

# Appendix A: Public Involvement

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# Appendix A – Public Involvement

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## Regional Transportation Plan Outreach Process

Public participation is a key element to the transportation planning process. The 2035 Statewide Transportation Plan provides an opportunity for anyone and everyone impacted by transportation to provide input and make comments on regional transportation needs and solutions for the next 28 years. In addition to reaching out to citizens, a concerted effort was made to inform and include local elected officials and underserved populations in the planning process through several of the opportunities described below.

These meetings covered all issues that were relevant to the development of the Regional Transportation Plan, from the development of Corridor Visions to public outreach to funding issues. The Regional Planning Commission provided a key element to coordinate plan development within their jurisdictions.

Information gathered from these studies and outreach efforts helped guide the development of the plan and are included in this appendix for the 2035 Statewide Transportation Plan.

The regional transportation plan outreach process is intended to provide the public with reasonable opportunity to participate in the development of the plan. Opportunities have been provided to the following groups:

- Citizens
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers
- Private providers of transportation
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Providers of freight transportation services
- Other interested parties

Four primary events were scheduled to provide this opportunity:

- Pre-Forum Meeting – gather preliminary information on emerging trends and issues that affect transportation plans.
- Regional Transportation Forum – review transportation-related documentation and other data and discuss how this may affect priorities.
- Prioritization Meeting – assign priorities to Vision and Constrained plans.
- Regional/Statewide Draft Plan Joint Review – opportunity to review and comment on both the regional and statewide plans prior to final adoption and publication.

## ***Pre-Forum Meeting***

### ***Purpose***

The Pre Forum meeting helped identify changes/trends in the region that might impact the transportation system or the priorities since the last RTP was completed. The primary purposes of the meeting included:

- How to make choices
- Data analysis to inform decisions
- Limited funds = Priority requirements
- Public / RPC Input

### ***Format***

The Pre-Forum was intended to be approximately three hours in length. It was to have featured a presentation about the planning process in general and the need for the update, background on the 2030 Plan, costs of transportation, and general funding expectations as expressed in the 2030 Plan. The Pre-Forum was intended to be a platform used to stimulate conversation about what will be discussed during the Forum meeting. Topics would have included:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long-Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

### ***Schedule***

Due to time constraints there was no pre-forum meeting held. The following section presents the PowerPoint and narrative that was sent out to the RPC members. We have also included copies of the letters and e-mails sent in response by RPC members.

## ***Pre-Forum Presentation***

### **Pre-Forum Narrative for the 2035 Transportation Plan Update**

#### **Slide 1: Introduction**

This presentation will discuss the 2035 Transportation Plan Update for the Intermountain Region.

#### **Slide 2: Transportation Planning Regions**

There are 10 rural and 5 urban Transportation Planning Regions (TPRs) across the State of Colorado. The Intermountain TPR is Region 11.

#### **Slide 3: Intermountain TPR**

The Intermountain TPR is made up of five counties—Garfield, Pitkin, Lake, Eagle, and Summit Counties. The map on this slide presents the communities and State Highways within the Intermountain TPR study area, as defined by the Colorado Department of Transportation.

#### **Slide 4: Why Now ?**

The purpose of this long-range planning effort is to meet three important criteria:

- Meet the requirements of SAFETEA-LU regarding transit, the environment, and environmental justice.
- Identify the funding changes and resource allocation of the existing and estimated future funding levels for all modes of transportation over the planning horizon of the year 2035.
- Synchronize the rural TPRs, MPO, and STIP planning efforts into the same schedule.

#### **Slide 5: Planning Process Goals**

One goal of this planning process is to update the existing regional and statewide transportation plan from the year 2030 to the year 2035. The focus of the planning process will be on changes for the vision, goals, issues, population trends, and economic trends that could impact or change the plan for the year 2035.

Another goal of this planning process is to develop an implementation strategy that has a shorter planning horizon than the long-range plan, but could be used in the development and update of the STIP. The implementation plan could be an intermediate range plan of 10 to 12 years. This would focus on moving projects from the long-range plan into the STIP.

The last goal of this planning process is to improve the integration of the transit element into a true component of the regional and statewide transportation plan.

#### **Slide 6: Purpose**

The overall purpose of the TPR plan is to make choices regarding the corridor vision and priority of funding. Since this an update and not a full plan development, the consulting team will use the 2030 plan as a base to work from. The main focus will be to identify changes between the years 2030 and 2035, and determine if the corridor vision and priorities need any adjustments.

### **Slide 7: Schedule**

The pre-forum process is scheduled for the summer of 2006. The regional transportation forums will need to be scheduled for the month of September 2006. The first document that will be produced will be Technical Report #1 (Major Trend), which is scheduled for October 2006. Another forum will be conducted in November 2006. The Draft Report will be produced in the Spring of 2007. The Final Report is scheduled to be completed by December 2007, with the information rolled into the statewide plan by January 2008.

### **Slide 8: Major Components**

The major components of the TPR plan will be updates to the demographic and economic information. The demographic and economic information will be used in the analysis of the current needs and year 2035 needs, in terms of multimodal transportation strategies.

The next major component of the TPR plan will be updates to the corridor vision and priorities if needed, based on the existing and future issues. This information will be used to update the long-range plan and develop an implementation strategy.

The last major component of the TPR plan will be updates to the statewide plan, which will include 17 Technical Reports and funding scenarios.

### **Slide 9: The Forum**

The Colorado Department of Transportation and the consulting team have decided to use a forum as the formal public involvement effort of this planning process. The focus will be on involving key individuals and groups from the region to participate, in order to obtain more input into the planning process.

The purpose of the forum is to obtain public input regarding several key areas of concern. The main question is who should be invited to the forum? The key individuals we could concentrate on include community leaders, business owners, transit-dependent groups, and environmental groups.

### **Slide 10: Population Growth Rate**

This slide presents the growth over the next 30 years. The counties with the greatest growth are Garfield and Eagle, while Lake and Pitkin have the lowest growth in the region.

### **Slide 11: Other Issues?**

Some of the issues that need to be examined in this long-range planning process are:

- Where is the development in terms of residential, economic, natural resource exploration, and recreation/tourism?
- Are these locations different than what was estimated in the 2030 transportation planning effort?
- What are the major traffic generators currently and in the year 2035?
- Have these major traffic generators changed from the 2030 plan?
- Are there any changes in the priority of the transportation corridors from the 2030 plan?
- Are there any other issues that could impact the transportation system in the Intermountain region in the year 2035 that are different from the 2030 plan?

**Slide 12: 2030 Corridors**

The slide presents a table that lists the 2030 corridors that have a vision in the plan. The corridors are broken down by segments.

**Slide 13: Project Summary**

The table on this slide presents a summary of the number of projects by transportation mode and the total cost of the projects submitted by the region. There are a total of 159 projects with a total cost of \$7.7 billion.

**Slide 14: Contact Information**

If you have any questions, please contact A.T. Stoddard or Michael Felschow at 719-633-2868 or by e-mail at [atstoddard@lscs.com](mailto:atstoddard@lscs.com) or [mfelschow@lscs.com](mailto:mfelschow@lscs.com)

**RPC Input**

The consulting team needs each RPC member and each transit provider to answer the following questions:

- Are there any regional goals from the 2030 plan that need to be reconsidered due to changes in the existing and future transportation or land use impacts?
- What date, time, and location should the forum be held?
- Who should be invited to the forum?
- What are the major issues that should be addressed in the forum in each of the following categories?
  - Corridor Vision
  - Transit
  - Multimodal
  - Safety
  - Capacity
  - Surface Condition

Please forward the answers for the above questions to A.T. Stoddard or Michael Felschow at 719-633-2868 or by e-mail at [atstoddard@lscs.com](mailto:atstoddard@lscs.com) or [mfelschow@lscs.com](mailto:mfelschow@lscs.com)

LSC requested the members of the RPC mail or e-mail their individual issues and concerns. The following issues were identified.

- Congestion of the regional corridors (Interstate 70, US Highway 24, SH 9, SH 82, SH 131, and SH 133).
- The impact of natural resource exploration on the transportation system.
- Increase impact of truck traffic along the I-70 corridor and in the western portion of the region.
- The impact of increased tourism on the transportation system.
- Increased need for public transportation to link low-income to employment centers.
- Access to affordable housing for low-income families.
- Population growth may have a negative impact on the environment.

