

# Southwest Colorado What's Important to YOU?



Please select your county:  Archuleta  Dolores  La Plata  Montezuma  San Juan

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](http://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 Southwest?

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 Southwest 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 Southwest region map on the back

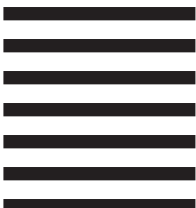
Fold two



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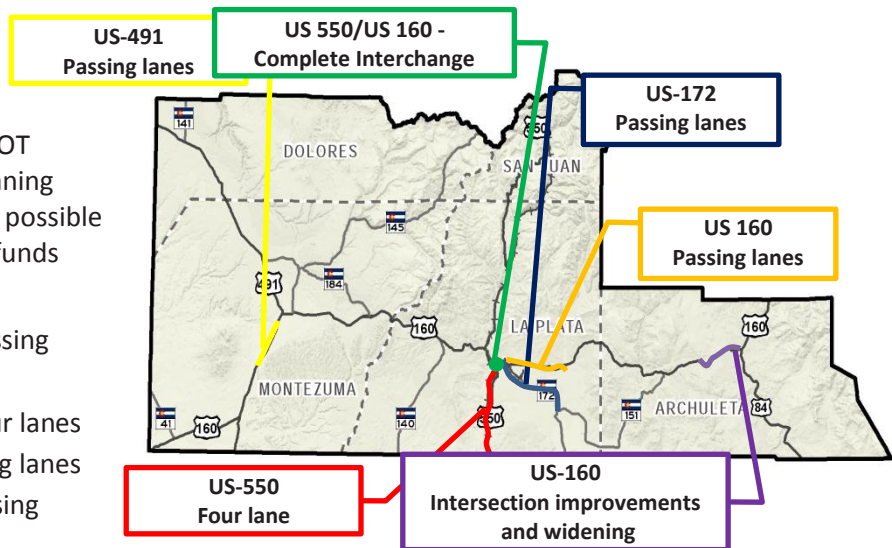
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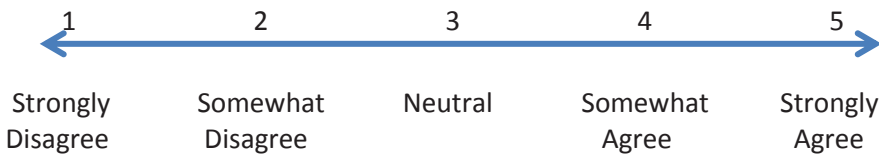
## Prioritizing Potential Investments

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

- US 160 - Bayfield to Durango, add passing lanes
- US 550 - Durango to NM, widen to four lanes
- US 491 - North of Towaoc, add passing lanes
- SH 172 - Elmore's to Ignacio, add passing lanes
- US 160 - Aspen Springs area, intersection improvements
- US 550/US 160, complete interchange



4. In your opinion, do these represent your priorities within the Southwest 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!

# Suroeste de Colorado

## ¿Qué es lo más importante para USTED?



Seleccione su Condado:  Archuleta  Dolores  La Plata  Montezuma  San Juan

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](http://www.coloradotransportationmatters.com).  
Esté 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?

Escriba 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 Región Suroeste?

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
- Otros (favor de especificar) \_\_\_\_\_

### 3. ¿Qué cree usted lo hace especial a la Región Suroeste?

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 - Ver el mapa de la Región Suroeste al reverso

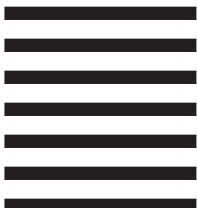
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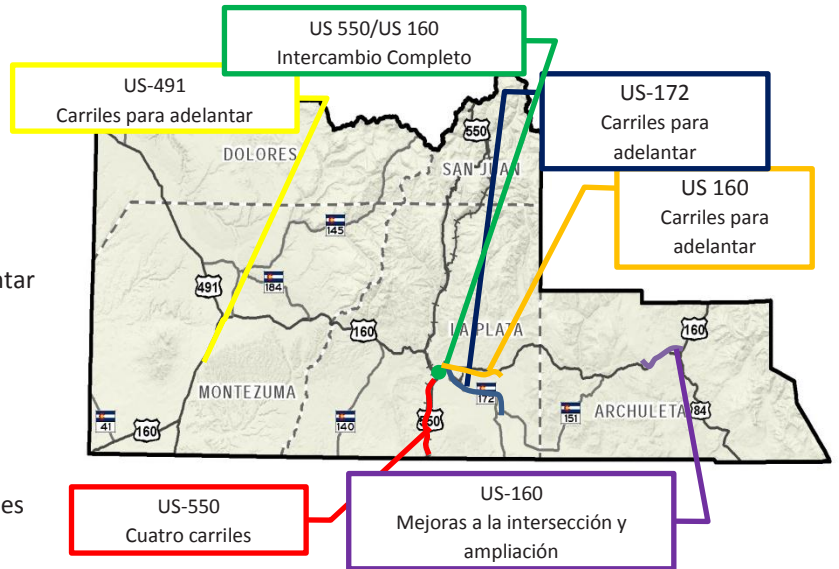
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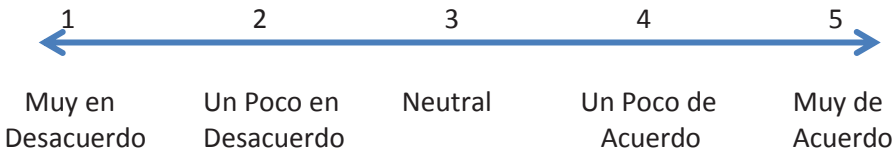
## Priorizando Posibles Inversiones

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) del Suroeste han identificado las posibles prioridades de inversión en caso de haber fondos limitados adicionales disponibles.

- US 160 - Bayfield a Durango, añadir carriles para adelantar
- US 550 - Durango a NM, ampliar a cuatro carriles
- US 491 – Al norte de Towaoc, añadir carriles para adelantar
- SH 172 – de Elmore a Ignacio, añadir carriles para adelantar
- US 160 – área de Aspen Springs, mejoras a intersecciones
- US 550/US 160, intercambio completo



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



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

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

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

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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)?

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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 9, Southwest**  
**Total Surveys received: 463**

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

Selected Response	Number	Percent
Moves people and goods safely	265	58%
Gets me to work and/or vital services	181	40%
Helps economic development	155	34%
Helps me live my life the way I want	144	32%
Supports existing businesses	79	17%

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	197	44%
Increasing bike/pedestrian options	174	39%
Reducing congestion	128	29%
Improving economic development	122	27%
Increasing transit options	116	26%
Other (please specify)	62	14%
Reducing truck traffic	28	6%
Increasing bridge safety	25	6%

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
Maintain the existing transportation system	198	46%
Make safety improvements	170	39%
Offer more choices for travel (transit, bike/ped)	155	36%
Expand highways by adding lanes	120	28%
Add shoulders	88	20%
Manage congestion through managed lanes	53	12%

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

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

Selected Response	Number	Percent
Rural living with nearby city amenities	287	63%
Sense of community	236	52%
Tourism	185	41%
Agriculture	109	24%
Energy industry	67	15%
Water access/supply	54	12%
Ski industry	51	11%
Other (please specify)	51	11%
Innovation and creativity	49	11%
Economic Base	40	9%
Urban amenities	20	4%
Freight/shipping industry	6	1%

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	167	39%
Strongly agree	128	30%
Somewhat disagree	51	12%
Neutral	49	11%
Strongly disagree	33	8%

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

### What issues matter most to you in the Southwest TPR? (Response given was "Other")

No.	Responses
1	Provide better access to the region (Complete US-550 from NM to Durango)
2	Primary seat belt laws
3	Funding for highway improvements
4	Road needs improvement from Cortez to Dawson lake store.
5	Beautification of highways
6	Influx of people moving to the area
7	Passing lanes and safety rails on two lane roadways with major traffic
8	New blinking yellow lights
9	Use CDOT funds more wisely
10	Improving traffic flow.
11	Lower speed limits in town
12	Traffic safety speed limits
13	Why Bridges to NOWHERE~???
14	No Greyhound bus service
15	Improving safety for all types of transportation (bikes, walking, cars, trucks, etc.)
16	Essential to my life as a quadriplegic. It offers me freedom by accessibility, opportunity, productivity and includes me in our community. Our Transit System
17	motorist safety
18	Traffic safety for all
19	Roads are for vehicles, bike need other areas
20	efficiency of the use of tax dollars (i.e., avoiding a repeat of the \$47 M Bridge to Nowhere fiasco and its ongoing expenses)
21	Do something with the Bridge to Nowhere!!
22	Clear signals and signs
23	Traffic patterns
24	Center turn lanes for Hwy 160 Durango to Bayfield
25	Flow
26	Bayfield to Durango Road Improvements
27	Road Safety in general (not just bridges)
28	Less traffic trough Durango on 550
29	Widening 160 between Durango and Bayfield
30	Increasing alternative fuels availability
31	Supporting commerce
32	Road safety
33	Bicycles pay equal share to use roads
34	Fixing the lines on the road so that they can be seen during rain storms
35	Traffic light safety
36	Lower taxes
37	Maintenance
38	Safety - Shoulders where possible
39	Money
40	Buz buss
41	Safety
42	improving visitor access
43	Fix existing roads
44	Stop gov. spending waste!!!
45	Safety
46	Passing lanes, reasonable speed limits, timely clearing of snow and ice
47	Creating infrastructure that improves small towns economic development
48	Independence in travel
49	Increasing on-road safety for bikes

