle one.



4a. If you disagree, why? (Please explain) _____

5. Are there additional regional priorities on state highways that should be included? If so, which ones?

6. Are there regional priorities above that should be removed? If so, which ones?

7. Are there other regional priorities, transportation concerns or issues you would like to share as we move forward in the transportation planning process (e.g., transit, bike & pedestrian improvements, safety or other)?

8. In light of today’s limited funds for transportation, what should be the focus of CDOT’s efforts? (choose 2)

- | | |
|--|--|
| <input type="checkbox"/> Maintain the existing transportation system | <input type="checkbox"/> Make safety improvements |
| <input type="checkbox"/> Offer more choices for travel (transit, bike/pedestrians) | <input type="checkbox"/> Add shoulders |
| <input type="checkbox"/> Expand highways by adding lanes | <input type="checkbox"/> Manage congestion through managed lanes |

Thank you for taking time to complete this survey!


Cordillera Frontal Central de Colorado

¿Qué es lo más importante para USTED?



Seleccione su Condado: Custer El Paso Fremont Park Teller

El Departamento de Transporte de Colorado desea saber qué es lo más importante para usted.

 Favor de completar esta encuesta antes del 15 de diciembre del 2013, doble el papel y envíelo por correo a la dirección impresa en la parte inferior de ésta o puede completarla en el www.coloradotransportationmatters.com.
Esté usted pendiente de los resultados en el Sitio Web.

Su opinión es importante – Nos ayudará a determinar el Plan de Transporte a Nivel Estatal

Primer doblado

1. ¿Por qué es importante para usted el transporte?

Coloque una X en la casilla de dos principales opciones:

- Que transporte a las personas y mercancías sin peligro
- Que respalden a las empresas existentes
- Que contribuyan al desarrollo económico
- Que me lleve al trabajo y/o a servicios vitales
- Que me ayude a vivir mi vida como yo quiero

2. ¿Qué temas le son más relevantes en la Cordillera Frontal Central?

Seleccione dos principales opciones:

- Reducir el tráfico de camiones
- Mejorar las condiciones de pavimentación vial
- Reducir el congestionamiento
- Incrementar opciones para ciclistas/peatones
- Incrementar opciones de transporte
- Mejorar el desarrollo económico
- Aumentar la seguridad de puentes
- Otro (favor de especificar) _____

3. ¿Qué cree usted lo hace especial a la Cordillera Frontal Central?

Seleccione tres principales opciones:

- Comodidades urbanas
- Vida rural con comodidades de la ciudad cercana
- Innovación y creatividad
- Agricultura
- Sector de flete/envíos
- Sentido de comunidad
- Turismo
- Sector del esquí
- Sector de Energía
- Base económica
- Acceso/suministro de agua
- Otro(s) (favor de especificar) _____

FAVOR DE VOLTEAR LA HOJA - Vea el mapa de la Cordillera Frontal Central al reverso

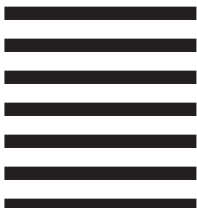
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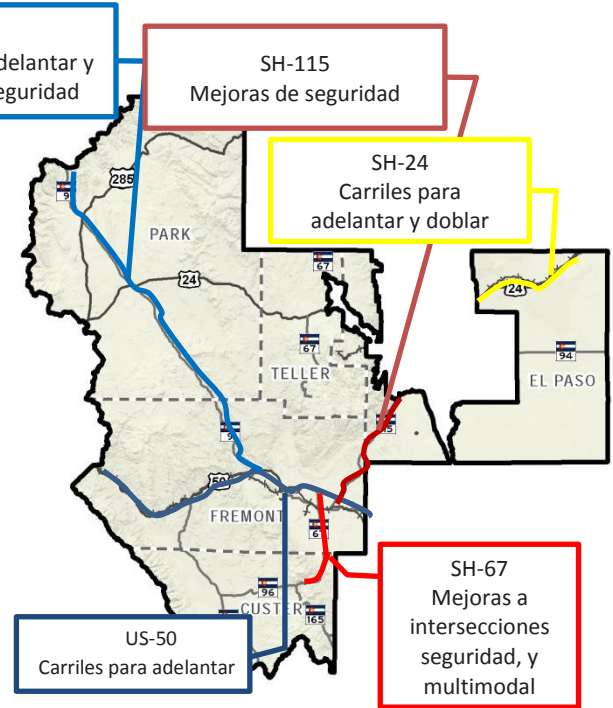
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Priorizando Posibles Inversiones

Los esfuerzos iniciales de planificación del condado local y líderes municipales en coordinación con el personal de CDOT de la Región de Planificación de Transporte (TPR abreviación en inglés) de la Cordillera Frontal Central han identificado las posibles prioridades de inversión en caso de haber fondos limitados adicionales disponibles.

- US-50 – de Salida a Canon City, carriles para adelantar
- SH-67 – Seguridad en el tránsito y mejoras al transporte multimodal; mover la señal y mejorar el drenaje en la intersección de SH 67/SH-115
- SH-115 – de Canon City a Colorado Springs, mejoras de seguridad en general
- SH-9 – de Breckenridge a Alma, carriles para adelantar y otras mejoras de seguridad
- US-24 – de Elbert Road al límite del condado El Paso, añadir carriles para adelantar y carriles para doblar



4. A su criterio, ¿son estas sus prioridades dentro de la TPR de la Cordillera Frontal Central? Cierre con un círculo una respuesta .

1 ← 2 3 4 5 →

Muy en Desacuerdo Un Poco en Desacuerdo Neutral Un Poco de Acuerdo Muy de Acuerdo

4a. Si está en desacuerdo, ¿por qué? (Favor de explicar) _____

5. ¿Hay otras prioridades regionales en las autopistas del estado que deben incluirse? Si es así, ¿cuáles son?

6. ¿Hay algunas prioridades regionales que mencionamos anteriormente que deben eliminarse? Si es así, ¿cuáles son?