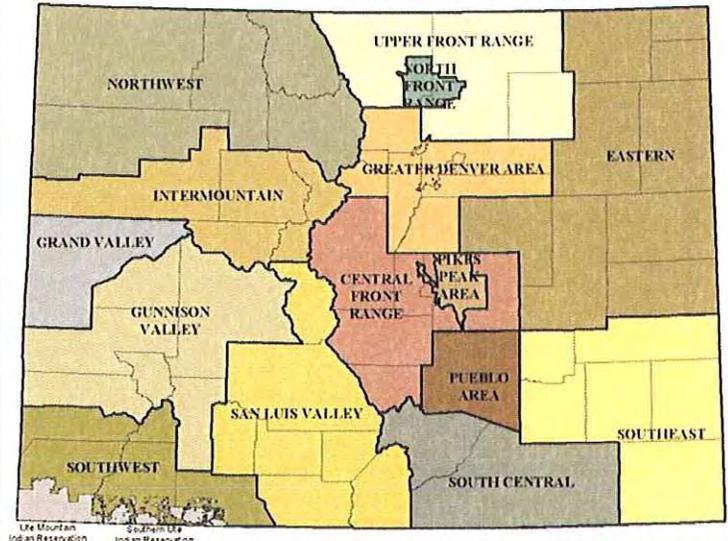
# 2035 Transportation Plan Update

Inter-Mountain TPR  
Pre-Forum



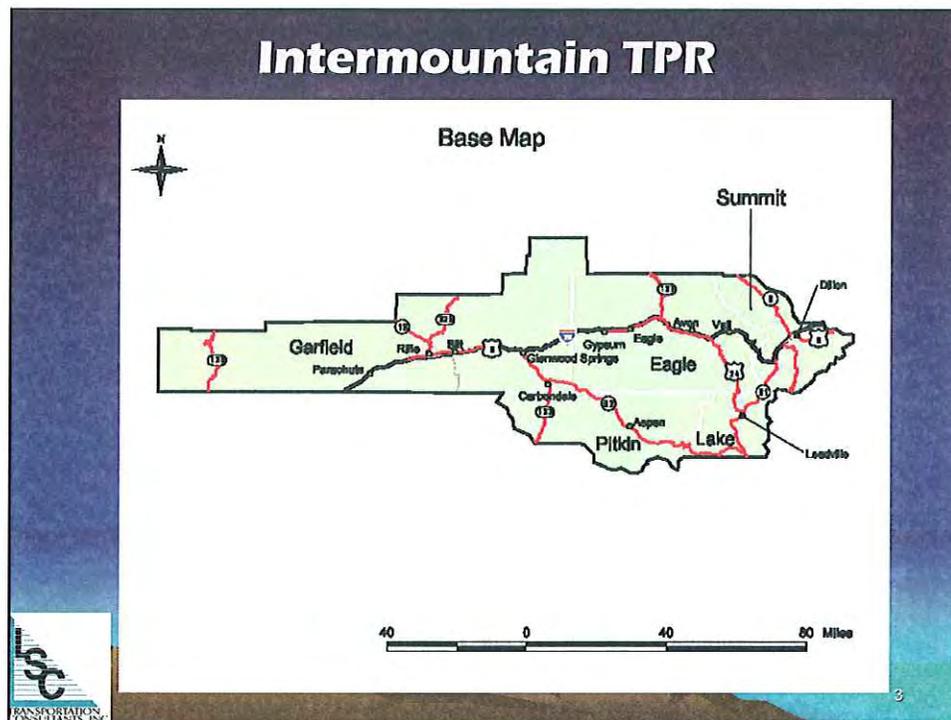
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## TRANSPORTATION PLANNING REGIONS



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## Intermountain TPR



## Why Now?

- Meet SAFETEA-LU Requirements
  - ❑ Transit
  - ❑ Environmental
  - ❑ Environmental Justice (Race / Income)
- Resource Allocation / Funding Changes
  - ❑ Focus on what IS attainable
- Synchronize with MPO / STIP Schedule

## Goals

- Update!
- Focus on Regional Trends
- Determine If/How Trends affect 2035 Plan
- Incorporate Trends in Corridor Visions & Implementation Strategy
- Improved Transit Plan integration



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## Purpose

- How to make choices
- Not data heavy
  - ❑ Data analysis to inform decisions
  - ❑ Message comes from the data, but is not the data
- Limited funds = Priority requirements



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## Schedule

|                               |           |
|-------------------------------|-----------|
| Pre-Forum / Data Collection   | Summer 06 |
| Regional Transportation Forum | Sept 06   |
| Tech Report 1 – Major Trends  | Oct 06    |
| Forum Output / TPR Meeting    | Nov 06    |
| Draft Plan                    | Spring 07 |
| Final Plan                    | Dec 07    |
| Statewide Plan                | Jan 08    |



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## Major Components

- Demographic / Economic update to 2035
- Transportation System Analysis
  - Multimodal
  - Current conditions / 2035 needs
- Corridor Vision Updates (if required)
- Implementation Strategy
- Statewide Plan
  - 17 Technical Reports
  - Funding Scenarios



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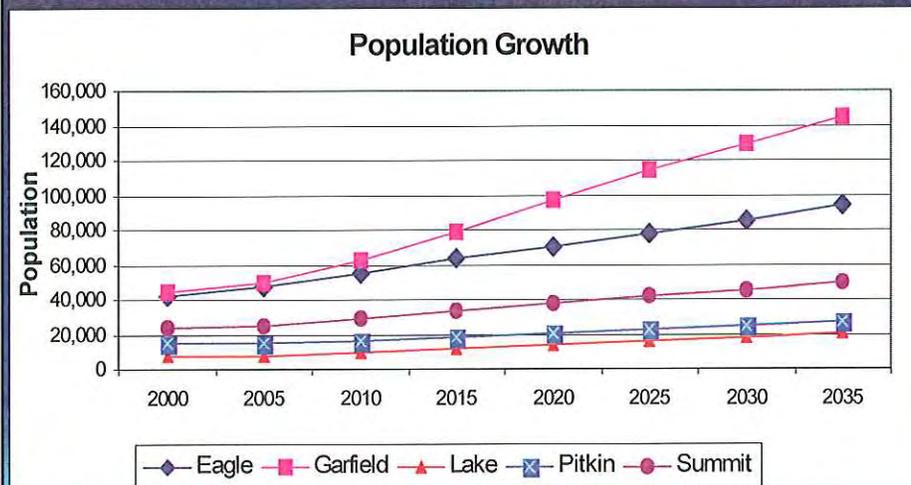
## Forum

- Identify date in September
- Purpose – public input
- Concept
  - ❑ Review summarized information
  - ❑ Interactive / general priorities
    - corridor / mode / safety / capacity / surface
- Who to invite
  - ❑ Your constituents (we need your help to identify)
  - ❑ Community leaders
  - ❑ Business owners
  - ❑ Modal interests
  - ❑ Environmental groups



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## 2035 Intermountain Population



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## Other Issues ?

- Development
  - Residential
  - Economic
  - Resource
  - Recreation
- Major Traffic Generators
- Priority Changes
- Other ?



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## 2030 Corridor

| 2030 Corridor Vision |                                |
|----------------------|--------------------------------|
| Name                 | Description                    |
| I-70                 | West Corridor                  |
| I-70                 | West of Glenwood Springs       |
| SH - 9               | Fairplay to Breckenridge       |
| SH - 9               | Breckenridge to I-70 at Frisco |
| SH - 13              | Rifle to Meeker                |
| SH 24                | Dowd Junction to Leadville     |
| SH 24                | Leadville to Buena Vista       |
| SH 82                | Glenwood Springs to Aspen      |
| SH 82                | Aspen to SH 24                 |
| SH 91                | Leadville to Copper Mountain   |
| SH 131               | Wolcott to Steamboat Springs   |
| SH 131               | Hotchkiss to Carbondale        |
| SH 139               | I-70 to Rangely                |
| SH 300               | SH 24 to End                   |
| SH 325               | SH 13 to CR 217                |

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## 2030 Summary of Projects

| Mode               | Number of Projects | Total Cost (Millions) |
|--------------------|--------------------|-----------------------|
| Highway            | 111                | \$ 7,644.89           |
| Bicycle/Pedestrian | 25                 | \$ 69.36              |
| TDM/ITS            | 15                 | \$ 20.89              |
| Transit            | 8                  | \$ 51.70              |
| <b>Total</b>       | <b>159</b>         | <b>\$ 7,786.84</b>    |

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## Contact

- A.T. Stoddard, LSC (Lead)  
719-633-2868  
Atstoddard@lscs.com
- Mike Felschow, LSC (Deputy Lead)  
719-633-2868  
mfelschow@lscs.com



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***Pre-Forum RPC Letters***



September 27, 2006

Dr. Albert T. Stoddard, III  
LSC Transportation Consultants, Inc.  
516 North Tejon Street  
Colorado Springs, CO 80903

**RE: 2035 Regional Transportation Plan (RTP) Update**

Dear Dr. Stoddard:

We are in receipt of your August 30, 2006, letter addressed to various members of Eagle County Government. The following comments are offered regarding Eagle County's traffic issues and trends:

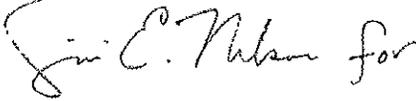
1. Funding sources for public transportation projects appear to be at a crisis. It is estimated that the County will need \$400,000,000 in funding for road improvements over the next decade. We are probably not the only county in Colorado facing such a cosmic funding shortfall. Eagle County, and the state as a whole, desperately need funding alternatives. Short of that, innovative alternatives for managing traffic are the only possibility of not following in the footsteps of the east and west coast renowned traffic failures.
2. The population of Eagle County is growing at a rapid rate and is expected to double within the timeframe of the RTP.
3. Tourism will remain a primary driving force in the local and regional economy.
4. The transportation network needs to be multi-modal friendly (i.e. adequate shoulders for bicyclists, bus stops etc.).
5. Commuter transportation patterns consist of inter- as well as intra-county travel.
6. Major traffic generators continue to be workforce commuters, construction, tourism, and regional through traffic (utilizing I-70).
7. Mass transit options from the Denver/Metropolitan area to the western slope regions may influence local traffic.
8. Local highways (Highways 6, 24, 82 and 131) are important links between the communities of Eagle County. These highways are seeing significant increases in traffic counts.