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

### What issues matter most to you in the Southwest TPR? (*Response given was "Other"*)

No.	Responses
50	Traffic flow
51	Complete route 550 south of Durango
52	Highway 491 from county road G to Cortez South Broadway needs to be 4 lane.
53	Improve traffic flow with turn lanes
54	Clearly road sides of brush - weeds.
55	Reprogramming DGO stoplights
56	Safety on US-550 in Durango
57	Wildlife corridors
58	Wildlife crossing infrastructure
59	Maintaining wildlife habitat connectivity
60	Moving around freely
61	Widening 491 from Cortez south to state line
62	Need new McElmo Bridge

### What do you feel makes the Southwest TPR region unique? (*Response given was "Other"*)

No.	Responses
1	Lack of access to other amenities in the state
2	Lack of connectivity with other communities via any means of public transit.
3	Quality of life amenities
4	Access to public lands with few other people
5	Scenic highways
6	Dry, Beautiful Weather
7	Archaeology
8	Outdoor recreation opportunities
9	Rural geography with no public transportation connecting communities
10	Mountain passes
11	The mountain scenery
12	Climate
13	Road-based recreation
14	Trails for biking and hiking and river for boating
15	Pristine environment
16	Multitude of outdoor activities available
17	Remoteness
18	It's historical remains of ancient civilizations.
19	Beauty away from front range.
20	NO BIG CITIES!
21	Back to basic/DIY traditions
22	History of area
23	Distance from interstates & malls
24	Less public transit options
25	Geography, where Desert meets the mountains
26	Weather
27	Lots of Public Land
28	Variety of outdoor activities
29	Proximity to other climate zones
30	Outdoor activities (cycling, skiing, hiking)
31	local independent businesses
32	Outdoor Recreation Opportunities
33	Our diverse topography and rural landscapes
34	Schools
35	Cycling opportunities

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

**What do you feel makes the Southwest TPR region unique? (Response given was "Other")**

No.	Responses
36	Privacy
37	Historic Value
38	Access to so many outdoor activities
39	Mountain Biking Opportunities
40	Archaeology & history
41	None of these apply
42	Lack of population density
43	Multi-cultural
44	Bicycle access to mountains
45	Wilderness
46	Lack of city chaos
47	Clean air, quiet and beautiful
48	Abundant wildlife
49	Healthy environment and lifestyle
50	Wildlife
51	Tribal Nations

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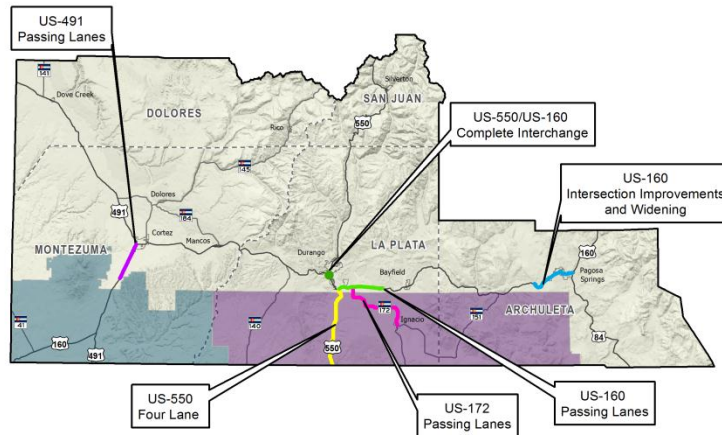


Colorado Regional Survey Results (November 18 to December 31, 2013)

Prioritizing Potential Investments

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

- US-160 - Bayfield to Durango, add passing lanes
- US-550 - Durango to NM, widen to four lanes
- US-491 - North of Towaoc, add passing lanes
- SH-172 - Elmore's to Ignacio, add passing lanes
- US-160 - Aspen Springs area, intersection improvements
- US-550/US-160, complete interchange



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

No.	Responses
1	We already have a bridge to nowhere and now a 550 / 160 interchange? It seems we just need a better stop light coordination. I travel 172 frequently, traffic moves fast with passing lanes it will move faster. Address aggressive driving instead.
2	I have placed these items in the order in which I think is most important: SH-172 passing lanes; US-491 Towaoc; US-160 Aspen Springs; US-550 4-lane; US-160 Bayfield to Durango; US-550/160 interchange
3	Why pave from state line to cohune when 491 from Dawson Lake Store to Cortez in such bad shape!!!
4	Don't travel a lot to Bayfield or to New Mexico. Towaoc is a non-issue.
5	North of Towaoc is not in my priority and interchange is not; and Aspen Springs because of speeds is not in my priority
6	491 from the state line to Cortez is in bad shape. It feels more like a carnival ride than a state hwy.
7	Hwy 160 from 550 to 491 is important and always neglected.
8	additional limited funds used to maintain and improve existing roads
9	Traffic is no-where busy enough to warrant passing lanes and widening projects. The US-550/160 interchange makes sense.
10	The interchange is not needed. Other roads on the list are adequate in width if they would just be resurfaced. The traffic volume on the listed roads does not warrant widening or passing lanes.
11	Passing lanes are not as important as widening shoulders so traffic can safely pull off of roads.
12	Durango to NM 550 should be widened ASAP. Make it 1-project and get it done! Bridges to nowhere should go somewhere!
13	The volume of traffic on US-550 north of Durango is very heavy, and this plan does not address this issue.
14	550 does not need to be 4 lanes - just needs more passing lanes. Proposed 550/160 intersection in Durango is a horrible, confusing, messy design. Consider a jug-handle addition for NB left turns.
15	Hwy 491 south of Towaoc to the New Mexico state line DESPERATELY needs repair!
16	No consideration for bicycle access\safety.
17	None of these mention bicycle or non-motorized priorities.
18	The 550/160 interchange seems like a waste of money
19	Making intersection improvements or completing projects already begun are one thing, but widening roads just for its own sake is less than ideal. Spend the money on alternative transportation methods instead - bicycling, walking, public transit.

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

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

No.	Responses
20	We don't need passing lanes so people can just go faster. We need an interchange in Bayfield from 160 into the north commercial area.
21	While these are good road improvements they do very little to reduce the overall congestion and offer more mass transit options. Why do we continue invest countless dollars in support of one person in one car! These are not long term solutions. We need to create and support a culture of mass transit.
22	I don't think all these passing lanes are necessary. People shouldn't drive so fast
23	I don't think we need so many passing lanes. People need to slow down.
24	I think the US-550/US-160 interchange should be a higher priority
25	I agree with some and disagree with the rest. Bayfield is and has always been the step child. It should be moved up; on the list of importance.
26	If there has been a recent traffic count between Durango and Bayfield I would be hard pressed to believe that it does not warrant a 4 lane road. Passing lanes will encourage new accidents.
27	Traffic congestion is not a major issue in the Southwest and it would seem that all the projects listed above are efforts to reduce congestion.
28	Current roads are in poor condition. We need upkeep more than bridges to nowhere
29	The 550/160 interchange should be a very low priority...a waste of money so far. We have other pressing needs for local highways to remove congestion and increase highway safety.
30	We need 4 lanes between Bayfield and Durango. Passing lanes would probably create more accidents.
31	All these options are for car/truck traffic improvements, where are the multimodal, bicycle, pedestrian, mass transit investments?
32	The state needs to contribute more money towards the completion of the 160-550 interchange. It should be higher on the list.
33	The Aspen Springs "intersection" appears to be an overblown, high-dollar, job sink. Period. Using that as an example, let's forget the rest.
34	This is about cars/trucks in high traffic corridors. Bicycle lanes/alternative transportation should be on the priority list
35	I see 550 south as a #1 priority mess...and could use more patrolling too, but the others are only "nice to have"
36	491 does not need passing lanes through that stretch, it isn't that far. The complete interchange at 550/160 has already been a complete waste of funds with nothing worthwhile to show for it. You don't throw good money after bad - that is stupidity.
37	My priorities are for better biking and pedestrian routes, better sidewalks.
38	Funding wasted on the bridges too nowhere, other improvements could have been completed and now in use
39	I would like to see less attention paid to roads, and more paid towards alternative forms of transportation. These alternative forms include trains, such as those in the tri-state area managed by Metropolitan Transit Authority (MTA).
40	No Improvement. Reduce quality of existent roads to discourage development.
41	Build a public transport system between NM and Durango to reduce traffic.
42	not needed
43	Further improvements to these roads will increase development and population making the problem worse. The 160/550 interchange should not have any more money wasted on it.
44	550/160 interchange does not need to happen, this county has grown past the roads we have now, other things need to happen first.
45	491 south of Cortez to NM needs to be four lanes. Copy the New Mexico four lane model from Bloomfield to Bernalio. New passing lanes will cause more wrecks and deaths because of the private driveways. US-172? How important is that stretch of road with its wide shoulders. Passing lanes with so many driveway entrances to the highway is a waste of money. So you are going to put in passing lanes to Bayfield then take them away like over the hill from Ski Hesperus? What about all the private driveways on the way to Bayfield?
46	Strong emphasis on Durango for no apparent reason. There are other cities in the region!
47	550/160 interchange is only busy and congested during "rush to work" 7:45-8:15 am and in the evening 5-5:30 at most. I think it works the way it is and there is a lot of expense and disruption to make the addition light and turn lane and do not think it is necessary.
48	191/491 connects two interstates; no rail service, air service cut back, not even Greyhound. HELP!