7. ¿Cree que hay otras prioridades regionales, preocupaciones o problemas de transporte que quisiera compartir mientras avanza el proceso de planificación de transporte (p. ej., tránsito, mejoras para ciclistas/peatones, seguridad u otro)?

8. Considerando los fondos limitados actuales para transporte, ¿cuál debería ser la prioridad para el CDOT? (elija 2)

- | | |
|--|---|
| <input type="checkbox"/> Mantener el sistema de transporte existente | <input type="checkbox"/> Realizar mejoras de seguridad |
| <input type="checkbox"/> Ofrecer más opciones de viaje (transporte público, ciclistas /peatones) | <input type="checkbox"/> Añadir acotamientos |
| <input type="checkbox"/> Ampliar las carreteras añadiendo carriles | <input type="checkbox"/> Controlar el congestionamiento mediante carriles administrados |

¡Gracias por llenar esta encuesta!

Colorado Regional Survey Results (November 18 to December 31, 2013)

Region: TPR 1, Central Front Range
Total Surveys received: 283

Why is transportation important to you? (select top two)

Selected Response	Number	Percent
Moves people and goods safely	143	51%
Gets me to work and/or vital services	123	44%
Helps economic development	97	35%
Helps me live my life the way I want	88	31%
Supports existing businesses	60	21%

Percentages add to more than 100% as more than one response allowed.

What issues matter most to you? (select top two)

Selected Response	Number	Percent
Improving roadway pavement condition	140	51%
Reducing congestion	113	41%
Improving economic development	75	27%
Increasing bike/pedestrian options	68	25%
Increasing transit options	58	21%
Other (please specify)	25	9%
Reducing truck traffic	24	9%
Increasing bridge safety	18	7%

Percentages add to more than 100% as more than one response allowed.

In light of today's limited funds for transportation, what should be the focus of CDOT's efforts? (select top two)

Selected Response	Number	Percent
Make safety improvements	142	55%
Maintain the existing transportation system	115	45%
Expand highways by adding lanes	71	28%
Offer more choices for travel (transit, bike/ped)	61	24%
Add shoulders	44	17%
Manage congestion through managed lanes	37	14%

What do you feel makes your region unique? (select top three)

Selected Response	Number	Percent
Rural living with nearby city amenities	232	84%
Tourism	133	48%
Sense of community	116	42%
Agriculture	52	19%
Water access/supply	46	17%
Ski industry	31	11%
Economic Base	22	8%
Other (please specify)	20	7%
Innovation and creativity	19	7%
Urban amenities	10	4%
Freight/shipping industry	10	4%
Energy industry	7	3%

Percentages add to more than 100% as more than one response allowed.

In your opinion, do listed projects represent your priorities?

Selected Response	Number	Percent
Somewhat agree	103	40%
Strongly agree	78	31%
Somewhat disagree	31	12%
Neutral	27	11%
Strongly disagree	16	6%

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Colorado Regional Survey Results (November 18 to December 31, 2013)

What issues matter most to you in the Central Front Range? (Response given was "Other")

No.	Responses
1	Upgrade roads out of the front range corridor
2	Guard rail on slump section Hoosier Pass needed-ice removal
3	I don't live there
4	Protecting natural environment
5	Road safety
6	Highway safety
7	Preserving peace in the mountains
8	Project 19049 reroute trucks a little to the east and then increase the options for semi-trucks to park and come eat at my place The Stage Stop intersection of 96 & 69N Westcliffe Co. 81252
9	Straighter highways - removal of unsafe curves.
10	Rock slides
11	Medicaid transportation
12	Winter road conditions
13	Highway safety
14	More cameras in my county (Hwy 9)
15	Economic development w/o over population
16	Passing lanes/shoulders
17	Dust reduction
18	Safety for our Community
19	Decreasing bike options
20	Visibility of road conditions
21	Eliminating traffic signals
22	Better rain/flooding drainage ditches, and such
23	Guard rails
24	Reduce car / animal collisions
25	Improved safety

What do you feel makes the Central Front Range region unique? (Response given was "Other")

No.	Responses
1	Mountains and wildlife
2	Views
3	Small business
4	Westcliffe is an incredible mountain tiny town that comes to life because of the views in the summer. People from all over the world come and sit on my patio next to the small economic heartbeat of the entrance to the historical face of Westcliffe
5	Mountain bedroom communities
6	Wildlife
7	Outdoor activities
8	Fly fishing
9	The scenery
10	Open Space
11	Dramatic climate changes with altitude
12	Historical & cultural significance
13	Biking opportunities
14	A lot of prisons
15	Recreational Opportunities
16	All of the above
17	Recreation
18	All outdoor activities, hiking, biking, hunting
19	Access to hiking, quieter
20	BLM and other public lands access for family enjoyment

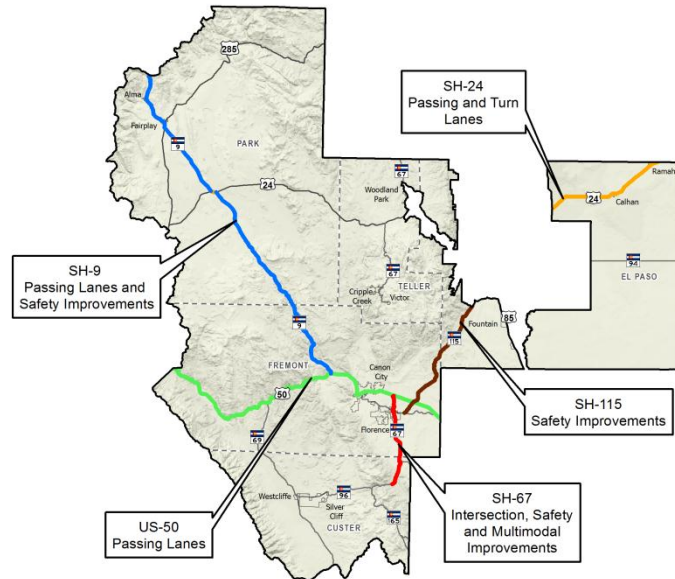
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- SH-115 – Canon City to Colorado Springs, general safety improvements
- SH-9 – Breckenridge to Alma, passing lanes & other safety improvements
- US-24 - Elbert Road to the El Paso county line, add passing lanes and turn lanes