Dr. Albert T. Stoddard, III  
LSC Transportation Consultants, Inc.  
September 27, 2006  
Page Two

9. Many communities are experiencing failing level of services near interstate highway connections (spur roads).

Thank you for your consideration of these issues. We hope that you find our input valuable. If you have any further questions, please do not hesitate to contact me at (970)328-3560 or by email at [greg.schroeder@eaglecounty.us](mailto:greg.schroeder@eaglecounty.us).

Sincerely,  
EAGLE COUNTY ENGINEERING DEPARTMENT



Greg Schroeder, P.E.  
Acting County Engineer

enclosure

cc: Bruce Baumgartner, County Administrator  
Keith Montag, Community Development Director  
Cliff Simonton, Senior Long Range Planner  
Siri Nelson, Engineer I  
Chrono/File



RECEIVED

SEP 30 2006

LSC

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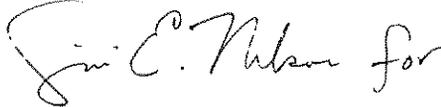
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Sincerely,  
EAGLE COUNTY ENGINEERING DEPARTMENT



Greg Schroeder, P.E.  
Acting County Engineer

enclosure

cc: Bruce Baumgartner, County Administrator  
Keith Montag, Community Development Director  
Cliff Simonton, Senior Long Range Planner  
Siri Nelson, Engineer I  
Chrono/File



September 25, 2006

LSC Transportation Consultant's INC  
Attn: Albert T Stoddard III, Ph.D., P.E.  
516 North Tejon Street  
Colorado Springs, CO 80903

**RECEIVED**

**GCT 2 - 2006**

**LSC**

Dear Mr. Stoddard,

I am in receipt of your letter dated August 30, 2006 regarding the Regional Transportation Forum scheduled for October 5, 2006. Unfortunately, I will be out of town and will not be able to attend the meeting.

On behalf of the Town of Silverthorne, I am interested in keeping apprised on the 2035 Regional Transportation Plan update as information becomes available. As has been stated in past discussions already, the reconstruction of the I-70 / SH9-US6 interchange, to that of a SPUI possibly, remains and will continue to be an important to issue that the Town of Silverthorne requests to be included and prioritized in CDOT's future plans.

I appreciate the opportunity that you've given me to share my feedback. If I can be of future assistance, please do not hesitate to call me at (970) 262-7354.

  
Dan Gietzen, Town Engineer, Silverthorne

Cc: Bill Linfield, Public Works Director, Silverthorne

# **MEMO**

**A. T. Stoddard, LSC Consultants**

**To: Mark Bean, Garfield County Planning Dept.  
Fred Jarman, Garfield County Planning Dept.  
John Martin, Garfield County Commissioner  
Jesse Smith, Assistant County Manager  
Mick Irland, Pitkin County Commissioner**

**From: Randy Russell, Garfield County Long Range Planner**

**Date: September 16, 2006**

**Re: Regional Transportation Plan Update**

In response to the inquiry from LSC Consultants Inc. of August 30, 2006, regarding factors that should be discussed in a review of the 2035 Regional Transportation Plan update, I submit the following observations and comments.

1. The Intermountain Regional Transportation Region is currently in a state of flux with many different economic drivers potentially influencing the future of the region and the consequent pressures on transportation systems. The region has recently responded to attempting analysis at various levels and by various means to trying to get a better handle on future growth projections. Many of these efforts have been developed in conjunction with the State Demographer's Office in the Department of Local Affairs.

Future projections have been very much a 'moving target' over the past several years, and it is important that participants in the Regional Transportation Plan Update have a good working overview of historic and current projections. Studies and projections done as recently as 2004 may no longer reflect current thinking about the rate and pace of growth in the region. The Plan Update should be guided by the most recent thinking.

2. With that in mind, recent studies can still be very helpful in informing the Plan Update process. While they may reflect previous projections in terms of timing, their implications are probably still very valid in implied impacts and problem identification. Reviewers can adjust the pace and rate of growth assumed in these studies accordingly.

A key component of that analysis would have to be the Travel Patterns Study undertaken by RRC Associates and Healthy Mountain Communities in analysis of travel patterns in the region from Aspen and Eagle to Parachute. This study utilized interviews of commuters and major employers in the region, and looked at public transit as well as private vehicular use. The Study is available for review and downloading at [www.hmcnews.org](http://www.hmcnews.org). The cautionary note is that it used population projections now

thought to be on the low side, so reviewers might want to read the study with that in mind.

More recent projections for the region will be forthcoming from a work effort sponsored by Garfield County under a contract with BBC Research Inc., Denver, as part of a Socioeconomic modeling process reviewing current thinking about economic drivers in Eagle, Pitkin, Rio Blanco and Garfield Counties. This project is still in draft form, but suggests that current projections for Garfield County may be a bit on the low side, and that's certainly the case for Rio Blanco County. Projections for Eagle and Pitkin Counties may be a bit on the high side. The first deliverable from this work effort is due to be finalized in November of this year. The contact for updates on this work effort is Mr. Jesse Smith, Assistant County Manager, Garfield County, at [jsmith@garfield-county.com](mailto:jsmith@garfield-county.com)

3. Trends in the energy extractive industry will certainly be a major factor in undertaking a Plan Update. Of special interest in reviewing natural gas drilling activities is the mix of heavy vehicle traffic. Rig movement, water hauling activity, gravel hauling activity, and specialized equipment movement for things like facing activities, have altered the mix of vehicles on highways in the western end of the region.

Garfield County currently has approximately 65 rigs operating, with wells being drilled at a pace of 1000 – 1200 yearly. 3700 wells are now completed, with anywhere from 12,000 to 17,000 more anticipated. LSC is aware of the traffic mix involved in well completion from its work on a still draft Garfield County Transportation Plan. CDOT has a road surface impact formula for the impact of that heavy traffic. The rate and pace of drilling activity is likely to continue for at least the next decade. It may have nearly peaked in activity and stay on a plateau of traffic levels here for the next 10 – 15 years, according to current industry respondent estimates.

Rio Blanco County, however, is probably just in the beginnings of an accelerated development curve for gas drilling activity, with the recent installation of pipelines and processing facilities. The BLM is currently undertaking a revision of its Regional Management Plan for the White River District in Meeker. Preliminary estimates are that they will also be seeing activity for a decade or two that implies 10,000 – 15,000 wells being drilled.

While some of the road and pad development, and well serving requirements, are met by local services providers, some activity is specialized with sub-contractors servicing well development from as far away as Grand Junction and Vernal, Utah. This implies long commutes by heavier vehicles through the region.

Oil Shale development is again in its infancy, but five of the 6 Research and Development Tracts approved by the BLM are located in the Piceance Basin in Rio Blanco County. The Basin is essentially equidistant from Rangely, Meeker and Rifle. Socioeconomic analysis suggests that Rifle will receive up to 50% of the growth from those activities, which implies additional heavy commuting pressure on State Highway 13 from Rifle to Meeker. And, again, a mix of heavy truck traffic in estimates for

vehicular mix. The Environmental Assessments for the Shell, Chevron and EGL research tracts are available on BLM's White River office website for review, as is their developing management plan and individual project activities for gas development.

4. All indicators now point to increasing growth pressures in western Garfield County. Rifle is now completing its Comprehensive Plan update and anticipates at least a 4% growth rate over 20 years. Respondents from Silt and New Castle suggest their growth rates may initially, at least, be higher than that. Current studies (above) reinforce those projections.

While Rifle and the surrounding communities may grow into a significant employment location and provide more services locally to proximate residents, there is a danger in assuming this will result in any overall reduction in commuting patterns. Two forces will be at work over the near-term future. The first is that housing will become less affordable in western Garfield County and the region's "affordable housing bank" will dry up placing pressures on the resort communities to house their own service workers. At the same time, wages in the resort communities will likely increase to compete for that workforce – and most families will have two wage earners. It is unlikely that a household will, on average, have two workers who work in the community in which they will reside. A significant percentage of households will still have at least one member commuting to work outside of the community of residence.

Employment statistics are tricky to track, and place of employment is often not a good indicator of place of work. Employees may receive a paycheck from an employer in Rifle or Silt or Clifton, but actually commute daily to work in the gas fields, or to development projects and home construction in Avon, Snowmass Village, or some other location.

5. From a Planning Perspective, these future growth scenarios, or versions of it, suggest the following:

A. Interstate 70 will probably be able to continue to provide throughput of traffic through the region in Garfield County, but the rural interchanges will continue to deteriorate in level of service at peak hours. Stacking room issues and turning movements will become increasing problems in the near term and will require major work in the long term. Demand for a full interchange at Garfield County Airport Road will increase, along with a northerly crossing of the Colorado River at that point to existing U.S. 6. This will be a strategy to decrease pressures on the existing Rifle and Silt interchanges. Demand for a full interchange west of Parachute and Battlement Mesa will probably meet warrants for that improvement as well.

B. Peak hour problems through Glenwood Springs and Carbondale will continue to increase in magnitude and duration on State Highways 82 and 133. Throughput issues in Glenwood Springs could well reach critical level of service problems within the planning period, if not gridlock during peak hours, unless substantial improvements are made.