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

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

No.	Responses
49	There is too much gov. waste with all the roads and intersections being planned. They should have kept the millions that was spent on all the bridges to nowhere in Grandview!!! If that had been done all of the above projects could have been done!
50	I believe an additional intersection on the east side of Bayfield is essential for Bayfield to flourish as an independent community
51	Listen to the public, not your engineers who are primarily interested in their own wellbeing. The bridge to nowhere is a prime example. The double tree interchange is another.
52	Because I live in Montezuma County and your plan is limited.
53	The bridges to nowhere are now going to go to the hospital....really?
54	North of Towaoc needs to be expanded to include 4 lanes from Rd G to Cortez
55	I think there are other priorities.
56	Not necessary, what we need is more bike lanes and transit
57	The US-550/160 interchange plan that I have seen looks like a nightmare. I agree it needs something but I feel it needs to be looked at again. The passing lanes in the others I would agree with.
58	We need bike lanes and bike paths first.
59	The State Highways that bisect the Cities and Towns of Southwest Colorado are critical to those that live and visit our communities. They see far greater volumes of motorized and non-motorized traffic than any of the projects listed and many remain unchanged since they were originally built decades ago. They are not grade separated interstates and while they are "state highways" they must function as City streets. Making these state highways as efficient as possible and true "Complete Streets" as outlined in CDOT's own bicycle and pedestrian policies should be a far higher priority than passing lanes for driver's that can't bear to be behind those who drive the speed limit.
60	Passing lanes N of Towaoc good but 491 N of Cortez needs work - rutted and pot holes
61	US-491 - North of Towaoc, should be priority. Because it has taken decades to get work on that particular road!
62	I think the priorities are in the wrong place. You should be looking at alternatives that respect local community and reduce congestion
63	I would like to see more Bus services and hopefully fewer cars.
64	I would rather see transportation funds used to develop public transportation and bike/pedestrian infrastructure rather than just allowing more cars at higher speeds.
65	CDOT needs to fulfill its obligations and put in wildlife underpasses before adding additional capacity.
66	Highway 140 from Hesperus to the NM border is too fast and dangerous, and too many coal trucks.
67	#1 - Bayfield to Durango = four lanes #2 - Durango to NM = four lanes That's it
68	Would like to see alternative transportation explored, rather than simply building more/bigger roads assuming more traffic.
69	We need 491 double laned to Shiprock. McElmo Bridge washing out during bad storms. Too many deaths on narrow road. McElmo was _____ twice in the past 100 years.
70	Heavy truck traffic on 491 needs more attention.
71	160 needs pull outs so safety inspection can be done on truck traffic. We need a four lane highway to NM state line on 491 to Cortez.

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

No.	Responses
1	Adding and maintaining non-motorized traffic (peds, bikes) lanes.
2	There should be a rest area between poncho springs and glen isle on 285
3	Traffic control measures and possible highway widening within Archuleta County through the downtown Pagosa Springs area.
4	1) corridor enhancements on US-160 from SH-172 to 160/550 interchange just west of Durango 2) corridor enhancements through Bayfield
5	Completing the 550/160 interchange doesn't need to happen as immediately

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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
6	Safe transit pullouts on state highways 172, US-160 and 550. And while you're at it, make sure there is adequate ROW in your highway widening plans to allow for a transit vehicle to pull off 10 feet to the right of the white line, please.
7	Bikeways / room for cyclists - currently dangerous yet we have so many races come through our area, which supports the economic base.
8	Road reconfiguration on 550 in Durango to include bike lanes, ADA compliant intersections and pedestrian crossing opportunities.
9	Construct SMART 160 to allow for alternate transportation options. Maintenance of existing infrastructure
10	Better signage for blind curves. One in Pagosa coming uphill from town before the left turn into the plumbing company. Another on 160 after Bayfield going to Durango near second curve where traffic pulls out into 160.
11	Bayfield area light at west end of Bayfield parkway
12	Better bicycle access.
13	Oxford Intersection - to allow for business growth - Crossfire, as an example; a light in Ignacio is a priority
14	Towoac should be number 1 priority
15	US-550/US-160 interchange plan needs to be reconsidered. Current plan will be dangerous, confusing to drivers and no allowance made for pedestrians or bicyclists.
16	Rather than just adding passing lanes, just better roads in general would be great, especially near Towoac where the roads have been bumpy.
17	Safe bike lanes
18	US-160 widened to 4 lanes all the way from Durango to Cortez or at the very least to Mesa Verde.
19	491 south of Cortez
20	Adding Bike lanes. More pedestrian friendly crossings in Durango
21	Passing lanes b/t Bayfield and Pagosa, not Towoac or 550 South.
22	No
23	South of Cortez on highway 491 to the state line of NM the roads are very bumpy and they pose a hazard when roadways are wet and/or icy. When the roads get wet or we have snow fall they tend to make very large holes in the road and this also causes safety issues.
24	Lighting alone road ways.
25	Completion of bike trail adjacent to Hwy. 160 from Home Depot to Three Springs; improve any substandard bridges
26	Flashing yellow lights are very very dangerous. I think people believe that they can enter the intersection when light is flashing yellow to help quicken left hand turn. When light turns red they need to get out of the intersection and are unaware that the oncoming traffic has a green light. Also seems that the programming of the flashing yellow light is different throughout the day and at different intersections??? I would suggest either left on green only or turning all lights red when yellow flashing turn signal turns red.
27	No
28	Complete Farmington Hill 550/160 Bridge & Road Project
29	US-550/US-160 interchange completion
30	Improve quality of roads, especially south of Cortez speed limits on 491 north of Cortez should be slowed down beginning around CR N. The intersection at 491 and CR L is EXTREMELY dangerous. It needs to be configured.
31	Florida road traffic increasing
32	550 through Durango
33	Bicycle path between Durango and Bayfield.
34	Finish the overpass east of Farmington Hill!!!
35	No
36	Removal of the blinking yellow lights around the area. Especially US-160 at the Wal-Mart intersection. They are dangerous.
37	Bike Lanes. Shoulders are often non-existent or in horrible condition for bikes, forcing them to ride in the traffic lane.
38	There is congestion in the Wal-Mart area in Durango that is more important to solve than any of the other listed priorities. CDOT needs to finish the "bridge to nowhere" roadwork to make access to the hospital easier and faster.
39	Durango to Bayfield should be four lanes all the way.
40	No
41	There are two other areas that are in need of updating: (not sure if CDOT contributes to us-road projects?) Florida Rd and Third Ave intersection. Camino Del Rio/550 North is a bottle neck, danger to cars and pedestrians.