In your opinion, do these represent your priorities within the Central Front Range TPR? If you disagree, why? (Please explain)

No.	Responses
1	I would go with the US-50 passing lanes, and the 155 safety improvements. I would like to see safety improvements on 155 between canon city & Florence.
2	There are other major roadways that more desperately need attention.
3	Local communities need help fund street infrastructure
4	Passing lanes Salida to Canon City doesn't seem like a high value project. Expensive project for little improvement.
5	I am more interested in public transportation options
6	Passing lanes are not enough from Breckenridge to Alma. There needs to be a bike path. It is VERY dangerous for both cyclists and cars.
7	Traffic lights on hills for truckers, needs to be loaf in Baily, and in Fairplay a through lane, much like BV. A maintenance patrol barn, winter, near the east side of Wilkerson pass. Chain up stations on the Park passes on all sides and enforcement of the chain law
8	Don't want to see increased traffic and paving in this area, ruining the landscape and the peacefulness of life here.
9	Expand I-70 with light rail all the way to downtown Denver and DIA
10	Hwy needs safety improvements like 4 ft. Shoulder widths.
11	No
12	US-24 Elbert to County Line should be higher & Hwy 94 is missing.
13	SH-115 then US-50 then SH-67 then SH-9 and US-24
14	Strong need for bike lanes on Hwy 50 between Salida & Canon City due to narrow canyon, 2-lane road, blind hills & curves. VERY dangerous.
15	SH-9 is fine.
16	Don't travel on roads to make a big difference.
17	Not in my part of Park County
18	Traffic from the Denver Metro area isn't addressed
19	Highway 285 is still dangerous
20	Not all should have top importance

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Colorado Regional Survey Results (November 18 to December 31, 2013)

In your opinion, do these represent your priorities within the Central Front Range TPR? If you disagree, why? (Please explain)

No.	Responses
21	Though limited passing lanes were completed in 2013 on 285, it remains one of the most deadly hwy's in the area. The road is often closed due to accidents, blowing snow, high wind with limited places for travels to stop safely.
22	Nothing in plans for Hwy 285. This needs to be a 4 lane road all the way from Fairplay to Pine Junction. This is the main artery to Park County from Denver that sees a heavy amount of semi-truck traffic.
23	I don't drive those roads, except for Colo 9 occasionally
24	Passing lanes on Hwy 9 are a poor choice in priorities.
25	No.
26	These suggestions do nothing for public transportation in the rural areas. This is a huge need and these do not address this need.
27	Hwy 115 needs to be expanded to a four lane highway or increased passing zones.
28	I am the Mayor of the little Town of Brookside located on Hwy 115 between Canon City and Florence. We have two intersections, one at Hwy 115 and Brookside Ave, and one at Hwy 115 and Willow that are very concerning to us. For safety reasons we have requested to have the speed limit lowered on Hwy 115 to 40 MPH and have heard nothing from DOT. We need turnout lanes installed on both intersections to prevent rear end collisions. We also need a street light installed at Willow and Hwy 115
29	There are other areas that need improvements that are never considered, always last on the list, or get cut because the money has run out.
30	These improvements have been made successfully
31	Hwy 115 should be the priority. This roadway sees huge slugs of traffic from the shift changes at the prisons in Fremont County. When you add in the tourist traffic and the constant stream of trucks hauling to and from Colorado Springs it seems a logical choice to invest in a full 4-lane roadway. The number of fatal accidents on this roadway should warrant a 4 lane highway.

Are there additional regional priorities on state highways that should be included? If so, which ones?

No.	Responses
1	115 between Canon City & Florence, also safety improvements on a connecting road between US-50 & 115, which is Ash St/ Reynolds Ave.
2	Hwy 285 and 24 have crumbling asphalt. I-70 through the Denver metro area has huge potholes. How can CDOT possibly justify improvements between Alma and Breckenridge, or Salida to Canon City, over more-travelled roads?
3	Location of rest stop/visitor center on 285 near Como area - partnership with Park County
4	Canon City, Hwy 50 and Hwy 115 (Royal Gorge Blvd and 9th Street) Repair the railroad crossing it is horrific and has not been repaired properly for 20 30 years
5	Improvements within the local communities
6	I believe that US-24 needs to be widened because of the truck traffic though the area. I travel west of US-24 into the mountains. During the summer that road gets congested on the weekends because of all the traffic. How about some passing lanes between Florissant and Buena Vista.
7	Hwy 50 through Canon City. Current design greatly reduces access to business. Would also question whether the design is safer- might be fewer accidents but the severity appears to have increased
8	Bike path from Breckenridge to Alma
9	Bike paths, bicycle safety
10	Bike Safety Breckenridge to Alma
11	The Alma to Breckenridge bike path!
12	Bike path Hwy 9 between Alma & Breckenridge
13	Bike path from Fairplay to Buena vista.
14	Pitch on the road going through cougar canyon (between fluorescent and Divide) holds too much water that ices over on curves. Dead standing trees along Hoosier pass.
15	More room for bikes
16	Bike paths!
17	The passing lines on Hwy 9 between Fairplay and Hoosier pass are marked incorrectly - i.e. there is no double yellow on some blind curves- dangerous!
18	Pass lanes between Breckenridge and Alma

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there additional regional priorities on state highways that should be included? If so, which ones?