C. Currently projected development in western Garfield and in Rio Blanco County could place exceptional demands on State Highway 13, and intersections to it, especially with projections of heavy vehicles in that anticipated traffic mix.

D. Support for public bus transit is a critical issue to try to reduce the vehicular traffic levels in the future, and public transit and car pool incentives should be factored into any future transportation planning process.

6. Any transportation planning process for this region should probably factor in a "What If" analysis for Oil Shale achieving a commercial scale of development. A one million or two million barrel a day industry will dramatically alter the landscape, the population and the transportation implications for this place in the future. The Programmatic EIS on Oil Shale being conducted by the BLM is due out as a draft shortly. It will have a Reasonable Foreseeable Development Scenario as part of that analysis. We will have to wait and see how that analysis handles transportation impacts and costs. But, that first draft will be co-terminus with your planning process, and you will have the opportunity to reflect on it and provide important comments.

The BLM has historically not been overly sensitive to off-site impacts from their permitting activities. There has been a tendency to suggest, in their analysis, that severance taxes and royalty payments should offset any impacts from the activities that they permit. They are only marginally sensitive to the lag times for any resulting revenue accruing to resolving immediate infrastructure demands.

Further, development activity encouraged by their permitting process drives population increases, which in turn drives development pressures, which further drives traffic counts that impact intersections with state highways. We would suggest that growth pressures driven by the actions of a federal agency shouldn't fall on local governments or state agencies to accommodate. That's especially true with federally funded highways and intersections to them.

Garfield County verbally requested that CDOT be consulted in preparation of the Programmatic EIS for Oil Shale and Tar Sands Development and also be welcomed into that process as a participating partner. We are not aware, at this point, of the results of that request, or CDOT's participation in preparation of the draft. This planning process is timely, in that if that consultation isn't deemed satisfactory by local governments undertaking this Plan Update in our region, area governments will have the opportunity to suggest a more rigorous analysis of impacts, implications and fiscal consequences, as will CDOT.

September 18, 2006



Michael Felschow  
LSC Transportation Consultants  
516 North Tejon Street  
Colorado Springs, CO 80903

Dear Mr. Felschow:

Thank you for the opportunity to comment on transportation trends along the I70 corridor in Summit County. I regret that I will not be able to attend the meeting October 5 due to prior commitments. However, the Town of Dillon does have several concerns pertaining to transportation.

The I70 corridor has seen increasing volumes of traffic for many years. Summit County relies on its popularity as a year-round resort destination for its livelihood. However, continued traffic congestion and the ever-present threat of winter tunnel closures threaten the County's attractiveness. Hazardous materials traffic travels through the Town limits on US Highway 6 daily. The use of Highway 6 and Loveland Pass for haz mat traffic is a risky proposition due to the elevation and switchbacks along this route. A single hazardous materials spill could threaten the Snake River Watershed as well as the water supply in Dillon Reservoir, the primary source of drinking water for the Denver metro area. Transportation within the County is also affected by changes in I70 traffic volume, as there are limited alternative routes along east-west routes when closures and congestion become issues on the freeway.

The Town of Dillon is very interested in plans for the I70 corridor and supports efforts to improve the connectivity, alternative transportation options, and efficiency of this important interstate conduit. Please include us in future efforts and we will continue to be supportive and eager partners in this effort.

Sincerely,

Melissa Wyatt  
Town Planner

Town of Dillon  
275 Lake Dillon Drive  
Post Office Box 8  
Dillon, CO 80435

970.468.2403  
Fax 970.362.3410



September 18, 2006

Mr. Michael Felschow  
LSC Transportation Consultants, Inc  
516 N. Tejon Street  
Colorado Springs, CO 80903

RE: 2035 Regional Transportation Plan Update – Intermountain Region

Dear Mr. Felschow,

The City of Rifle is in receipt of A. T. Stoddard's August 30 correspondence requesting the identification of key issues and trends that may impact the region in the next 30 years. The following offers a bullet list identified by the City of Rifle.

- 1. Population.** Two independent studies (BBC Research/Garfield County and Winston Associates/Rifle) forecast significant growth in Rifle during this period. By 2030, Rifle's population is forecast to grow from 8,500 today to between 25 and 30,000. Western Garfield County, in general, will experience tremendous change during this period.
- 2. Local/Regional Economy.** Employment during this period will diversify and jobs will become more dispersed. However, land supply and cost will result in the continued trend of workforce housing being located in western Garfield County. This will result in employee commuting patterns further impacting the I-70 and Highway 82 corridors.

Natural gas extraction and long-term maintenance of the gas fields in the region will have an impact on the off-system highways and county roads in the region. Locally, Highways 6 and 13 will see increased use through 2015 followed by long-term sustained use by maintenance crews.

Oil shale production, should it become commercially viable, would have an impact on the Highway 13 corridor north of Rifle, and could result in the creation of new corridors from the Parachute area to the north.

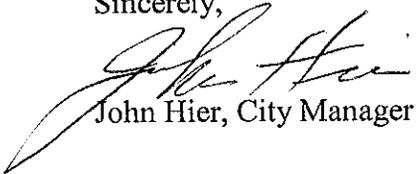
- 3. Transportation Systems/Funding.** Understanding the future populations, labor forces, and commuting in this region will quickly lead to the realization that Intermountain Region jurisdictions and transit authorities are in trouble if we don't have some successes in capturing new state and federal funds. Lengthy and deliberate dialogue is required between all region participants regarding systems maintenance, connectivity, congestion,

September 18, 2006  
Mr. Michael Felschow  
LSC Transportation Consultants, Inc

safety and long-term capital needs. The evolving trend of the State passing system capital improvements to county and local governments cannot continue; the State must become part of the solution particularly as it pertains to distribution equity and tax limitations. While this is obvious, we are independently avoiding the root problems.

Thank you for this opportunity to comment. The City of Rifle looks forward to the October 5 meeting and participating further in this planning process.

Sincerely,



John Hier, City Manager

- c. City Council  
Public Works Director  
Planning Director

September 19, 2006

LSC Transportation Consultants, Inc.  
Attn: Michael Felschow  
516 North Tejon Street  
Colorado Springs, CO 80903

RECEIVED

SEP 25 2006

LSC

Re: 2035 Regional Transportation Plan Update

Dear Mr. Felschow,

We thank you for the opportunity to comment on issues that our specific community is currently experiencing and expected to face in the future. Some of these activities will indeed impact not only local traffic, but also roll over into changing regional traffic as well.

Below are some of Gypsum's developing issues and emerging trends that should be considered in the regional transportation system are:

- Population Changes – Over the last ten years, the Town of Gypsum has more than doubled from approximately 2,238 in 1995 to 5,034 in 2005. Additionally, projected growth expected from already approved development projects either underway or expected to start soon will add another estimated 6,000 people to our population in the next ten years. This number does not include any additional projects that could potentially seek annexation and development approval from the town either and there is still a great deal of property surrounding the town.
- Forces in Local Economy – As a result of this growth, not only within our town but from the county as a whole, we have seen a sizeable increase in the number of light industrial type businesses locating here a majority of which supports the growing construction business. Costco is also opening a 155,000 square foot facility next month here in Gypsum. We have already seen signs of other commercial businesses positioning themselves to take advantage of Costco's large retail draw and expect a large surge in new commercial activity in areas of town that were once slow in developing. With the projects currently under review it is quite possible that we could also see another million square feet of commercial development in the next ten years also.
- Transportation Systems – So, what is a big issue for the town right now? Traffic! We are also underway with our own internal traffic study by Felsburg, Holt & Ullevig to better prepare us for these growth expectations in terms of future planning, infrastructure needs and the financial means to carry out these improvements. This study will also be incorporated into the update of our town's Master Plan. Some of these impacts will change Highway 6 through our area to potentially four lanes and the existing Gypsum I-70 Interchange will likely have a traffic light or round-about on the north side to accommodate high traffic volumes.
- Eagle County Airport – Eagle County has just completed Phase I of their 1,000 foot runway extension to the east. These improvements are being completed so that current flights will be able to accommodate additional passengers than they

COMMUNITY  
DEVELOPMENT

Planning  
Lana Gallegos  
Ken Long

Engineering  
Jim Hancock, PE  
Jerry Law, PE

Building Department  
Randy "Pete" Petersen  
Dave Tymkovich

Administration  
Anne Esbenshade

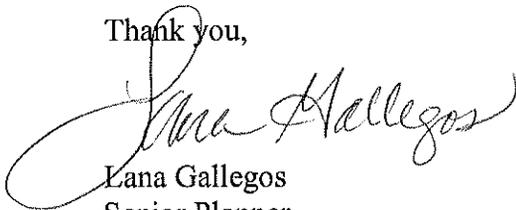
can now carry. More efficient air travel and additional flexibility on sizes of aircraft will also increase the number commuting on our roads to their final destination. This airport also accommodates many travelers with final destinations to Aspen, which increases the travel on I-70 west of Gypsum and Highway 82.