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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
42	Making mass transit available on US-550 from Durango to Trimble Crossing could ease the volume of traffic in the most congested area.
43	106 W out of Durango needs better shoulders for bicycles. 550/160 intersection in Durango needs to be better designed for peds and bicycles.
44	Excessive speed limits in high pedestrian, traffic crossing, and rural residential areas.
45	Improvements to pedestrian crossings in towns the state highway passes through
46	Hwy 140 to NM needs to be widen in areas or shoulders/pullouts made. There is not a safe place to pull over if accidents happen and or you need help. Also, there are so many coal trucks on the road it is dangerous due to their speed and no turning lanes.
47	Transit stops with park and rides, where possible. Wide enough shoulder w/ some type of divider for bicycles.
48	Add occasional passing lanes to, and widen the paved shoulder on, CR 141 (Wildcat Canyon Road). Traffic has increased significantly on this road in the past 20 years. It is also a popular ride for cyclists, but a dangerous one.
49	Safer left turning signals in Durango on Main, Camino and 160/550. Safer pedestrian crosswalks on Camino Del Rio.
50	The above order should be changed with the 550/160 interchange the major priority. It has sat for years waiting to be finished.
51	Wide shoulders and rumble strips.
52	A rural bus Rapid Transit system along the US-160 corridor to reduce emissions and congestion. A similar program has been implemented in the roaring fork Valley.
53	Shoulder/bike lanes
54	Pagosa Springs area bike lanes and trails.
55	Non-motorized transit
56	- Build less and maintain more - increase pedestrian safety along Camino in Durango
57	Road to Ignacio already seems pretty good and traffic is not that bad
58	Share the road signs,
59	Bike lanes into Durango
60	Widen to 4 Lanes from Bayfield to Durango are needed badly.
61	The HAWK crossing at 12th St. and 550 in Durango will get someone killed someday... motorists rarely stop for the duration of the solid red light or sometimes even at all. We could really use a pedestrian bridge or underpass.
62	Include turning lanes at moderate to high-use intersections within the identified passing lane projects
63	Increased state law enforcement presence: too many innocent people killed and injured from drunk drivers on the 172, 550 & 160! Increased plowing staff: too many stupid New Mexicans in the ditches (have to attend to them) and running into power poles, knocking out power for area residents.
64	See above
65	Hwy 160 Bayfield to Pagosa. Add more passing lanes and or four lane areas
66	US-491 from Towaoc to Cortez, indeed through to the state line at Dove Creek needs more than passing lanes. Complete rebuilding is necessary. Before Ref. C & D, this was classified as one of the most dangerous roads in the State.
67	Stop eliminating passing lanes when you chip seal and re-stripe. Traffic gets backed up with dbl yellow lines and no passing lanes forever. Drivers become impatient when you're stuck at 45 mph with no option to pass (legally)!
68	The overpass bridges to nowhere are an embarrassment- how about finishing what you start!
69	Fill in the potholes
70	Hwy 160
71	Intersection at Camino del Rio and Sawyer Drive (Durango Mall) does not adequately allow for the current amount of traffic. I feel this is much more important in improving than US-550/US-160 intersection at the Double Tree Hotel.
72	Last trip south on US-84 (Pagosa to Chama) was memorable as the WORST road in the region in terms of pavement.
73	Yes! More mass transit options. Also, more room on roads for other forms of transportation. We are a cycling community let's start to see that reflected in the investments that our state makes in our region.
74	US-491 S. of Towac, redo pavement for ride-ability. US-160 from 491 to State line, same as above, in remaining rough sections.
75	Location of a CNG refueling facility that long haul trucks can use moving E-W and N-S also start providing wider shoulders that can be used for bike paths and small electric vehicles that do not travel at highway speeds .
76	Bridge to nowhere

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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
77	Pedestrian safety and access on El Camino in Durango.
78	More and wider bike lanes, so it's safer to ride a bike and for vehicles to get around bicyclists.
79	Wider and safer bike lanes. Pedestrian friendly highways and crosswalks.
80	4 lanes between Bayfield - Durango
81	Access on and off of HWY 160 in Bayfield needs to be address. The limited number of on and off points in hampering economic development in the area. Improving the HWY 160 and Bayfield Parkway intersections on both the East and West end of town should be addressed.
82	Completion of other intersection on 550/160 (i.e., bridge to nowhere), and install guard rails or other means to improve safety on Red Mtn Pass.
83	Passing lane on Hwy 160, we need to make a left turn there. 5 miles from Bayfield stop light on N. side of highway. Several accidents including one death recently at this site.
84	Guard rails on Hwy 550 over Red Mountain Pass
85	In all highway widening projects, include a wide shoulder to accommodate safe bicycle travel. The animosity between drivers and cyclists is dangerous. Cyclists do not have good riding options on our highways.
86	Bike Lanes; Sidewalks
87	The highways in the region do not have good lighting at night making for dangerous situations. Any improvements to highway lighting should be considered.
88	upkeep and repair of existing roads
89	Allowing for highway changes that will make it possible for more economic growth and development in Bayfield
90	Hwy 160 is the main trucking route across Southern Colorado and most of it is only two lanes. For the traffic it carries and its importance as a major highway, it should be made into at least a four lane highway. Safety on the two lanes we now have has shown to be a major concern.
91	Bike lanes/wide shoulders for cycling, multi-use paths
92	It may be included, but at Elmore's Corner on 160, the road narrows from 2 lanes to one and really bottle necks traffic.
93	550/160 interchange makes no sense; solving one problem to create another; why does CDOT and Colorado fix problems with traffic lights? Consider the short term more \$\$ but long term cheaper option of flyovers
94	Multimodal investments into north & east Hwy 160
95	Refer to 7th Pot promises first
96	More bike lanes everywhere!
97	Complete corridor reassessment in the Bayfield area. The "wants" in the current designs do not match up with practical reality given the State's budgetary constraints or the needs of the Bayfield community. Widening 160 from Dry Creek to Elmore's Corner should be under construction NOW.
98	New US-550/US-160 East interchange to completed overpass, etc. east of present intersection.
99	Bike lanes or wider shoulder on US-550 over Coal Bank and Molas Pass
100	Give long term priorities to future services i.e. water/sewer mains, power etc. in ROW instead of bike paths.
101	Four lane between Bayfield and Durango.
102	Guard rails on Red Mtn. pass. Wider shoulders on 84 south to the border.
103	Hwy 145 and Rd. P intersection in Montezuma County is dangerous and needs safety improvements. Hwy 184, the first mile needs shoulders installed so that there are fewer winter accidents and less hazmat spills from big truck accidents there.
104	Elmore's corner to 160 w/550n
105	Please put lines on the roads and highways that can be seen during rain storms. As it is, the lines that were put down within the past year or two were done so after grinding a recess into road, as to help them hold up better to the snow plows. The main problem with these road lines (the dashes in between lanes) is that when it rains, the water covers up the line, and then it cannot be seen in the reflection of my headlights. This makes for a very dangerous situation on US-160, for example, because you have not boundaries to guide you when it's raining and I'm guessing that the other drivers cannot see them when it's raining, either.
106	Bayfield to Durango 4 lanes; Grandview access roads.
107	160 West.....near Hesperus 550 North...on the way to Durango Mountain Resort....more passing lanes?
108	Hwy 550 south have small improvement done at CR intersection which was completely un-necessary, complete misuses of money

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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
109	Pedestrian over/underpass across 550 on Durango around 12th street.
110	Fix dangerous traffic signal mess on Hwy 550/Main Ave in Durango
111	More passing lanes are vital to SW Colorado n all roads.
112	Repaving 491 Cortez to Towaoc.
113	I want an online weather camera on the NW corner of 4th street and HWY 145 in Dolores. We are the tip of the funnel. 184 from Lewis to Dolores is old, narrow and dangerous compared to 172 to the airport.
114	US-145 Dolores - Rico resurfacing.
115	Basically you do a great job and the roads are in good condition
116	Work scheduled for Hwy 145 in 2014 should include wide enough shoulder for bicyclists.
117	Improve speed limit enforcement on all of these roads.
118	Bridges for sure. The intersection of Hwy 145 and County Rd P in Montezuma County is very dangerous.
119	Highway between Dolores and Lewis (184)
120	US-550 from Durango to the three lane at Baker's Bridge area should be expanded to 4 lane.
121	Increase bike lanes on highways through or adjacent to towns. Improve pedestrian access along highways through towns, especially in winter (e.g. Hwy 550/N Main Durango: sidewalks often plowed under by snow piles in winter).
122	Colo 140 Hesperus to NM border
123	US-160 Durango to Bayfield should be widened to 4 lanes
124	Dolores to Telluride, I would like to see the shoulder swept more often for the cyclists. A lot of riders tour that area and the shoulder is small as is and hard to ride in with all the dirt and grit. Drivers don't like cyclists in their lanes.
125	4 lane from Durango to Bayfield, forget the passing lanes
126	Hwy 84, Bike Trails
127	Highway 184 West off 145. Highway widening for safety reasons and fewer hills.....needed desperately
128	Spend all our high vehicle license fees on maintaining what we already have in place!
129	Provide passing lanes US-160 Pagosa Springs to Wolf Creek Pass. Improvements to US-84 to reduce speed variations and dangerous corners, add places to pull off or wider shoulders.
130	Connect three springs bike trail to Durango.
131	Repave 501, add guard rails on west side. Intersection of 160B and 509
132	Strong emphasis also needs to be placed on safe, non-motorized transportation routes, such as bike lanes, bike paths, additional pedestrian access, etc.
133	East side intersection in Bayfield
134	More guardrails on 550 to and from Silverton.
135	Don't construct roadways until they are guaranteed/finalized as appropriate for the public, on paper or in the courts first (example: 'bridge to nowhere' at Farmington hill cutoff in Durango). What a sad waist of our money! Shame on you!
136	Transit options between Cortez and Bayfield that would link the towns with regional alternatives.
137	Improving the intersection of Highway 151 and Highway 172 in downtown Ignacio
138	For the above highway areas, increase to 4 lanes or add more passing lanes.
139	4 lanes to Bayfield - #1 4 lanes to New Mexico - #2
140	Whenever CDOT engages in a project for a state highway, improving access for cycling should always be a part of the plan. In the 20 years I have lived in Dolores, not once has HWY 145 been improved with a cyclist in mind. The San Juan Skyway is potentially a great resource, but not without a wider shoulder and constant chip seal.
141	Making sure there are adequate shoulders to accommodate the many area cyclists.
142	Pedestrian and bicycling wide shoulders
143	There are so many areas of need in this region I am glad that I am not the one that had to pick and choose the areas to concentrate on at this time.
144	Increased wildlife safety, and not the same kind that we already have between Bayfield and Elmore's, those are not reliable and always flash when deer are NOT present which causes distrust of the system.
145	Intersections in Bayfield.
146	All of Hwy 160 from Towaoc to Bayfield needs to be expanded
147	We need a better connector for the north traffic into Durango.
148	Bike lanes slower traffic
149	More pull out lanes for people on their cell phones. Possibly wider shoulders.