No.	Responses
19	Hartzel to Canon City
20	285 upgrades and snow/wind mitigation
21	Safe Bicycle lane or path Up AND down
22	Recreation path between Alma and Breckenridge
23	Improve flow of traffic (increase speed limit) through Blue River to Breck. Not in Park Co., but affects most Park residents.
24	Reduce and slow traffic flows.
25	US-285 Conifer to Fairplay split highway and "Super 2 Lane" construction for increased SAFETY!
26	No
27	N/A
28	Hwy 24 (285 junction through Park Co. toward Teller) passing lanes ; Safety improvements like 4 ft. shoulder widths
29	SH-94
30	Hwy 94 needs resurfacing, shoulders, & turn lanes.
31	There need to be "No Passing" zone signs. I come to pass a car at night and all of a sudden there is a solid line! If I could see a "No Passing" zone sign ahead, I wouldn't be caught in a dangerous situation.
32	285 Fairplay south passing lanes & shoulders
33	Snow blowing dangers between Kenosha Pass & Fairplay, Fairplay to Trout Creek Pass, Elk Crossing highway
34	Don't know if it qualifies, but US-285, from the junction with US-24, NE to the TPR border - safety. Especially on the SE side of Red Hill.
35	US-50 at near the 27 mile mark -dangerous curve in winter - becomes icy even after much of the highway thaws. The banking of the road at this point seems wrong. Straightening the road would help greatly.
36	More pull over lanes for RV traffic on Hwy 50 in Big Horn Canyon.
37	Lessen the sharp curves on US Hwy 50 which because of truckers and individuals driving too fast, is the cause of a lot of accidents.
38	Look forward to the day that US-285 will have center barriers to help protect us from head on collisions. I'm grateful for the new passing zones!
39	I would like to see US-24 be a limited-access highway with unique alignment from Limon to Divide.
40	"Fencing" more areas that are subject to rock slide between Canon City and Salida.
41	The "Y" 3-way corner of Church and 3rd street in Florence. It is a state highway, part of the heart of downtown Florence and it "bends" with a horrible radius, many pedestrian/car issues including no sidewalks, no curbs to border the state highway and no boundaries painted. The road surface is not good either.
42	If you are going to continue to allow bicycle access on state highways esp. in the narrow canyons along Hwy 50 between Salida & Canon City, dedicated bike lanes need to be put in. It is very dangerous to bikers and drivers to have a group of bikers riding in the traffic lanes esp. on blind hills and curves. There is no way to go around them without risking head on collision with oncoming cars.
43	The 285 corridor was improved to some extent in 2013, but more improvements are necessary. Additionally, Hwy 24 has paper-thin asphalt. If a meaningful project isn't done soon, the base will be useless.
44	Hwy 24 Divide to Wilkerson Pass - passing lanes
45	Highway 24, Hartzel to the Wilkerson; Pass summit.
46	None.
47	SH-285
48	Passing lanes are definitely important because some drivers will pass no matter the situation. I have almost been hit by a driver passing around a curve. Even though these drivers will continue to practice unsafe behavior, maybe having more passing lanes will help a little.
49	Less truck traffic on Hwy 9 between Breckenridge and Alma
50	285
51	Antero Jct to Johnson's Village needs bigger shoulders so both cars and bikes can ride safely. Full of bicyclists in summer, very dangerous to everyone.
52	Guardrails on 9 near Hoosier pass; More passing lanes on 285
53	Hwy 285
54	Maintenance of the condition of the current roads
55	Hwy 285 from Kings Valley through Park County

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there additional regional priorities on state highways that should be included? If so, which ones?

No.	Responses
56	Yes, public transportation, early in the morning for commuters who live in Bailey and work in Fairplay.
57	US Hwy 285
58	Safety on US-285 south of Bailey
59	Alternate bike routes /bike lanes
60	Guard rails, additional police force for illegal passing and speeding from Breckenridge to Alma. Serious issues with illegal passing/speeding over Hoosier Pass.; Illegal passing on 285 to BV and speeding. Serious issues with lack of road safety oversight and minimum law enforcement. This creates serious safety issues.
61	I agree with improvements from Breckenridge to Canon City on Hwy 9. The section from Fairplay to Breckenridge has more vehicle traffic. With the congestion on I 70 more vehicles are traveling to Fairplay to avoid long delays. Unfortunately the Hwy 9 and 285 intersection is not designed for the increased traffic.
62	Pavement surface, shoulders, and safety improvements on Colorado Hwy 120 east of Florence due to high volume of truck traffic.
63	Hwy 285 work that was done in 2013 is severely incomplete. A passing lane was begun going up the South side of Red Hill and going up the South side of Kenosha Pass. Both passing lanes only go half way up the hillsides, which makes absolutely no sense whatsoever and creates bottlenecks as slow moving traffic merges with faster moving traffic trying to get by.
64	SH-9 Breckenridge to Alma is critical--VERY dangerous in winter storms....
65	Wider shoulders for safer bicycle traffic should be a priority; Less guard rails
66	115 between Canon City and Florence, The road is narrow and dangerous. The area by the railroad track is the worst, winter driving is a nightmare
67	Hwy 9 from Fairplay to Canon City, more maintenance in the winter and cameras. I travel this highway weekly and never can find out what the actual road conditions are.
68	Connecting existing bike/recreational pathways throughout region.
69	Hwy 285 needs widening, break down lanes and passing lanes. A truck lane only would be great.
70	Not that I am aware of.
71	Hwy 115 at the new roundabout at mile marker 1. the roundabout does not have a mountable curb in the middle. it seems like it was the state's first ever roundabout they built. so many mistakes and seems like they don't know how to read a blue print, as well as it seems like it was a different blue print then the presented to the public.
72	None
73	Hwy 96 from Westcliffe to pueblo
74	Alternate route between Canon City and Salida that does not follow the Arkansas River.
75	None that I can think of at this time.
76	Keep up with pot holes
77	Adding more reflectors to improve night/winter visibility. Wyoming has done a great job of this. They have reflectors at 100 ft intervals, with a white reflector on the right and a yellow on the left. Would be useful in South Park and Platte River Canyon on 285. Looks like the Contractor tried on repaving project recently completed N of Fairplay.
78	CO Hwy 9 at Park County roads 4 and 6 with greater than 90 degree turns (almost 180 degrees) at 50-55 mph. There is an extremely large proportion of close calls because of poor outdated designs.
79	How many times has Hwy 115 been worked on?!? Can we not look further into the future to anticipate the needs more than 5 to 10 years down the line? Just like I-25, really is it not possible to do something that isn't obsolete as soon as it is finished?
80	Hwy 83 needs some improvements because trucks use it to avoid the weigh station. Also, it is a poor alternative for when I-25 is backed up.
81	Wider shoulders/ pull-offs on SH-24 and SH-9
82	Better roads
83	In Canon City, reconstruct the new round about located at the transition of Elm Ave. And 9th Street. This was poorly engineered, semi-trucks and pickups with trailers cannot negotiate this intersection without driving over the curbing.
84	I think 115 should be double lanes both ways. I think it would improve the safety of that road immensely.
85	Hwy 50 thru Canon City is in HORRIBLE condition...slopes and pitted...horrible driving conditions
86	Completion of the Powers Blvd. Corridor to meet up with a ramp onto and off of I-25.
87	Hwy 94 East from Ellicott poor condition and safety
88	More signage for drivers to stay out of passing lanes
89	Yes between Ash St. and east end of Brookside town limits.