- Additional I-70 Airport Interchange – Even though this project did not get underway as planned and expected, this project or a similar one is still supported by the Town of Gypsum in order to alleviate traffic along Highway 6 which passes through both the Towns of Gypsum and Eagle.
- Recreational/Tourism Effects – Eagle County has been widely based on tourist activity for many years with its famous ski resorts and many summertime activities. Gypsum is seeing a slight transition in how tourism activity is affecting the town. In addition to the traditional mountainous recreation options available to tourists in our surrounding BLM and Forest Service Lands, Gypsum is also becoming a lodging place with amenities for distance travelers wishing to spend time in Eagle County. Currently under development is Gypsum's first second- homeowner based residential community, Brightwater Club, which will attract longer stay visitors from across the country. Saddle Ridge is also currently under review by the Town of Gypsum which proposes interval ownership of single-family, multi-family and lodge units again catering to vacationers. Both of these projects provide additional recreational amenities, such as golf courses, fishing, etc..., giving their visitors local activity options in addition to the recreation within the county.
- Commuting Patterns – Traditionally, the Town of Gypsum has been a bedroom community providing services and personnel to the resort communities of Vail and Beaver Creek. It is estimated that approximately 65% of the out of town trips travel east on I-70 or Highway 6 to work, shopping or vacationing destinations. We expect to see an increase in internal trips with the added local work options and an increase from travelers outside of Gypsum now utilizing the shopping options of Costco and other large and medium size box retailers anticipated to follow.

These are a couple of the issues affecting not only the Town of Gypsum, but also transportation on a regional level. I hope that some of this information will be of use during your own transportation planning efforts and I look forward to attending your meeting in Glenwood Springs on October 5<sup>th</sup>.

If there is anything further you need or have questions regarding the above, please don't hesitate to contact me.

Thank you,



Lana Gallegos  
Senior Planner

cc: Jeff Shroll, Town Manager  
Anne Martens, Town Public Works Director

RECEIVED

SEP 25 2006

LSC

TOWN OF PARACHUTE  
ADMINISTRATION  
PO Box 100  
222 Grand Valley Way  
Parachute, CO 81635



Telephone: (970) 285-7630  
FAX: (970) 285-0292  
email: parata@parachutecolorado.com

Town Administrator  
Town Clerk/Treasurer  
Juanita Satterfield, CMC

September 20, 2006

Michael Felschow  
LSC Transportation Consultants, Inc.  
516 North Tejon Street  
Colorado Springs, CO 80903

**RE: 2035 Regional Transportation Plan Update**

Thank you for contacting the Town of Parachute. To give you a little background I started my employment with the Town of Parachute in 1987. At that time the Town's population was approximately 750 and we had 10 full time employees for administration, police and public works. We celebrated in 1991 when the first stick-built building permit in 10 years was issued. This was the first indicator that Town was recovering from the "Oil Shale Bust". The recovery was very slow, not showing much progress until 1994 when the early natural gas drilling started. There was very little elected official or staff participation with the Regional Transportation Planning during that time.

During the initial construction of I-70 a West Interchange was planned with a road and bridge over the Colorado River linking the Battlement Mesa Community. This interchange was never completed and exists only as a flyover for Highway 6 & 24 going west.

I became the Town Administrator in 1997 and within a short time started attending the STIP meeting with the Town Engineer and occasionally a member of the Board of Trustees. Initially it was a learning experience which led the Town to participate with other municipalities and Garfield County to contract with a consultant to prioritize and represent the group through the process. The Town submitted three prioritized projects to this process 1.) expansion of the existing interchange 2.) a build out of the West Interchange and 3.) a underpass at the intersection of Van Horn Lane and planned Parachute Park Boulevard. All three were based on what the Town felt, and what was upheld by the group, to be all safety related due to the age and condition of the existing interchange, the fact that all of the Town's and Fire Districts equipment is based on the South side of the interchange and that traffic flow were increasing. It all went well with the Town ranking number 1 on the county wide priority for existing interchange improvements. This all fell away when it got to the final meeting. Currently the Town's expansion of the existing interchange ranks 44 on the 2030 Plan with an investment category of quality and no reference to safety.

The Town staff will grow to 22 with the approval of the 2007 Budget, a consultant is still utilized for engineering and extensive planning and the Board of Trustees are still very limited on the time that they can devote to the STIP program. The growth that the Town is experiencing is directly related to the demands from the federal government to meet the needs for energy. The growth was slow and steady until the end of 2003 then accelerated to the current level which is expected to continue if not increase.

- **Change in Population/Employment**

The current population is approximately 1338.

62 – 2005 Building permits

47 – 2006 Building permits year-to-date

- **Driving Forces in the Local/Regional Economy**

Drilling, piping and production of natural gas

A growing need for services related to the industry development

A housing shortage for natural gas industry workers and service related employees

- **Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long-Term Needs)**

The I-70 Interchange is 25 + years old and has had minimal maintenance

The I-70 Interchange is the main access for Battlement Mesa and out-lying Garfield County

The Interchange is the only access for fire, ambulance and police to the north for the town and fire district.

The I-70 Interchange is very congested creating safety issues. Natural gas exploration, drilling, processing and the associated pipeline construction has brought a large number of workers into the area. The industry and their subcontractors utilize the interchange for travel to and from the work sites and commercial suppliers, as well as offices, eating and lodging establishments.

The I-70 Interchange should be improved to deal with the existing traffic flows and allow for the development that the industry demands.

An alternative route, be it the West Interchange or an underpass at Van Horn Lane and Parachute Park Blvd., should be developed to provide access to both sides of I-70. Currently if something should happen on I-70 or the railroad that would cause closure of the interchange there would be no reasonable means of providing fire, ambulance or police protection.

- **Commuting Patterns:**

All traffic from the Town of Parachute population 1,338, Battlement Mesa population 5,300, nearby Garfield County residential, Williams Production and EnCana offices, three gas plants, multiple well sites and commercial uses access the I-70 Interchange.

Many of the industry employees and subcontracted services travel into the area from on a daily basis for work.

Many of the local populations travel to the east or west to work.

- Major Traffic Generators:

Oil/Gas Development, related services and workforce

Battlement Mesa

- Natural Resource Development

YES

- Recreation / Tourism Industry

The Town of Parachute Rest Stop continues to be a very popular stop for I-70 travelers with easy access off and on and traveler services readily available

- Integration of the Various Transportation Modes:

The park and ride established by CDOT is heavily used

The bus that once provided scheduled service discontinued its stop in the Town of Parachute

The nearest airport is located in Rifle, air passenger service is provide from Grand Junction and Eagle

The nearest rail passenger service is from Glenwood Springs or Grand Junction

All materials, goods and supplies arrive via truck and many services are mobile

- Funding:

HELP , please

The Town of Parachute put Traffic Impact Fees in place by Ordinance No. 469 in February 2003

The Town of Parachute continues to hold to their policy that “development pays its own way”

The Town responds to Garfield County referred applications that effect the I-70 Interchange with the question: Are any street / road impact fees being collect for the proposed development and if so are those fees dedicated to the affected areas?

This information is being accumulated from staff, consultants and elected officials that have been actively involved with the traffic issues that exist within and surrounding the Town of Parachute.

Sincerely,

Roy McClung, Mayor   
John Loschke, Mayor Pro Tem   
Mark Austin, Town Engineer  
Juanita Satterfield   
Laura Diaz 

**From:** Bill Sappington <bsappington@rifleco.org>  
**To:** atstoddard@lscs.com , imrtp@lscs.com  
**Cc:** John Hier <jhier@rifleco.org> , Matt Sturgeon <msturgeon@rifleco.org>  
**Subject:** Comments on 2035 Plan

**Date:** Sep 21, 2006 03:21 PM

Gentlemen:

I would like to add to Rifle's comments the following thoughts regarding the 2035 plan:

The gas industry has completely changed the 2030 plan priorities. Traffic and in particular heavy truck traffic has burdened the lower Garfield County areas including Rifle. All of this traffic is in large part due to energy development and the associated support staff needed for this exploration and development of gas. This was not anticipated during the development of the 2030 plan for our communities.

The 2030 plan has priorities that are in favor of up valley needs when in reality the lower valley is in need and without funds.

Explosive growth has created a need for quick action and our community is not able to fund this work.

Improvements needed in the area include upgrades to US6 and CO-13 in and around Rifle, including bridges, I-70 interchange work at CO-13 and other multi-million dollar projects that are beyond our capability to bond and afford.

Thanks,  
Bill Sappington

Bill Sappington, P. E.  
Public Works Director  
City of Rifle  
P.O. Box 1908  
Rifle CO 81650  
bsappington@rifleco.org

970-625-6223 my office

**From:** Lee Cassin <leec@ci.aspen.co.us>  
**To:** imrtp@LSCCS.com  
**Subject:** Oct 5 meeting

**Date:** Sep 20, 2006 10:00 AM

Thank you for asking for my input for the Oct. 5 IRT meeting. I plan to attend and here are three key issues occurring in our region that are likely to have a very large impact on transportation priorities.

1. The strong regional economy in the upper Roaring Fork Valley combined with limited land for housing continues to result in increasing demand for transportation of employees from downvalley to Aspen and Snowmass Village. Lack of land for parking if most transit is via SOV, as well as air quality concerns, make it important to have as effective as possible a mass transit system.
2. There appears to be certainty on the part of large corporations and states that soon the US will have a cap and trade system for reducing greenhouse gas emissions. This will disincentivize SOV use and reward mass transit, efficient vehicles, and possibly other fuels. The systems invested in now should plan for that in the not-too-distant future. Businesses and towns will need to have a system that gives them the ability to lower their emissions, including those from transportation.
3. Significant increases in transportation fuel costs should be considered in local transportation planning. With lack of spare capacity in key Middle East supplier countries and sharply increasing demands from China and India, to say nothing of possible severe political disruptions in supply, it is important to plan for transporting workers and visitors other than by single occupant vehicle.