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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
150	See above
151	Improvement at highway junction 160 / 491 S. from Towaoc.
152	491 N. of Cortez
153	US-491 - South of Towaoc to New Mexico state line.
154	4 lane - Hwy 160/491 - New Mexico
155	Study dangerous intersections on US-491 / 160. Need additional heights of signs.
156	Left turn lane from east bound US-160 to Montezuma Road 34. Currently you have to turn left from the passing lane which isn't safe, especially during summer tourist season.
157	Safe, off-highway routes for non-vehicular traffic; no more paving than is absolutely necessary; increase amenities, such as interpretive signs, pedestrian crossings
158	Light rail across the state will become more and more critical!
159	Improve HW 145! It carries heavy traffic from Cortez north and is narrow and in poor shape.
160	all highways should be 4 lanes
161	U.S. 550 in Durango (Camino Del Rio). Safety improvements needed. Private parking lots block sight lines. Turn restrictions are needed. Pedestrian access is dangerous.
162	Wider shoulders
163	Wildlife permeability: wildlife crossings every 1/4 mile, wider underpasses for wildlife. Putting up impermeable fence lines prevents wildlife migration and ultimately reduces wildlife population.
164	Add wildlife mitigation sections as stated in EIS, e.g., Hwy 160 at Wilson Gulch, Florida River bridge, etc.
165	I would like to see shoulders wide enough to provide for safe bicycle riding
166	491 North - Cortez to Cahone and state line
167	Maintenance
168	Alternative transportation (transit, park & ride incentives, etc.)
169	Hwy 140 with additional truck traffic that should be looked at.
170	Finish bridge to nowhere!
171	Highway 491 south of Cortez to the state line needs to be widened to a 4-lane highway, not just a few passing lanes. Seat belt usage in Montezuma County is low and we have numerous deaths and injuries from car crashes on this road.
172	Too many accidents on 491 between Shiprock and Cortez. We definitely need four lane highway from Johnson Bldg to Shiprock. Bridge needs to be replaced. Badly needs replacement.
173	All of 491 from NM to UT
174	The Port of Entry mobile vans need improved pullouts so commercial truck traffic can be monitored in a safer environment.

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

No.	Responses
1	No. These are good.
2	Passing lanes on 172 and 160 are secondary right now. Could just create a one mile stretch on each where people can pass and be good for a while.
3	No
4	There are now passing opportunities Bayf-Durango. With Elmore's to Ignacio, there should be a passing opportunity between Elmore's and Airport Road.
5	4-laning from Durango to Bayfield
6	4 lane from Durango to Nm
7	Interchange; Aspen Springs
8	US-550/US-160 interchange should not be removed, but redesigned.
9	SH-172
10	491 and 550 south
11	Maybe exclude Bayfield to Durango?
12	They are all relatively important to the areas of services at this time.
13	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
14	The passing lanes on US-172 and the 550/160 complete interchange is a complete waste of money
15	None
16	No
17	US-491 should be removed. There is not enough traffic on that road to warrant! VS US-160 Bayfield to Durango or US-550 south of Durango
18	US-491 - North of Towaoc, add passing lanes
19	No.
20	Regional transit - options to single occupancy vehicles
21	Complete interchange; Elmore to Ignacio passing lane
22	Not convinced the US-491 South of Cortez Passing Lanes should be a 'priority', especially over providing wider shoulders for cyclists around central areas like Durango and Cortez.
23	US-160 - Bayfield to Durango, add passing lanes. US-550 - Durango to NM, widen to four lanes. US-491 - North of Towaoc, add passing lanes. SH-172 - Elmore's to Ignacio, add passing lanes. US-160 - Aspen Springs area, intersection improvements
24	All of the priorities should be eliminated and new ones established based on safety and congestion studies.
25	US-491 / SH-172
26	550/160 interchange.
27	Elmore's to Ignacio passing lanes and 550/160 interchange.
28	Elmore's to Ignacio is not pressing. I see the other projects as far more important. See below in comments for more generally what I prioritize.
29	Complete 550/160 interchange.
30	US-550/160 complete interchange, US-160 Aspen Springs area
31	550 four lanes and 550/160 complete intersection both need to be rethought.
32	SH-172 adding passing lanes. Speed limit should be reduced on this highway. traffic doesn't warrant passing lanes. It is also too dangerous for visibility and the many residential driveways that access the road.
33	Remove US-550/US-160 interchange - Waste of money
34	they are all important
35	US-550/US-160 - Complete Interchange - Please leave it alone!
36	SH-172
37	SH-172 - Elmore's to Ignacio, add passing lanes.
38	SH-172, lower priority.
39	SH-172 & US-550
40	There doesn't seem to be a huge need for passing leanness on SH-172. Money would be better spent on transit projects.
41	US-491 not a big population area; SH-172 Also not a big population area
42	Would invest in non-motorized before addressing any of the above.
43	Though I appreciate "not politically correct", I would love to see less emphasis on the bike traffic. The entitlement attitude of numerous bike riders creates significant threat for riders and motorized drivers.
44	550/160 interchange; no need for 4 lane from Bayfield to Durango, alternating passing lanes would be sufficient
45	1. Elmore's to Ignacio, add passing lanes. There are plenty of areas to pass safely. 2. Aspen Springs Intersection is just fine.
46	YES! The complete continuous flow interchange at 160/550 is SERIOUS waste of money, resources, and my tax money (because engineers are obviously bored and creating stupid crap!) Fix and improve bridges; widen roads and create safe passing lanes; repair roads!
47	Bayfield to Durango passing areas.
48	172 Elmore's to Ignacio 160 Aspen Springs
49	No
50	US-550/US-160 interchange at Double Tree Hotel.
51	As a daily driver of US-550/160 interchange I find it working well in its current arrangement. The light is long for left turn onto 160 from the south, reconstruction would be a bigger headache.
52	US-172 Passing Lanes

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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
53	While I think the 550/160 interchange needs to be addressed, I think the current plan should be reconsidered to make sure it is the best solution.
54	Passing lanes north Towoac.
55	SH-172
56	These are all important projects
57	The proposed changes to the Hwy 550 and Hwy 160 West appear to provide a complex and confusing interchange that would make matters worse as opposed to better.
58	New construction
59	SH-172; US-492; US-550/US-160
60	The completion of the U.S. 550/U.S. 160 interchange should not take priority or funds from roads that are actually used in La Plata County. The interchange serves no purpose and is hardly used.
61	550 south Farmington hill is # one priority followed by REDUCING traffic lights on North Main Ave Durango
62	US-550/US-160 - complete interchange
63	US-491 passing lanes
64	All that I'm familiar with are worthy projects.
65	All.
66	SH-172
67	Bike path Bayfield to Durango.
68	550/160 interchange- the proposed plan is poorly designed
69	Elmore's & Aspen Springs...not really justified by a few minutes of rush hour. Stop these silly ineffective wildlife sensors.
70	Already mentioned which should be removed.
71	Aspen Springs area
72	It's too late to undo the bridges to nowhere project.
73	Should have put check boxes here. US-550 - Durango to NM, widen to four lanes. SH-172 - Elmore's to Ignacio, add passing lanes
74	Four lanes to N.M.
75	The "160/550" complete interchange" project is not needed and would be a waste of money.
76	Put the interchange last
77	Aspen Springs intersection improvements
78	Remove the heads of the CDOT, replace with managers having common sense.
79	ALL.
80	All of the above - stop spending money.
81	None noticed.
82	Complete the US-550/US-160 interchange is the double tree? Who wants an interchange there? I thought there was a new signal ??
83	550/160 interchange? What a waste of money. A change in the intersection won't help the light at college drive and 550. The change in the left hand light to yellow helps a lot. Maybe a drive-by lane here northbound like the Farmington hill intersection would help.
84	US-550/US-160 Interchange; US-550 Durango to NM
85	550/160 complete interchange not necessary
86	550/160 interchange
87	Narrow the list down to 3 and get 100% of the segments done. These partial improvements here then there, then back are a waste of taxpayers' money.
88	SH-172
89	Ignacio access: Let the Tribe pay from casino revenues.
90	No
91	Elmore's to Ignacio passing lanes
92	No
93	All roads need additional work to provide safe driving. Less changing of speeds coming south into Dolores...constant changing of the speed from Dolores to Cortez.
94	550/160 complete intersection change
95	US-550 doesn't seem busy enough for 4 lanes