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Are there additional regional priorities on state highways that should be included? If so, which ones?

No.	Responses
90	Colorado 94
91	Hwy 50 through Canon City needs improvements and repaving. The most recent "improvements" have made travel through Canon City worse.
92	Highway 115, 4 lane all the way from Penrose to Colorado Springs
93	Bicycle traffic on US-50 between Canon City and Salida and on CO-9 between US-50 and US-24 cause safety issues and should be addressed at some time.
94	Hwy 94
95	Hwy 115 4 lanes between Penroes and Springs
96	Make biking safer with dedicated lane.
97	Hwy 50 through Canon City. Trucks have to use the left lane as the right lane is so unlevel that they dump loads.
98	Timing of stop lights through Cañon City to help the flow of traffic
99	Hwy 50 through Canon City needs resurfaced. Drainage is bad between 15 and 9th streets. Signal lights don't align with lanes. Frontage road access is bad to highway. You can't make left turns front frontage road on orchard. You are forced to turn left on a red light and sit thru several cycles.
100	115 with lighting between Florence and Canon City. It is very dark at night....the visual is difficult with oncoming traffic.
101	Hwy 115 is dangerous and needs to be a two lane highway all the way from Springs to Penrose
102	Surface improvement on SH-69
103	No more guardrails
104	Four lane SH-115 FROM US-50 TO Colorado Spring.
105	Colo. Hwy 50 through Canon City proper.
106	Add shoulders to Hwy 9.
107	Paving Hwy 50 thru Canon City
108	SH-115 needs to be 4 lane all the way from Penrose to Colorado Springs.
109	On SH-50 to Salida there is No Communication available, there is a need for emergency call boxes at different locations all through the area. There needs to be more rock mitigation.
110	More SENSIBLE guardrail placement
111	Bridge corridors for animal passage under to Arkansas River to lessen car / animal collisions.
112	More wildlife crossings as bridge upgrades
113	Hwy 285 in South Park needs rumble strips on fog lanes - prevents going off the road in blizzards.
114	Truck traffic on 115
115	We need an acceleration, deceleration lane at US-Hwy 50 and Fremont County Road 69. Very difficult to turn left onto CR 69 while heading East on Hwy 50.

Are there regional priorities above that should be removed? If so, which ones?

No.	Responses
1	All. CDOT should go back to the "drawing board."
2	Passing lane Canon City to Salida
3	US-50 seems fine when I drive that.
4	SH-115 is fine. Other work is of higher priority
5	...
6	Hwy 115
7	SH-9 Breckenridge to Alma
8	Anything that does not improve safety.
9	No
10	No
11	N/A
12	No
13	SH-9
14	SH-115 & SH-67
15	I can't believe I live in a mountainous area with lots of curves and there are no "passing zone" signs.

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there regional priorities above that should be removed? If so, which ones?

No.	Responses
16	None.
17	I don't know about US-24 rarely use it
18	No, you're on the right track. Anything to make these two lane roads safer, even if that means increased law enforcement (not your dept.).
19	too new to area to say
20	Glad you are working in Fremont county! We need it at every turn!
21	No.
22	No passing lanes on Hoosier Pass
23	Removing cyclist from highway traffic when no bike paths are present.
24	SH-24
25	SH-67 – traffic safety and multi-modal improvements; move signal and improve drainage at SH-67/SH-115 intersection
26	Interchange at Hwy 9 and Hwy 285.
27	All areas need this work.
28	SH-9 Funds for that project could be used in areas with greater need.
29	No.
30	None
31	I am not familiar with Elbert Rd but I have traveled from Breck to Alma for years and see no real reason to add passing lanes.
32	No.
33	No
34	SH-67
35	None that I can think of at this time.
36	None
37	No standardized traffic speeds between Breckenridge to Frisco on CO Hwy 9. Delineator post maintenance is abysmal with too much interval space. Trade off with making it easier to plow snow. Compared with other mountainous passes CO Hwy 9 is ranked very poor on delineator maintenance.
38	Highway 9. Does the traffic warrant the amount of money spent to add passing lanes? I have driven that road many times and I think there are ample opportunities to pass without risking life and limb. Additionally, who decides where "guardrails" are placed? There have been some placements in the Fremont County area that are just plain stupid. Putting guardrails between Florence and Canon City was stupid. Putting up a guardrail by the New Horizons Store on Hwy 50 was just stupid. I travel many roads in this state and there are high mountain passes without guard rails that should have them that do not, really what a waste!
39	There are regular passing lanes on US-50 and SH-115. Enough money has been spent on those highways.
40	No
41
42	I am unfamiliar with US-24 Elbert Road to the El Paso County Line. All I know is drivers go way too fast on the stretch of US-24 between Colorado Springs and Woodland Park and anything that can be done to get them to slow down or make it safer should become a priority.
43	US-Hwy 50 passing lanes
44	SH-115, much has already been invested.
45	No more guardrails
46	Every county wants improvements but the roads in Fremont County have been highly neglected. I do agree that the improvements above need to be made. Priority is always safety first.
47	I am not sure what you have planned for SH-67 but maintaining bridges so they don't wash out seems to be important not sure what intersection along there that needs to be changed, I can't think of one. Unless it is paving where it meets 115 in Florence.
48	Canon to Colo Spgs. and SH-9
49	SH-115
50	Hwy 9 and Hwy 24 improvements, as noted, should be removed until Hwy 115 is 4 lane.
51	No

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there regional priorities above that should be removed? If so, which ones?