Thanks, and I'll look forward to the Oct. meeting

Lee

Lee E. Cassin

*Air Pollution  
Mass Transit*

Environmental Health Director

(970) 920-5075

<http://www.aspenglobalwarming.com>

<http://www.aspenpitkin.com/depts/44>

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## 2035 Regional Transportation Update Trends & Issues

### General Issues:

Interstate 70 (I-70) is a state and national transportation corridor that is challenged by persistent traffic problems. Currently, those utilizing the I-70 Mountain Corridor do not have adequate transportation choices than currently exist. Public transit, one modal choice, is an option to relieve congestion on I-70.

The Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) have completed the Programmatic Environmental Impact Statement (PEIS) analyzing options for addressing traffic issues in the corridor.

The I-70 Mountain corridor, roughly from C-470 to Glenwood Springs, is the subject of a PEIS. Economic data from JF Sato, CDOT consultants on the PEIS, indicate that almost 25% of all tourism-related taxes for Colorado is generated from the nine counties directly on or adjacent to the corridor. Given this magnitude of importance as a revenue generator for the state of Colorado, any proposed solutions to congestion alleviation must be carefully and thoughtfully derived.

Acceptable transportation choices consider rail transit allowing the state to provide a vital transit link connecting the Denver Metro area to the mountains and the Western Slope mountain corridor giving residents and visitors alike a choice of transportation modes that provide adequate capacity for the next 50 years based on forecast travel demand.

### Population/Employment:

Summit and Eagle counties continue to grow at rates that exceed statewide averages. But Summit County in particular is nearing build-out (most estimates put current capacity at 85%) while Eagle continues to have more room to grow. Employment rates continue to be higher than statewide averages as well, with significant percentages of work force participants holding multiple jobs. In addition, a considerable proportion of employees commute into Summit, Eagle and Pitkin counties from neighboring counties (Park, Lake, west Grand, Clear Creek and Garfield).

### Driving Forces in Local/Regional Economy:

Tourism (skiing, snowboarding, snow-mobiling, sailing, hiking, biking, camping and hunting) continues to be the major driver for Summit and Eagle counties. Mining is a major component in Clear Creek County and Lake County (with the impending re-opening of the Climax Molybdenum mine), while oil & gas

exploration and extraction is a growing economic driver in western Garfield County. Building remains a strong contributor to the economies in most of the I-70 corridor. With a new 25 bed hospital in Summit County, a satellite hospital planned in Eagle (affiliated with Vail Valley Medical Center) and a recently expanded hospital in Glenwood Springs, healthcare is a major employer in those counties as well.

#### Transportation System Issues:

Increasing congestion on I-70 means challenges for maintenance and safety. CDOT statistics reveal a trend toward increases in truck traffic and consequently, truck accidents. Incidents involving runaway trucks has increased significantly over the past ten years and must be addressed. Sedimentation issues exist in Clear Creek, Summit and Eagle counties and while CDOT has taken some steps to address sedimentation control, more remains to be done. Maintenance of weirs and sedimentation ponds should also be a spring maintenance priority instead of being left to late summer. Heavy spring run-off and early summer thunderstorms result in wash-out of sand and gravel back onto roadways and into neighboring streams and water bodies. Eagle County is also experiencing increasing traffic on US 6 frontage road between Eagle and Gypsum. Such traffic is expected to increase even more once the Costco opens later this fall. The solution would be a new interchange that serves the Eagle airport and the new shopping district more efficiently. In Summit County, the Town of Dillon remains concerned with the transport of hazardous material over Loveland Pass and through the center of town. Any spills on the west side of Loveland Pass increase the possibility of serious contamination of Lake Dillon and subsequent negative impacts on recreation and tourism on the lake. Transport of hazardous material through the Eisenhower-Johnson Memorial Tunnels is no more inviting from Dillon's perspective since its water supply originates at Laskey Gulch, just below the lower truck ramp, and feeds into Straight Creek, which parallels I-70 on the west side of the EJMT. Congestion on I-70 between Vail and Genesee should be considered a serious threat to the economy of the major resorts either on or served by I-70 and to the state as a whole.

#### Commuting Patterns:

Workforce commuter patterns place major traffic on feeder state and federal highways. State Highway 9 south from Kremmling and north from Alma into Summit County experiences large numbers of vehicles during peak commuter times. State Highway 91 north from Leadville to Copper Mountain and US Highway 24 northwest from Leadville to Minturn also carries commuter traffic. I-70 between Glenwood Springs and Vail serves the commuting workforce for Vail and Beaver Creek. The work force serving Aspen and Snowmass travel on I-70 from Gypsum and Parachute to access State Highway 82. Phelps Dodge estimates that in excess of 60% of its workers at the Henderson Mill in Clear

Creek County commute from the Denver metro area to work. The Henderson Mill operates on a 24/7 schedule.

#### Major Traffic Generators:

Resort visitors and outdoor recreation continues to be the major reasons for traffic on this corridor. There is a growing commuter element that makes the trip to the Denver metropolitan region, if not daily, then at least several times a week. While this 'reverse' flow has not reached the levels of peak week-end traffic, it does contribute to some degree of congestion, especially on Friday afternoons and early evenings. Continued growth on the Front Range translates into more residents wanting to access the scenic and recreational amenities found along the I-70 corridor between Golden and Glenwood Springs.

#### Natural Resource Development:

Oil & gas development in western Garfield county contributes to truck traffic on the corridor as demand for drilling rigs and equipment grows. Recent rulings to allow drilling on the Roan Plateau will only increase this demand for transportation. Beetle-kill in the forests of the corridor counties has the potential to place significant lumber truck traffic on the corridor, both on the interstate as well as connecting state and federal highways, as uses for the dead timber are identified and implemented. Summit County is close to establishing a biomass plant which will certainly require transportation of wood, either whole logs or as chipped material, to the plant. As other entities in beetle-impacted areas of the mountains determine how to use the dead timber, additional traffic from the transport of wood is expected to increase.

#### Recreation/tourism:

This area has been addressed under other headings, but it bears repeating that the nine counties directly on or served by I-70 contribute a significant amount of tourism-related revenues for the state. Breckenridge will be completing the gondola project within a year, increasing access and capacity to prime terrain. Vail Resorts and Intrawest continue to add acreage and amenities, increasing capacity and choice for winter visitors.

#### Intermodal Integration:

Summit, Eagle, Garfield and Pitkin counties all have locally supported transit systems in place. Summit County has a transit center which includes access to the Summit Stage, rental cars, Greyhound Bus service and parking. Eagle County, along with Vail, Avon, Edwards and Eagle have plans to expand, enhance or construct intermodal facilities to serve workers and visitors transportation needs. Eagle County also provides intermodal access at the Eagle Airport. RFTA, which serves Pitkin and Garfield counties also has multi-modal

centers in place. Snowmass has plans for a large transit center to be constructed as part of a transit-oriented development. What is missing is the long-distance transit link from the Denver metro area to these local intermodal facilities.

#### Funding for Transportation:

Inadequate at the state level. Most of the local governmental entities on the I-70 corridor have already created support mechanisms for local transit entities such as Eco-Transit, Summit Stage and RFTA. But vehicle demand for access to mountain communities is at an all-time high, resulting in congestion not just on I-70, but also on surface arterials. State Highway 9 between Frisco and Breckenridge should be expanded to four lanes for the entire distance. Every county between Denver and Grand Junction has identified critical projects which have no funding. Until Colorado gets serious about identifying a reliable and significant funding mechanism for maintaining, improving and enhancing its transportation system – which includes mass transit solutions – the economic vitality and sustainability of this important revenue generating region of Colorado will remain at risk.

**Target markets** are formed based upon consumer expectations, preferences, experiences, and a market pricing equilibrium is reached within the **FACTS**.

- F** Frequency / connectivity to other forms
- A** Accessibility to points of origin/destination
- C** Cost compared to alternatives, convenience.
- T** Timeliness and reliability.
- S** Safety always assumed but never occurs by accident.