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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
96	The bridges to nowhere are nowhere, quit dumping good money after bad. The whole escapade was a boondoggle, admit it and move on, CDOT screwed up and built unneeded/unacceptable infrastructure, please make improvements where it will benefit local communities.
97	Four lanes on 550 is not a priority.
98	US-141, SH-172
99	US-550/US-160 - complete interchange
100	550/160 interchange. Make 550 from the south right turn only. The Durango traffic would then travel via the bridge to somewhere!!!!
101	I was unaware that the 550-160 interchange is incomplete. Seems like traffic moves through quite easily.
102	I don't completely understand the need to change the 550/160 intersection. I think it functions as it is.
103	SH-172
104	SH-172 US-550/160 complete interchange
105	SH-172
106	US-550/US-160 interchange. This sounds like a Band-Aid fix. Wait until later when you have the money to fix this intersection the right way so that you don't have to come in later and redo it.
107	Aspen Springs interchange. Elmore's to Ignacio passing lanes
108	See above
109	SH-172
110	1. US-160 Bayfield to Durango 2. US-550 Durango to NM Because these roads have had priority in the past.
111	550 four lane
112	Walkways, bike improvements.
113	I don't support any of the above listed priorities. You should work much more with local communities on the impacts of the highways as they go through the towns.
114	US-550 US-160 interchange. Project shouldn't have been started without establishing a full route before building. Re-routing of US-550 and change of use for existing bridges may be appropriate.
115	US-550/160 seems unimportant into the future. SH-172 not highly trafficked from airport S to Ignacio and unlikely to be for many years. So that part doesn't need passing lanes, but 160 to airport does.
116	the interchange in Durango is a retarded plan and has already wasted the time and money of local tax payers
117	U.S. 550 four lane; U.S. 172 passing lanes
118	Remove Durango/NM 550 widening unless there is a plan to utilize the bridge to nowhere.
119	I would move US-550 south to NM down in priority.
120	US-160 Aspen Springs
121	550 four lanes to NM border - should be 491, not 550
122	Any bicycle orientation. Until they start paying through taxes and registration of the same.

### 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	Adding and maintaining non-motorized traffic (peds, bikes) lanes.
2	Pedestrian and bike paths throughout the communities especially along Hwy 160
3	A new road from SH-172 to the Durango-La Plata County airport is a priority as well.
4	Transit funding to connect communities
5	Increasing transit options
6	We know that if you increase frequency, transit ridership does rise disproportionately (experience in Durango and Ignacio). Increasing rural transit frequency in La Plata County should be on the list of improvements.
7	Transit from Pagosa Springs to Durango or at least Bayfield to connect with RR Express
8	A priority to make every signalized Hwy intersection bike and ped compliant (bike and ped initiated crossing signals), pedestrian markings refuges for multi-lane. Contra flow bike lane on north frontage road from HWY 3 to roundabout
9	Transit, bike and pedestrian improvements and alternative fuels are my priorities.

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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
10	Enhance the safety and opportunity for someone to be able to get around without requiring them to get in an automobile
11	There is a dip in the main highway 160 going from Durango to Pagosa-after Bayfield in the right lane that is sinking and catches my wheel and could send someone off down a ditch into a field.
12	Get rid of flashing left turn arrows. Confusing the masses and causing accidents. Tourists cannot adapt to this.
13	Bicyclists from Durango to Lemon and Vallecito reservoir have become a nuisance and danger (not only blocking lanes, but blocking complete entrances to Edgemont neighborhoods). You should look at an alternative bike lane or path. Get rid of the blinking yellow arrows on all traffic lights; has only created confusion and chaos. Fix the Ginormous pot hole at the drive through of the post office in Durango.
14	Rest Areas for trucking
15	Safety should be the first and only priority; it is time to be realistic and not get caught up in the bike pedestrian movement; there are county roads and paths for biking and pedestrian. You know where the most dangerous intersections are and pull out lanes, site distances need to be the number one priority when there are such limited funds available. Light in Ignacio is safety for instance.
16	Get bikes off the road before someone gets killed
17	Pedestrian refuges/safety islands for pedestrians should be installed on Camino Del Rio in Durango. This road is very dangerous to cross and the current 'hawk' lights are confusing to motorists.
18	No matter where the road, always make a large shoulder for bicycle traffic. We are a huge biking center and if we are going to have visitors who come here specifically for biking, we need to accommodate them safely.
19	Lower speed limits on 160 between downtown and Three Springs in Durango.
20	US-550 Durango to NM, widen to 4 lanes should be #1 priority!
21	Make Bike lanes and Pedestrian crossings a high priority.
22	No
23	I do think that the road signs need to be cleaned up. At this time some are so bad with graffiti that you cannot read the speed limit signs or any of the roads signs for that matter.
24	Hwy 160 through Mancos should be considered for bike & pedestrian improvements and safety.
25	Improvement in roadside weed cut and Maintain the fence line.
26	See bike improvements above
27	Public transportation
28	Flashing yellow lights are very very dangerous. I think people believe that they can enter the intersection when light is flashing yellow to help quicken left hand turn. When light turns red they need to get out of the intersection and are unaware that the oncoming traffic has a green light. Also seems that the programming of the flashing yellow light is different throughout the day and at different intersections??? I would suggest either left on green only or turning all lights red when yellow flashing turn signal turns red. If funds are limited as indicated in question below: I recommend doing more with the money that is available and getting more funds to help with transportation. It is an engine for economic development.
29	Fiscal responsibility and planning roads prior to construction
30	Bike lanes on 491 and 160
31	Intersection of US-160/ Hwy 172. Needs over pass at intersection.
32	Bike and pedestrian improvements on all rural for ones who have no cars/public transit.
33	Bike improvements along 160, Durango to Bayfield; along Hwy 172 Durango to Ignacio; Hwy 550 Durango to NM State line.
34	Need turning lanes from state roads to county roads. example us 160 onto cr 105 us 140 onto cr134
35	Bikes should NOT be on highways with no shoulders. They think they have the rights...
36	bike & pedestrian improvements
37	Transit beyond the City of Durango. Understanding of need for non-motorized options
38	Let's finish what we start, i.e., 550/160 bridge and connection. What an embarrassment!!!
39	As stated above. Also, more line painting throughout the year for better sight on dark roads-or perhaps a better longer lasting product.
40	Definitely safety options for 'alternate' modes of transportation. Seems that folks are not smart enough in Durango to understand the flashing yellow turn arrows at intersections.

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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
41	Sidewalks along Main Avenue and Camino del Rio in Durango need to be addressed by CDOT. Speed traps in Cortez need to be removed. Snow removal in congested areas needs to be a priority before widening or investment in infrastructure.
42	Better transit options (public transportation) would be a great help to provide alternative options for our fairly populated rural areas in and around our area.
43	Too much priority for the biking community. They don't obey the existing laws, and it is getting worse.
44	CDOT maintenance is too top heavy with management and overly expensive equipment. Eliminate this and there will be more money for roads.
45	Making transit, bike and walking options available reduces congestion and many Durango residence use these options. I was forced to choose two options above and I chose reduce congestion because that end goal makes transportation is economical and healthy. I think bike/pedestrian AND transit are important together for the elderly and those who walking/biking is not an option. Adding lanes while helping reduce dangerous passing zones also continues to build infrastructure to support higher speeds, not always safer.
46	We need better transportation for people in rural areas who need reliable transportation to work. Bike lanes should be more widely avail on interstates. Too often riders take up entire lanes and cars must wait for a passing lane in order to get by them (oncoming traffic prevents using the opposing lane for passing).
47	Improve safety on 160 between Durango and Bayfield and on 550 over Red Mountain Pass
48	Improving the walkability of roads leading to the Trimble Lane/ US-550 exchange. Adding a walking and biking path along Trimble Lane to Dalton Ranch road would improve access and safety.
49	Affordable public transportation that can connect communities and opportunities for residents without a vehicle.
50	Yes, we need great improvements in the appearance of US-160 from US-550 south to Farmington Hill; the concrete barriers are ugly and detract from the scenic beauty in the southern approaches to town. Clear it and slow it down please.
51	Public transportation on Sunday
52	Reduce speed limits in areas where we have experienced numerous serious accidents (Camino del Rio from 14th st. south to Wal-Mart).
53	Bike lanes on SH-172 and SH-140
54	Bike improvements, shoulder improvements
55	A transit system between Farmington, NM and Durango, CO would be wonderful for all those who commute daily.
56	Lower speed limits i.e. 550-160
57	Transit park and rides and wide separated shoulders for bicycles and walkers/joggers.
58	Bike connection (Underpass, Overpass) from the Animas River Trail to Downtown Durango.
59	Certainly bike and pedestrian improvements are needed as the 550/160 intersection is completed
60	Bicycle accommodation and bicycle safety.
61	Currently, there is no medium for intercity transit in Western Colorado and that impacts many students and individuals who would rather not drive as often. Rail would probably be impractical, especially in Mountain areas so busses would be an economical way to drive both tourism and economic growth in the western slope.
62	Bike and pedestrian safety in Pagosa Springs area.
63	Bike and pedestrian underpass on 550 through Durango near Discovery Museum. Bike and pedestrian improvements along major roadways.
64	Smart 160 multi-modal trail
65	Increase pedestrian safety along Camino in Durango and implement the SMART 160 from Durango to Bayfield
66	Continue bike and pedestrian improvements. Connect the path to Three Springs and then Bayfield
67	Bike lanes wider, share the road signs,
68	Bike and pedestrian improvements to make it safe to use alternative ways to get around the area
69	Keep improving the bike friendliness especially for young children to and from school
70	Bike and Pedestrian pathways and more shoulders pace for bikes should be the first priority in my opinion
71	Start Licensing Bikes so that the bike riders can start paying for all the fancy bike lanes that CDOT puts in.
72	The Doubletree intersection - also the intersection at Sawyer Drive and 160.
73	Bike safety is important to me. Having available wide shoulders on the roads are critical to that. Many motorists are aggressive toward cyclists and having sufficient space to ride makes everyone's travels safer.
74	HWY 160 west of Cortez to the Four Corners . Very dangerous pulling trailers .