No.	Responses
52	SH-115 has made improvements (passing lanes & 4 lanes)made and seems to be safer and traffic flows better between Canon City and Colo. Springs

Are there other regional priorities, transportation concerns or issues you would like to share as we move forward in the transportation planning process (e.g., transit, bike & pedestrian improvements, safety or other)?

No.	Responses
1	Bike improvements on the Ash/Reynolds connecting route between US-50 & 115. Also bike improvements between Brookside & Florence on 155.
2	While bike and ped improvements are nice, they serve a miniscule population compared to Colorado's failing roads.
3	Bike improvements between Breckenridge and Alma; improvements to the BikeCentennial Bike Trail 76 (now, TransAmerican Trail) that runs through this region. (In Colorado- Eads, Pueblo (~midpoint & 2nd largest city), Cañon City, Royal Gorge, South Park, Breckenridge, Kremmling, Walden Hoosier Pass (highest pt, 11,541 feet (3,518 m), Willow Creek Pass) and traverses the US.
4	Pedestrian improvements within local communities, better intersection design within local communities
5	Bike path from Breckenridge to Alma
6	Bike path to brick
7	Need a bike path from Breckenridge to Alma, so bikes are away from traffic.
8	Improved safety over Hoosier Pass
9	Bike path between Alma and Breckenridge.
10	More plowing again on Hoosier pass. it was good in early 2000s and now many more closures, accidents and stuck semi's.
11	Bike lanes over all passes. Cyclists come no matter what and everyone is in danger.
12	Breckenridge to Alma bike path
13	Get the bikes off of two-lane no shoulder roads such as 9. putting the bikes on the county roads, at lease there is room to get around them.
14	More emphasis on bike lanes and safety
15	Bike/ped paths would be a great and safe improvement from Breckenridge to Alma. The path from Alma to Fairplay is awesome and used hugely. Safe alternative options are appropriate.
16	Continue bike path over Hoosier Pass from Breckenridge to Fairplay
17	Bike Path Alma-Breckenridge
18	Buses from Breckenridge to Alma, frequent and plenty of stops
19	Input on bike lanes paths
20	Recreation path between Alma and Breckenridge
21	Breckenridge to Alma bike and pedestrian pathway
22	Bike lane between Alma and Breckenridge
23	Bike path Breckenridge to Alma
24	Bike/Pedestrian Path: Fairplay to Breck.
25	Reduce the flow of people from Breckenridge to Alma! It has been so disappointing to see what a mess Breckenridge has become in the past 40 years and we want to protect Placer Valley from that type of "growth" - leave us alone!!
26	Super 2 Lane construction provides safe shoulders for bicycle traffic.
27	Keep SH-9 as is. Need to keep Breckenridge traffic on the north side of the pass!
28	Bike path from Alma to Breckenridge and requiring cyclists to use it instead of the highway.
29	Keep traffic moving
30	No
31	115 between Canon City & Florence need bike improvements.
32	Bike & Pedestrian improvements.
33	County wide / multi-county transit
34	Make direct regional priorities on bike & pedestrian improvements.
35	More \$ for Region 2.
36	Focus on warranted safety projects & capacity improvements.
37	Road improvements & pavement.

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there other regional priorities, transportation concerns or issues you would like to share as we move forward in the transportation planning process (e.g., transit, bike & pedestrian improvements, safety or other)?

No.	Responses
38	I would like to see highways widened for bicyclists. I think there should be a license required to ride a bike on the highways of CO. All those funds could go towards widening the highways. It's dangerous out there as a bicyclist.
39	Bike & Ped
40	I have addressed CDOT Plan 19049 earlier in this survey. Although not listed here has the ability to alter if not close completely my business. I have met with Mr. Lollar and Ms. Bailey and spoken with a Mr. Hunt regarding the intended plans once funding is obtained for the intersection of 96 & 69N to be altered to accommodate 73.5' interstate semi-trucks. If this moves forward as planned it will eliminate parking 75' to the north on both sides. This impacts 10 small businesses to the point that there will be no place for anyone to park to patronize their business. Many of which the owners have invested their whole life savings into. Change plan 1 block to the east instead and include semi parking so they can park & eat at The Stage Stop
41	Safety is supreme.
42	More attention to snow plowing/removal at 5 points on US-50
43	We need some sort of rail to move people from DIA to the mountains. For now, perhaps movable barriers to increase lanes for peak traffic.
44	A bicycle and pedestrian trail beside US-24 from Woodland Park to Johnson Village would improve safety.
45	Not sure what you can do about blind curves in the canyon between Canon City and Salida. Tourists see wildlife and pull over to try and get a picture.
46	Downtown Florence has horrible and unsafe sidewalks where they have them, and none in many areas on both state highways 115 and 67 (Pikes Peak). These are sidewalks right on the main street. There is no sidewalk on Hwy 67 going north from the residential area to the Florence high school that kids could even walk/ride upon. We bus kids from areas within the 8/10 mile school radius due to lack of sidewalks, curbs or unsafe roads to schools. Many can't ride on the surface if they wanted to. Waste of gas, services, maintenance.
47	Allowing large groups of bicyclists along Hwy 50 between Salida & Canon City is very dangerous due to 2-lane highway, blind curves & hills. There is no room to go around bicyclists without crossing double yellow lines into on-coming traffic lanes. Very dangerous to drives & cyclists.
48	Adequate funding for local road maintenance.
49	Bicycles on Hwy 24 west of Divide should either be prohibited or should have their own lane. Very dangerous situation in the summer time there!
50	The speed limits are too high.
51	- Synchronization of traffic lights. - Allow more time coming to a stop when the light turns yellow. I would incorporate a flashing green light about 3 seconds before the light turns yellow allowing more deceleration before the light turns yellow. - Raise Powers Blvd and N. Marksheffel Rd allowing full traffic flow between north and south Colorado Springs.
52	More alternate energy
53	I think having more public transit options that are reliable, safe, and affordable are always a great idea and helps communities in myriad ways.
54	More bike paths
55	Public transportation between the urban and rural area.
56	Need to improve bike access, very dangerous when bikes are on 285 from and to Bailey
57	Winter driving conditions on U. S. Hwy 285 in South Park
58	Widening highway shoulders for safe bicycle travel.
59	Bike & pedestrian improvements
60	More law enforcement!
61	Transit needed from Fairplay, Alma and Breckenridge for employees, medical appts, shopping, etc.
62	Improve pedestrian and cycling access along Colorado 115 between Brookside and Florence where CDOT installed guardrail creating dangerous, narrow travel on shoulders for cyclists
63	NO BIKE LANES!!!! This is a rural area--bikes are NOT a viable means of transportation for more than a very limited few up here!
64	Safer passage for bicycles
65	Connecting bike/pedestrian paths
66	Improve Hwy 50 within the City of Canon City. Need for bike paths on as many State Highways as possible.
67	Bike & Pedestrian improvements. Vehicles I believe do not realize that bikes & pedestrians have the right of way and do not pass like they would a car. I have almost been hit on several occasions by vehicle mirrors on my bike.