**Rule of P's Preferences Properly Percieved Prevents Pecuniary Problems!**

- 1. Purpose of the trip**, accessories, skis, bikes, snowmobiles, ATV's, Freight
- 2. Point of Origin**
- 3. Point of Destination**
- 4. Points Intermittently**
- 5. Parameters of time**
- 6. Personal Automobiles – Car rentals / drive market**
- 7. Parking lots** or opportunity costs of real estate
- 8. Pricing** given other forms of transit or mobility.
- 9. Planes and Portals** – private or commercial, day of week, or point of origin
- 10. Proximity to Portals** sets the price and time expectation
- 11. Passenger volumes** given portals, purposes
- 12. Peaking in travel patterns** directionally, day, week, seasonal issues
- 13. Properties- Permanent/Part-time/Palatial/ Pillows** hot/cold Lgth of stay/mgt co's
- 14. Pedestrian villages** – or town and base areas like Steamboat or Winter-park
- 15. Physical size / capacity** of vehicle given FACTS/ Overhangs, turning radius's
- 16. Potty stops** given distance and vehicle design
- 17. Pets** and the (300 # ADA pig on the US Airways flight)
- 18. Past/Present transit providers** setting EXPECTATIONS
- 19. Personnel** to do it, manage, recruit, housing, & state regulations
- 20. Phone calls** – referrals, reservations and booking patterns
- 21. Promotional programs**, Publications Sales and Marketing / Partners.
- 22. Pre-adults** Seat belts for Child seats Personal family choices
- 23. Political** - governmental issues
- 24. Passers through** (destination visitors) or congesting the access highways
- 25. Passes** as in front range **skier counts** or **mountain passes** like Berthoud etc.
- 26. Passing lanes** on the highway for timeliness of trips.
- 27. Police enforcement** impacting access or highway
- 28. Places to operate** from as in facilities/stations/terminals
- 29. Preventive Maintenance/mechanics/dealers/warranty/new units**
- 30. Protection legally and financially** // structure/capital/cash-flows/ insurance
- 31. Protectors of the environment**, pollution or Passionate Activists (Two Elks)
- 32. Power players in the community** - Resorts, business leaders, locals
- 33. Purveyors of concrete/development**, ability for market growth & density.
- 34. Post activity environment** - bars, restaurants, businesses, shopping etc
- 35. Pretenders or procrastinators** of the need for change in transit alternatives
- 36. Probability of Payback / return on investment / IMPACT**

**From:** JoyceD <JoyceD@co.summit.co.us>  
**To:** imrtp@LSCCS.com  
**Subject:** FW: 2035 Regional Transportation Update

**Date:** Sep 06, 2006 11:17 AM

- > -----Original Message-----
- > **From:** JoyceD
- > **Sent:** Wednesday, September 06, 2006 9:36 AM
- > **To:** 'imrtp@LSCCS.com'
- > **Subject:** 2035 Regional Transportation Update
- > **Importance:** High
- >
- > **Michael:**
- >
- > I'm the director of Summit County Library, Frisco, Colorado and received your invitation to attend a Regional Transportation Forum on October 5, 2006 in Glenwood Springs. I will not be able to attend as I will be on vacation in Canada.
- >
- > I commute regularly every Friday from Frisco to Arvada and back on Sundays. I-70 has been increasingly deteriorating, will many potholes, cracks, etc. in the road. We desperately need to fix the freeway and increase the number of lanes for people to drive on. What would be even better is to construct a fixed railway system between the mountains and the front range, which would help tourists move back and forth from the airport to the resorts in the mountains.
- >
- > Because Summit County doesn't have enough affordable housing for its workers, many of the people who work here commute from Lake, Park, Grand and Clear Creek counties, putting extra strain on the surrounding highways. People use our free transit system a lot especially in the last year with gas prices getting so high, but it does not extend into other counties so is not an option for the commuters I mentioned earlier.
- >
- > I have three employees who commute from Park county over Hoosier pass to work in Breckenridge, Frisco and Silverthorne. They live there because that's where they could afford to buy houses.
- >
- > Summit County will continue to be heavily dependent on the recreation/tourist industry for the foreseeable future. It will remain a year round destination for skiing, boating, hiking, biking, kayaking, snowmobile, snowboarding, leaf looking, wild flower appreciation, etc. Even with gas prices increasing, I don't see this slowing down by any great measure. We just had the busiest summer in the 18 years I have lived in Summit County both at the library and in all the businesses around.
- >
- > I think funding to improve our roads should come from the money that the taxpayers voted to let the State of Colorado keep for the next years.
- >
- > That covers my current thoughts about the issues and trends for future transportation priorities.
- >
- > Sincerely,

- >
- > Joyce Dierauer, Director
- > Summit County Library
- > PO Box 770
- > Frisco, CO 80443
- > 970-668-4130
- > [joyced@co.summit.co.us](mailto:joyced@co.summit.co.us)

**From:** Monique DiGiorgio <monique@restoretherockies.org>  
**To:** imrtp@iscs.com  
**Cc:** 'Julia Kintsch' <julia@restoretherockies.org>, 'Michelle Zimmerman' <michelle@restoretherockies.org>  
**Subject:** 2035 Plan wildlife information

**Date:** Aug 27, 2006 12:40 PM

Dear Albert:

In response to your request for information for the 2035 Transportation plan, I am mailing you a CD of our Linking Colorado's Landscapes Phase II report that has .pdfs of 12 high priority wildlife linkage assessments. These linkages were prioritized by Southern Rockies Ecosystem Project (SREP) and our partners CDOT, The Nature Conservancy, CSU, and FHWA. The priority wildlife linkages that fall within the Intermountain TPR are 1) N Tennessee Pass (US 24). Please note that the I-70 Mountain Corridor was NOT included in this assessment due to the current PEIS. SREP has been working with citizens and local, state and federal governments on the wildlife bridge just west of Vail Pass which is within Eagle County. You can find information about this project at [http://www.restoretherockies.org/wildlife\\_bridge.html](http://www.restoretherockies.org/wildlife_bridge.html)

There is also a broader Phase I report that might be more useful for the 2035 plan. This report identifies 175 wildlife linkages and then details the prioritization methodology we used to refine our further assessments to 12 high priority linkages. There is also general information about the importance of wildlife movement and habitat connectivity as well as the impact roadways have on wildlife and drivers. I will mail you an executive summary of that report with the CD, and you can download the whole report from <http://www.restoretherockies.org/linkages.htm>

Also, I would like to bring to your attention information from a draft CDOT Safety plan that details trends and importance of animal-vehicle collisions in Colorado (see below).

Thank you for the opportunity to provide information as we move forward into 2035 planning. Please let me know you receive everything OK and don't hesitate to contact me with any questions/comments.

Monique DiGiorgio

Director of Development & Communications | SREP

t 970.946.7509 | web <http://www.restoretherockies.org/>

560 Clearview Rd. | Durango, CO 81301

## Wildlife

### Problem Statement

Wildlife in Colorado pose a significant safety hazard to users of the state's transportation infrastructure as evidenced by the steady increase in the number of Animal Vehicle Collisions (AVC) over the past decade. According to State Patrol data, 24,747 AVC were documented on Colorado roadways between 1993 and 2004. Of these, 18 were reported as fatalities, 2,241 as injuries and 22,488 as Property Damage Only (PDO). The number of accidents per year has increased steadily over time. In 1993, the number of AVC reported was 1,096. In 2004, the number was 3,196, an increase of almost 300% over twelve years. (Note: Records of Colorado State Patrol (CSP) data in 2003 contain a large number of AVC with no corresponding location record. These data were included on the assumption that the vast majority of these AVC occurred on the state highways even though their locations were not recorded). The contributors to the rise in AVC include: expanding road networks and land development; increasing traffic flows; and increasing traffic pulses in the morning and early evening (when commuting and wildlife activity peak simultaneously). Unless specific efforts are made to alleviate these collisions the number of AVC is likely to continue to increase.

### Figure 1.

The number of AVC reported by the Colorado State Patrol is known to underestimate the number of actual animals killed because it only represents accidents reported to CSP. CDOT has begun collecting data from maintenance

patrols on the number of animals killed and removed from the roads. An additional 2,460 animals killed were documented through maintenance patrols in 2005. This data will serve as a supplement to CSP accident data. Although drivers may not have reported these collisions as accidents, each animal killed represents a significant safety concern due to the collision of two large moving objects (the vehicle and the animal). The presence of the dead animal itself presents an additional obstacle in the road or on the shoulder, which may cause additional accidents due to swerving, braking and other hazardous driving activities. The number of accidents caused by the presence of an animal on the roadway consisted of 11.9% of the total crashes investigated by the Colorado State Patrol on state roadways.

During the past three calendar years, motor vehicle crashes involving an animal are ranked as the third leading cause for accidents. The following table provides the top five causal factors:

Top Five Motor Vehicle Accident Causal Factors Investigated by the Colorado State Patrol

| Primary Factor         | Calendar Year 2003 | Calendar Year 2004 | Calendar Year 2005 |
|------------------------|--------------------|--------------------|--------------------|
| Inattentive to Driving | 22.1%              | 20.7%              | 20.3%              |
| Exceeded Safe Speed    | 15.0%              | 16.3%              | 16.2%              |

**Animal Caused**

12.1%

11.3%

11.9%

**Lane Violation**

8.6%

9.2%

9.9%

**Following too Closely**

8.1%

8.3%

7.7%

Source: Colorado State Patrol

**Elements and Strategies**

Large animals such as deer and elk represent the vast majority of AVC reported in Colorado. Other wildlife involved in AVC include pronghorn antelope, sheep, bear and coyote. Roadways are built in virtually every habitat in Colorado including those with high densities of deer and elk. Often these roads form a barrier or partial barrier to natural wildlife movement. AVC are the result of failed attempts of wildlife to cross this barrier.

In general two major groups of factors affect AVC rates: 1) traffic volume and speed; and 2) proximity of roads to habitat cover and wildlife movement corridors. Both of these factors can be adjusted to reduce AVC.

In 2006, Colorado State University conducted phase 1 of a research project funded by CDOT titled "Roadway Corridor Wildlife Mitigation/Habitat Connectivity Study" (Crooks, et al. 2006). The CSU study identified locations where large mammals attempted to cross roadways and prioritized these segments based on human health and safety concerns using 18 years of AVC data. Their prioritization of the most important 5-mile roadway segments in the state based on AVC data. These are the segments where mitigation efforts will be the most critical, because they have the most animal-vehicle collisions, and thus are of the highest safety concern in the state.