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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
75	Additional rural transit options - better schedules
76	Keep roads and sidewalks in good repair
77	Ensure when widening 550 to NM, create bike lane/large emergency lane, please.
78	Please see above.
79	Bicyclists should have their own areas. Or they should pay proportionally for the right of passage on a motorized road. Their focus and reaction time is not up to par with fast, heavier and more purposely focused vehicles. Bicyclists do not stay in their own path they weave and swerve and visit with other riders. We are on the road for a purpose. They are training or sightseeing. There are trails set aside for that. Bicyclists should not have a say unless they pay. If the bikes are the focus then let's bring back the horse, the llama, and goat driven carts. To and from work and school. We can tolerate each other like they do in Amish country. We will save on fuel, and manure will enrich the soil and add green to the environment
80	All US-160 needs turning lanes
81	More bus services on weekends from three springs.
82	It seems pedestrians are the last group to be considered.
83	Regional connection between towns increased. I use the Road Runner Transit system to commute to work, increases in daily bus runs between towns/cities.
84	Increase in the Durango trolley and bus system to include transportation to and from the sub divisions within 10 miles of Durango. Durango West I and II, Twin Buttes, etc.
85	I would like to see shoulder mowing moved up on priorities, as it improves safety from deer and elk hits.
86	as above
87	Center turn lanes are important on Hwys with lots of driveways and subdivision roads where people have to make a left turn.
88	Reasonable shuttles to and from the airport. A bus system to Durango and out of Durango (Greyhound)
89	Improved/safer bike access outside of Durango town core. Increase public transportation options - there are currently very few (no) options to get to Denver, ABQ via public transport.
90	In light of a possible coming energy crisis, I think bike and pedestrian networks are crucial. Especially needed near Durango is a bike path from downtown to Mercy Hospital at Three Springs. Many commuters drive this every day and would bike if there was a safe way to do it.
91	Locally, transit service from north side of Durango to the south side (and vice versa) could be improved. I am a cyclist and walker, so any bike/pedestrian improvements are nice, but also somewhat of a luxury.
92	Bike - Pedestrian lanes and safety
93	CDOT needs to consider the economic impact of new projects not only the fastest way to get people from point a to b.
94	Would like to see bike lanes from Durango to Bayfield as part of proposed road widening.
95	Always plan for safe bike and pedestrian travel. Too many cities do not plan for pedestrians.
96	Bridge repairs/replacement
97	Bike and pedestrian improvements
98	Bike and pedestrian safety
99	Traffic light installed on 160 at 225A (east of Elmore's corner). Seen dozens of accidents there, always a concern when pulling out onto 160 from 225A
100	There are many cyclists in the region who ride their bicycles on roads without shoulders and many blind turns. Creating more bike lanes on the roads outside the city limits of Durango is something to consider.
101	Bike and pedestrian improvements and educating the community regarding safety issues for bikes and pedestrians. Drivers still do not understand the HAWK cross walk and it makes the crossing very dangerous for pedestrians.
102	Bike lanes through town of Durango on 550
103	If you expect any highway to be a bike route, then bike lanes must be installed for everyone's safety.
104	In light of limited funding, we need to maintain & improve what we have rather than developing additional non-vehicular projects such as bike & pedestrian improvements.

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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
105	I feel CDOT has done a very poor job allocating money. The "Bridge TO Nowhere" should never have been built till all issues were resolved. No business would spend that kind of money and let it sit. The excuses are pathetic. The small widening on 550S was not done well either. Why have deer fence and a monitoring system on the same stretch of road. Give me more road improvements and less bells and whistles. That stuff can come later. There's miles of road with no deer fence. Get new management in place or we will continue to waste our tax dollars.
106	Airport improvements and bike lanes
107	See comments above
108	A transit system from Bayfield stopping at the hospital, Durango, Mancos and Cortez
109	Again, more bike lanes/bike friendly roads.
110	Bike lanes on every highway improvement if practical.
111	The City of Durango has an active and effective multi-modal transportation program. Transportation between towns, however, is an ongoing challenge.
112	Bike and Pedestrian improvements should be a much higher priority to help reduce car traffic in and around Durango.
113	See above
114	More bike lanes. Bike lanes between Bayfield and Durango.
115	More inter-regional options...bus to ABQ, Denver. Safety is a huge issue in Durango, crazy patterns, odd lights, confused tourists.
116	None Come To Mind.
117	Transit from Durango Transit center to Elmore's corner
118	More effort, money and thought need to be given to expanding & improving transit/bus systems. Bike paths should be lengthened and maintained to provide alternatives to driving.
119	Car pool parking places.
120	Bike safety improvement to Animas High School, off of 160 West
121	Less planning, more action
122	Figure out creative ways to increase revenue for transportation of all types. Implement user fees or a 1% statewide sales tax to begin the long process of revenue generation. Cheap gas does nothing for long term planning and maintaining safe infrastructure. Pennies at the pump generates millions for maintenance.
123	If bikes take lanes from the public roadways, then tax them. Nobody should get a free ride on my fuel taxes.
124	I would like to see less attention paid to roads, and more paid towards alternative forms of transportation. These alternative forms include trains, such as those in the tri-state area managed by Metropolitan Transit Authority (MTA). I would also like to see more incentive given to those that bike to work. Not sure if CDOT has this type of power, but maybe creating a system like exists in London where people that purchase a bike for commuting will see a tax break. This can be supported by continuing to develop safe biking options. Lastly, I think that Durango, CO could also use some walking bridges/ overpasses over Camino Del Rio (550) through downtown. It is extremely hard and dangerous to cross 550 through city limits.
125	More bike lanes/wider shoulders especially on 550 south
126	Eliminate yellow turn arrows at 22nd, 24th and 25th streets on Main Ave in Durango during the start, end, and lunch periods during school year. I see people turn on flashing yellow arrow when the lane next to them have a red light - is this legal? If so, it's extremely dangerous and a reason to banish the flashing yellow arrows.
127	Public transit to areas north of Durango outside of city limits (Hermosa). Bike lanes on 550 through town, it is very dangerous riding through town on 550.
128	Surface treatment must be more innovative to maintain adequate safety and structure.
129	Restrict large truck traffic to right lanes only in congested areas (thru Durango). Large (high) trucks block the street lights to cars making it impossible to tell if a light is green yellow or red.
130	Add wider shoulders for bikes when repaving on narrow two lane roads
131	Basic safety issues like adding shoulders and guardrail where it's feasible
132	Mountain biking is the eight month economic replacement for the 6 week hunting seasons. Mt bikers will be bigger than hunting in Colorado. Any infrastructure improvement for our mt. bikers improves our economy. We could use CDOT funds to buy abandoned railroad grades for rails to trails. I agree with the four lanes south on 550 to the Nm line. Copy the New Mexico four lane model.