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there other regional priorities, transportation concerns or issues you would like to share as we move forward in the transportation planning process (e.g., transit, bike & pedestrian improvements, safety or other)?

No.	Responses
68	Bike and pedestrian improvements.
69	Large trucks are bad and cause safety issues during bad weather on 285 and in good weather because of their speed.
70	Intersection of SH-115 and county road 11a. This intersection has poor visibility due to the angle in which 11a intersects SH-115. In one week I observed 4 accidents at this intersection.
71	I would love to see public transportation.
72	Improvements to 115 from Springs to Canon would be wonderful. BUT, I also think it is important to improve bike and pedestrian options in Canon City. We are a small community, and it should be easier to use environmentally- and economically-friendly options such as bicycles and walking for our daily activities. As it is now, Canon City is not a bicycle-friendly community. Sidewalks are in miserable condition and roadways are often narrow. Improvements would make these options safer and therefore encourage more people to choose to do them. Thank you!
73	No
74	CDOT has spent a lot of money on guard rail and medians on the East side of Canon City. Now that project seems to be complete but it is aesthetically horrible. CDOT may have made it safer but it has funneled the traffic more than half way through Canon. Beatification through that area and the ability to connect Canon City's main street, the high way, and the river. Currently people /visitors just drive through. Normally I would say this is CDOT's concern but CDOT made the changes years ago to funnel traffic through and it has hurt the town. At a bare minimum beautify the high way with some foliage. The median is two different levels and looks horrible. Take a look.
75	Bicycle and foot traffic to be considered when installing guardrails and other features that may limit or curtail those modes of traffic. An example of apparent lack of such consideration is the recently installed guard railing between Canon City and Florence along Highway 115.
76	no
77	SH-9 from US-50 to US-24 needs passing lanes and shoulder due to bike and motorcycle traffic during the spring/summer/fall touring seasons.
78	Safety - more guardrails on mountain roads that need them
79	Bike and pedestrian improvements should remain a high priority when planning and executing road improvements
80	Highway expansion and safety, in my opinion, will help the most.
81	Keep people in the left lanes with signs and need for rest areas larkspur area
82	Public transportation from Fairplay to Breckenridge
83	Bike & pedestrian improvements
84	I strongly believe that there are some roads in this state that bicycle traffic should not be permitted on. This particularly holds true when you look at having to give a 3 foot berth between your car and the bike. The shoulders are being taken up by "guard rails" and now the bikes have to ride in the traffic. This is a tragedy waiting to happen. Fremont County also needs a source of continuing public transportation.
85	I think there should be a bike path that parallels I-25 from Wyoming to New Mexico.
86	I would like to see more bike paths made to keep the bicyclists off of the highways and streets.
87	Public transportation throughout Fremont County. Hwy 115 from Florence to Canon City needs a bicycle lane. There is no room for bicycles once all the guardrails were installed several years ago.
88	Roundabout on SH-115 and Elm Ave - too small, trucks cannot navigate it easily or quickly. There are too many signs, too much to read in a very tiny circumference. The result is that people drive it as a 4 way stop - including stopping in the middle of the roundabout to allow others in. Please make it bigger.
89	We should not be using FASTER funds for bicycle pedestrian trails. How much money was squandered by putting restricted use cameras on Hwy 50 through fiber that is not shared?
90	Bus transit would be a nice option in Fremont.
91	I think bike and pedestrian transportation should always be addressed. Here in Canon City, we have these silly "bike route" signs but really no safety for people on bikes or walking.
92	Improve bike transportation safety and off-highway bike route options between Florence and Canon City. Improve bike and pedestrian safety on Hwy 67 north from Florence to Florence High School.
93	Overall road and bridge safety. We need more money on roads and public transit. While the biking community is a large vocal group, there are not the numbers of users to justify more improvements.
94	Limit bicycles until rural roads have a shoulder for safety due to blind hills
95	Bike and pedestrian improvements. Bike lanes on all new roads.

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Colorado Regional Survey Results (November 18 to December 31, 2013)

Are there other regional priorities, transportation concerns or issues you would like to share as we move forward in the transportation planning process (e.g., transit, bike & pedestrian improvements, safety or other)?