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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
133	Why does the State of Colorado insist on bike improvements and trails when they are NOT used?!?
134	Generally, for all highways, how pedestrians interact with the highway system safely.
135	Bike lanes or separate paths, especially around Durango
136	Make sure all highways have wide enough shoulders. Speed limits need to change. Hwy 145 should be 55 mph from Dolores to Cortez. Hwy 160 from Cortez to at least Montezuma Fairgrounds should be 55 mph. There are too many driveways & intersections for 65 mph speed limit. Dolores town limits on Hwy 145 should be 25-30 mph.
137	Large truck traffic through downtown Cortez
138	If bicycles are to be allowed to be on Wild Cat Canyon Road and to be allowed to ride 2 abreast, add bicycle lane for them.
139	Bike and pedestrian improvements
140	We need better bike lanes on highways
141	Bike and pedestrian improvements which will greatly improve everyone's safety.
142	More emphasis on public transit and bike/pedestrian access. Durango has done a great job lately with bikeways; would love to see this expanded to other areas and continue to be supported.
143	Bike/pedestrian routes around perimeters of Cortez, Mancos, Dolores; public transport from MVNP entrance into the park itself to lessen private vehicle congestion.
144	When widening Hwy 550 south of Durango to NM, why not follow the Animas River all the way to avoid existing hills and making it safer in the winter? This might also resolve problems at the Farmington Hill intersection.
145	If there is no money to continue to grow the shoulders for cyclists, can we just have what shoulders are there swept? That would keep us as far to the right as possible the majority of the time.
146	Make cars and trucks the priority. Bicycles have their own funding and should fend for themselves. Cars and Bikes don't mix.
147	Bike/ped improvements that connect Cortez, Mancos, & Dolores
148	bike - Town to Lakes Trail - Pagosa
149	184 from east to west and 145 stop. Need stop light, even though winter drivers coming from Dolores could be slick to stop. (maintenance of road would help) Very dangerous intersection; matter of time for several to be injured.
150	Bike safety is non-existent on US-160. Pedestrian crosswalk warning signals in Pagosa Springs are difficult to see; should be overhead.
151	More protected bike lanes, cleaner shoulders, lower speed limits
152	Yes, definitely bike & pedestrian improvements, which equate to increased safety; better quality of life; improved attractiveness to our vital tourist economy, and the viability of our kids making it safely to school and back.
153	No, the county road 501 bike path cost 4 times more than it should have with your involvement. Your processes and requirements elevate the cost of projects to the point of wasting taxpayers' dollars. I am sure that is true of highway projects as we'll, but taxpayers need to step up and hold you accountable for those.
154	Bike and pedestrian improvements
155	I think Durango has a wonderful transit system; would like to see hours/days and routes expanded. Also would like to see (Greyhound?) bus service to Grand Junction/Albuquerque restored if a need is identified.
156	More/wider bike lanes in downtown Durango & on the county & state roads in the area as well. For being recognized as a 'bicycle friendly' city, there is a lot of work that needs to be done. Put bike routes in the alleys downtown, so as to have less bikes on the main streets. Make bike lanes wider, marked well, & painted green. Have separate signals for cyclists, not just pedestrians & cars. Cyclists are a separate entity, just like cars are, & pedestrians are! Once there is an in-city system, publish maps.
157	How about a bike lane Durango to Bayfield
158	Add deer fencing on Hwy 172
159	Bike are a low priority. Unless of course you derive some \$\$\$ from them ... tax and license them just like autos.
160	Need transit service between Pagosa Springs and Durango
161	Actually in Durango why doesn't the state and city work together to remove the snow that is pushed to the curbs every time it snows. As an employee of a business on Main we have to shovel the sidewalks off after the plows come by and push the snow it's a battle every year. I remember as a kid they used to push the snow to the center. I think you should do that again.
162	A lack of decision by the state on the bridges connecting to highway 550 south is having a negative effect on property and development. Please finish this project now.

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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
163	Always including adequate shoulders on all road improvements. Additional education of the public on the three-foot passing law regarding cyclists. Many drivers seem oblivious to this requirement.
164	Bike and pedestrian improvements
165	Complete Trail/bike path from Three Springs to Durango
166	Bike Improvements
167	We need more public transportation options between Bayfield and Durango, the road runner doesn't offer enough flexibility to be useful.
168	Having bike paths in highway right of ways is not a good idea from a safety stand point. it makes absolutely no sense to me.
169	Provide bike lanes along all of the above mentioned highways.
170	Bridge at McElmo creek need to be expanded
171	US-550/US-160 Farmington Hill intersection. Align US-550 sooner than later so that it utilizes the new bridges that were built a few years ago so that we can do away with the stop light at the bottom of Farmington Hill.
172	Relocation of Cortez commercial vehicle scales to minimize ability for traffic to bypass scales by utilizing Hwy 184
173	Yes , bike walk and transit
174	I think way too much emphasis and money is spent on bike improvements in this area.
175	Provide for safe bike/pedestrian improvements, travel and connection with all projects
176	The bridges to "nowhere" need to be used or at least be explained. Right now all I see is a waste of money.
177	See above
178	Communication is very important for our communities - state & local.
179	SW CO is getting highly populated. Improve Towaoc turnoff from main highway - remove cattle guard. Highway from Cortez to Towaoc is highly congested.
180	Work with other states
181	More sideways with lights for safety.
182	Allow local design standards (i.e. street trees and landscaping) to supersede your standards. Remember that communities are not interested in moving traffic through town at the highest rate of speed possible, which seems to be CDOT's only interest within communities. We want pedestrian amenities and safe crossings. We want accommodations for wildlife--not concrete median walls that trap them on the roads. We want people-scaled improvements.
183	A Durango priority should be the actual programming of the flashing yellow turn signals installed two years ago. As currently programmed, traffic sits at a red light to turn from Camino del Rio to follow 160 west at 6 pm when no traffic is coming. However, at that same light at 330 pm, one can turn after yielding (flashing yellow), even though oncoming traffic is present. It is almost as though no one has every driven around town and observed how the signals are working. After 8 pm, the signals are so sensitive that driving on 160/550 through the entire corridor it seems you catch every light even if only one other vehicle is present per intersection. These and other programming issues contribute to unnecessary delays daily in La Plata County
184	Better maintenance of county roads.
185	Light rail to be ahead of the curve, as the cost will only get higher (look at what happened in the San Francisco area as a result of their waiting). And look at the delays voters caused in getting light rail around Denver.
186	Building in bike and pedestrian improvements with all new road construction or reconstruction should be a priority when it makes sense to do so.
187	North-South wildlife corridors adversely affected by U.S. 160. Develop overpass-underpass passages. Fences are detrimental to wildlife movements. Wildlife resources are important to the people of Southwest Colorado.
188	I would like the Durango Bus (The T) to go to the new commuter parking lot on Hwy 160 between Durango and Bayfield. Currently Durango Buses only stay in the city limits.
189	Wildlife migration corridors should be top safety priority. i.e. bridges and or over passes for animals to move across highways.
190	I would rather see transportation funds used to develop public transportation and bike/pedestrian infrastructure rather than just allowing more cars at higher speeds. I am also concerned about water quality and storm water runoff from highways.
191	Plan bike lanes adjacent to roadways as opposed to separate disturbance.

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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
192	See above; yes, what I would like to see more than anything is a transportation policy that always includes alternative modes of transportation. Roads are utilized by more than cars. If more folks felt safe riding bicycles on our roadways, more bikes would be on the roadways resulting in perhaps a bit of decrease of traffic congestion issues.
193	Bike Path - Cortez to Mesa Verde
194	Write off the bridge to nowhere as an engineering error.
195	Safety on 491 - needs not only passing lanes but 4 lanes and new bridge. Too many deaths.

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## ***Public Input on Southwest TPR Priorities – Survey Comments Relating to High Priority Corridors***

The identification of High Priority Corridors for the Southwest 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 Southwest 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 Southwest 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 Southwest TPR survey responses, the comments below are representative of public sentiment around the priorities for a given transportation corridor. Complete survey results for the Southwest TPR are available upon request.

### SH 151 – Ignacio to US 160 West of Pagosa Springs

- Let the Tribe pay from casino revenues.

### US 160 – Four Corners to Archuleta / Mineral county Line

- The Aspen Springs interchange is not necessary.
- A new interchange in Bayfield is needed for the community to flourish.
- US 160 needs pullouts for transit and safety inspections.
- A rural Bus Rapid Transit system along the US 160 corridor, similar to the one implemented in the Roaring Fork Valley, would reduce emissions and congestion.
- Widen US 160 from US 550 in Durango to US 491 in Cortez, or at least until Mesa Verde.

### SH 172 – NM State Line to US 160

- Passing lanes on SH 172 is not a high priority – money would be better spent on transit.

### US 491 – NM State Line to US 160

- Bridge at McElmo Creek is vulnerable to washout and needs to be expanded.
- US 491 from the NM State Line to Cortez is very bumpy and hazardous – needs repair.

### US 550 – NM State Line to San Juan / Ouray County Line

- An interchange at US 550 / US 160 is expensive and unnecessary. Funds should be spent elsewhere.
- Congestion on US 550 north of Durango needs to be addressed.

### General Comments

- Flashing yellow turn arrows are very confusing and create hazards – they should be removed.
- Passing lanes are less important than shoulders and lower speed limits.
- Emphasize multimodal options like bicycling and transit rather than simply moving more vehicles more quickly.
- Biking and pedestrian improvements are a top priority and help the local economy.
- Bicycles receive too much priority and don't pay into the system.
- Need more transit connecting regions and local communities, especially rural ones.
- There is too much emphasis on Durango.
- Wildlife mitigation is a top priority and CDOT must fulfill its obligations.
- CDOT needs to consider the economic impacts of new projects.