No.	Responses
96	We are planning for the future to extend from our Town Park a Pedestrian trail down Spring Creek on the old Rail Road bed to the River Walk that would go under Hwy 115 through the tunnel with your approval.
97
98	It seems that all road and bridge fees are spent in the bigger cities, rarely in the smaller communities, where we pay our share of the money, but don't benefit from the money.
99	The traffic on Hwy 115 continues to increase. The added passing lanes have made a welcome change. I understand making the highway 4 lanes all the way to the Springs would be costly, But adding more passing lanes every couple of yours could be cost effective with the end result being a 4 lane Highway. I've driven 115 for over 20 years and greatly appreciate what has been done so far. Thank You
100	Hwy 120 from Florence to Hwy 50 is falling apart. Traffic lights on Hwy 50 through Canon City need to move traffic better.
101	See comments above. I have seen an increase in bicycle traffic over the years and feel future planning should be done to get them in their own lane for safety reasons. That being said, who is to pay for that? I think the bicyclists themselves need to be willing to help out.
102	Bring back buses
103	Safety
104	Gravel Trucks continuing to have rocks come out the back and cracking windshields on highway 115.
105	Hwy 50 through Canon City.
106	Fix Canon City. I have lived here 30 years and recent improvement made access to Hwy 50 worse. Tired of road and bridge fees being spent in other counties. Replace the railroad crossing on SH-67 in Florence it is rough and dangerous for motorcycles and hundreds of vehicles going to work at the federal prison.
107	There are some state highways in our area where bike traffic should not be allowed, because it is too dangerous!
108	Bikes ride on 115 between Canon and Florence, no way to stay 3 feet away from bikes,
109	The turning from the frontage road onto Hwy 50 in Canon City. They need to have turn lights so that the people can actually get through the light especially at Orchard and Hwy 50. If you are going west and trying to turn left you can actually sit through 3-4 lights before getting a break to turn. There are people who get caught in the intersection because it is unclear if you are to continue through or not. This intersection is very dangerous.
110	A large amount of money was spent on making a roundabout on 115 in Lincoln Park, I am just wondering if there could of been a more cost effective solution to that corner? If you have so little money to spend then why the elaborate fix, also you were doing all this and put in no sidewalks, really? It looks nice but I am wondering if it was the best use of the money.
111	Bike safety in Canon City by making traffic aware of bikes on traveled north south routes; i.e. 9th St, Reynolds from Main south to Lincoln Park
112	More bike lanes on Hwy 50 from canon to Salida
113	We should spend no money on bike lanes or bike related projects until they are required to purchase license plates and pay Hwy taxes. Bicycles are a huge hazard on smaller two lane roadways, such as Hwy 9, where there is no or little shoulder and poor visibility.
114	Kristin Lawson of Florence was on her way to her nursing job in Pueblo about a year ago. Highway 115 between Florence and Penrose was icy. She went into a slide on a curve and went off into a gully, where she wasn't found for about 5 hours. The spot she went off has a gap in guard rail. Hers wasn't the first fatal accident to happen at that spot. Just a few hundred feet south, there is guard rail on a nearly flat shoulder on a very minor curve. When new guard rail was installed all along Highway 115 a couple of years ago, there were other places it made no sense. Had there been rail where Kristen went off, it's very possible she might have bounced off it and survived. Instead she left a very sad widower and 2 year-old daughter.
115	Pedestrian / bike lanes and animal corridors.
116	Too many car-deer collisions - needs mitigation & small town bike lanes.
117	Bike and pedestrian improvement options. Remove or do not add any additional guardrails to area highways.
118	Please allow for bicycle safety on HWY 50 in Fremont County.
119	Over passes for bicyclists and pedestrians to cross US-50 in Canon City CO

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Public Input on Central Front Range TPR Priorities – Survey Comments Relating to High Priority Corridors

The identification of High Priority Corridors for the Central Front Range TPR took place over the course of several regional meetings between June of 2013 and January of 2014 as part of the development of the Regional Transportation Plan. A variety of input was considered in the process, including potential project lists, multimodal and economic characteristics, priority level from the 2035 plan, input from the public, and more. During the two most recent TPR meetings, members combined this information with ongoing discussion to select High Priority Corridors for their region. These corridors will receive an additional focus in the Regional Transportation Plan and will help to guide future investment in the transportation system.

Each of these high priority corridors is presented below with a list of public comments, gathered via the Central Front Range TPR transportation survey, that directly relate to the corridor, its character, and its needs. This survey was available between November and December of 2013 and survey participants were asked if they agreed with the list of TPR priority projects (A/B lists developed during summer meetings), wanted any removed from the list, or had any other concerns to add. These comments compiled below are the text responses only. See the attached Central Front Range TPR survey for more details on the survey questions and responses options provided to survey participants.

Also included at the end of this document are general comments made without reference to a specific corridor and grouped loosely by topic. These are meant to provide overall context and indicate respondents' more general priorities for their regional transportation system.

This document is meant as a companion to the regional corridor worksheets used by TPR members to identify their high priority corridors over the course of the two most recent TPR meetings. The information is provided to assist TPR members in assessing how closely their selection of high priority corridors matches the priorities of the public and to provide them with insight into the concerns of their constituents.

In reviewing the Central Front Range TPR survey responses, the comments below are representative of public sentiment around the priorities for a given transportation corridor. Complete survey results for the Central Front Range TPR are available upon request.

SH 9 – US 50 to US 24 in Hartsel

- Placement of guard rails should be improved for better safety.

SH 9 – US 24 in Hartsel to Breckenridge

- Passing lanes on SH 9 should be a lower priority.
- Bike paths needed from Breckenridge to Alma.
- Guard rails on Hoosier Pass.

US 50 – East of Salida to SH 115 in Canon City

- Need for bike lanes between Salida and Canon City – dangerous as is.

US 50 – SH 115 in Canon City to I-25 in Pueblo

- US 50 through Canon City needs resurfacing and improved drainage.
- Better timing of stoplights through Canon City to improve traffic flow.

SH 115 – US 50 in Canon City to US 50 in Penrose

- Should be expanded to 4 lanes – lots of congestion currently.

SH 115 – US 50 in Penrose to Colorado Springs

- Should be expanded to 4 lanes – lots of congestion currently.

US 285 – US 24 in Antero Junction to SH 9 in Fairplay

- Should add center barriers for safety.
- Passing lanes and shoulders necessary.

US 285 – Bailey to Conifer

- Should add center barriers for safety.
- Passing lanes and shoulders necessary.

US 285 – SH 9 in Fairplay to Bailey

- Should add center barriers for safety.
- Passing lanes and shoulders necessary.

General Comments (Corridor Non-Specific)

- Illegal passing and speeding on several regional highways – better enforcement is needed.
- Safety is the top priority.
- Guard rails needed on mountain passes.
- Bikes lanes are needed throughout the region, especially on passes.
- Improved public transportation between rural and urban areas is desired.

DRAFT