Potential mitigation strategies for reducing the number of AVC include:

- \* Wildlife fencing;
- \* Construction of wildlife underpasses or overpasses;
- \* Lower speed limits;
- \* Warning signs;
- \* Roadway lighting systems;
- \* Habitat alteration; and
- \* Raising public awareness.

|   |                              |         |                               |   |
|---|------------------------------|---------|-------------------------------|---|
|  | <a href="#">Part 1.5</a>     | 31.39 k | [ <a href="#">text/html</a> ] | <a href="#">Download</a>   <a href="#">View</a> |
|  | <a href="#">image001.gif</a> | 5.48 k  | [ <a href="#">image/gif</a> ] | <a href="#">Download</a>   <a href="#">View</a> |

## ***Regional Transportation Forum***

The Regional Transportation Forums provided a significant opportunity for dialogue between leaders, planners, and residents of the TPR. The format was designed to be interactive, including discussions about the process and exercises to stimulate conversation and allow other direct feedback. This departs from previous “open house” events in which participants were expected to review mounted displays, talk with planners, and leave comments - all on a come and go basis. For this event, participants remained for the entire session.

Information was presented as an electronic slide show. The goal was to provide the minimum background and data to assist in understanding the 2035 Plan and the maximum opportunity for discussion of Key Issues and Emerging Trends. A key outcome was to provide direction to CDOT on how to allocate scarce resources to growing needs. The primary purposes of the meeting included:

- Review of 2030 priorities
- Discuss emerging regional issues and trends
- Determine audience’s preference regarding future priorities and issues
- Discussion of funding issues, needs, and solutions

## ***Schedule***

The Intermountain Forum was held on October 5, 2006 in Glenwood Springs, Colorado from 4:00 p.m. to 7:00 p.m.

Address: Courthouse Plaza Building  
Room 100  
108 8<sup>th</sup> Street

## ***Format***

The Forum was approximately three hours in length. The meeting featured a presentation about the planning process in general and the need for the update, background on the 2030 Plan, costs of transportation and general funding expectations as expressed in the 2030 Plan. An innovative audience polling technique was used to electronically solicit preferences and opinions. In addition, an interactive exercise allowed meeting participants to “spend” a set allocation of funds on their preferences. Topics included:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long-Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

## Notification

Multiple forms of notification were utilized. Several weeks before the meeting, a letter signed by the RPC chair was sent to elected and appointed officials, planning and transportation staff of TPR municipalities, county commissioners, planning commissions and special interest groups, such as chambers of commerce, and other groups focused on transportation issues. This was followed with a meeting notice and press releases to media outlets describing the purpose of the meeting and requesting attendance. In addition, CDOT, consultant and TPR representatives made numerous phone calls to potential attendees, describing the importance of the meeting and requesting attendance. A major effort was made to reach out to groups and individuals that have not historically participated in the planning process in great numbers, especially businesses and business groups, local and regional planning groups, alternative mode representatives, and elected officials beyond members of the RPC. Approximately 300 information letters were sent out; 300 formal invitations and numerous phone calls were made to personally invite individuals. In addition, global invitations indicating the time and location of Forums at all ten TPRs were sent to:

- U.S. Congressmen (7), U.S. Senators (2)
- State Senators and State Representatives – chairmen and members of House and Senate Transportation Committees (18)
- Federal and State Agencies – Federal Aviation Administration, Federal Transit Administration, Federal Highway Administration, Federal Railroad Administration, Environmental Protection Agency, National Park Service, Bureau of Land Management,
- U.S. Fish & Wildlife Service, Colorado Department of Local Affairs, U.S. Forest Service, and Colorado Forest Service (11) Colorado Transportation Commissioners (11)

The total number of attendees for this meeting was over 50.

## Press Release

### Intermountain Newspaper Contacts

|                                 |
|---------------------------------|
| Rifle Bureau, GJ Daily Sentinel |
| Post Independent Newspaper      |
| Citizen Telegram                |
| Herald Democrat                 |
| KSMT                            |
| Summit Sentinel                 |
| Valley Journal                  |
| CDOT                            |

## **Press Release**

### **2035 Intermountain Regional Transportation Forum**

**TIME FOR TEAMWORK!** The Intermountain Regional Transportation Planning Commission announces an invitation to the **2035 Regional Transportation Forum**, which will provide an opportunity for the public to take part in their future.

The purpose of the forum is to gather public input on key transportation issues and emerging trends that are important considerations in developing a safe, efficient, and effective transportation system. The input gathered at the forum will provide crucial information needed to develop the 2035 Regional Transportation Plan for the Intermountain Region.

The Intermountain Regional Planning Commission needs your help in identifying key transportation issues and emerging trends to develop future transportation priorities. There are several examples of emerging trends and issues that may influence transportation priorities including:

- Changes in Population/Employment
- Driving Forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long-Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

*A polling system will be used to measure the audience's response to questions that will affect current and future transportation priorities. Anyone with an interest in transportation issues is encouraged to attend and participate.*

**Thursday, October 5, 2006**  
Courthouse Plaza Building  
Garfield County Commissioners, Room 100  
108 8<sup>th</sup> Street  
Glenwood Springs  
**Transportation Forum: 4:00pm-7:00pm**

Any questions please contact: A.T. Stoddard  
E-mail: [atstoddard@lscs.com](mailto:atstoddard@lscs.com)  
Mail: LSC Transportation Consultants  
516 N. Tejon Street  
Colorado Springs, CO 80903  
Phone: 1-800-677-1671

## **Information Letter**

July 27, 2006

Dear Stakeholder

The Intermountain Regional Transportation Planning Region has begun the process to update its regional transportation plan as part of a statewide effort to update the 2030 Colorado Statewide Transportation Plan. LSC is part of team with URS as the lead consultant, brought on by the Colorado Department of Transportation to help the Intermountain Regional Planning Commission prepare the 2035 regional and statewide transportation plan updates.

I would like to ask you to take a few moments of your time to identify, from your professional perspective, developing issues and emerging trends that you believe are important considerations in creating a safe, efficient and effective transportation system for the Intermountain Transportation Planning Region.

As part of the process, the Intermountain Regional Planning Commission has scheduled a **Regional Transportation Forum on October 5, 2006 from 4:00–7:00 p.m. in the Garfield County Commissioners' Room located at 108 8<sup>th</sup> Street in Glenwood Springs.** In addition to inviting the general public, a special effort is being made to contact and bring to the table representatives from the public and private sectors such as yourself that play a policy and decision-making role in the region. An important component of the Forum and the 2035 plan update process is the identification of key issues occurring in the Intermountain Transportation Planning Region that may affect transportation priorities. It is important to note that at this phase of the update, issues and trends, and not specific projects, are of most concern. The issues and trends will be used to develop future transportation priorities.

Specific trends and issues that may influence transportation priorities may include:

- Changes in Population/Employment
- Driving Forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long-Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

Please forward your response to us by September 22, 2006 so we have sufficient time to prepare for the October Regional Transportation Forum.

E-mail: imrtp@LSCCS.com  
Mail: Michael Felschow  
LSC Transportation Consultants, Inc.  
516 North Tejon Street  
Colorado Springs, CO 80903  
Phone: (800) 677-1671

I want to thank you in advance for helping in the development of the 2035 Intermountain Regional Transportation Plan Update.

Sincerely,  
LSC TRANSPORTATION CONSULTANTS, INC.  
Albert T. Stoddard III, Ph.D., P.E.

## ***Regional Forum Invitation***

# 2035 Intermountain Regional Transportation Forum

## Time for Teamwork

Please join your colleagues in discussing key issues and emerging trends that you believe are important considerations in developing a safe, efficient and effective transportation system for the Intermountain Transportation Planning Region.

- ✓ Take an interactive poll about regional issues
- ✓ What are the costs of transportation?
- ✓ Are some people underserved by transportation?
- ✓ What about rail freight?
- ✓ How does truck traffic affect the transportation system?
- ✓ What are your priorities for transportation improvements?

*Hosted by your Regional Transportation Planning Commission*

**When:** October 5, 2006

**Time:** 4:00 pm - 7:00 pm

**Location:** Courthouse Plaza Building

Garfield County Commissioners, Room 100

**Address:** 108 8<sup>th</sup> Street

Glenwood Springs, CO

Refreshments will be served.

***Regional Transportation Forum Presentation and Handouts***

# 2035 Regional Transportation Forum

*Time for Teamwork*



Intermountain  
Transportation Planning  
Region

*October 5, 2006*

1

## Today's Forum

- Planning Process Overview
- Revisiting 2006 Telephone Survey (Audience Response)
- 2030 Plan Overview
- Current Transportation System
- Break
- Trends & Issues (Audience Response)
- Allocating Limited Funds
- Next Steps

2

## Colorado Transportation Planning Regions (TPR)



3

## Intermountain TPR



4

## Why Update Now?

- Respond to future funding scenarios
- Focus on regional trends
- Develop near-term implementation strategy
- Meet federal requirements for 2009 STIP

5

## Revisiting the 2006 Statewide Telephone Survey

6

## 2030 Plan Overview – Top Issues

- **Economic Development**
  - Access to good paying jobs
  - Minimize travel to attainable / accessible housing and medical
- **Safety**
  - SH 6 (Rifle to New Castle)
  - SH 9 (Park County to Frisco)
  - I-70 F
- **Transit**
  - More transit service to mitigate increased congestion

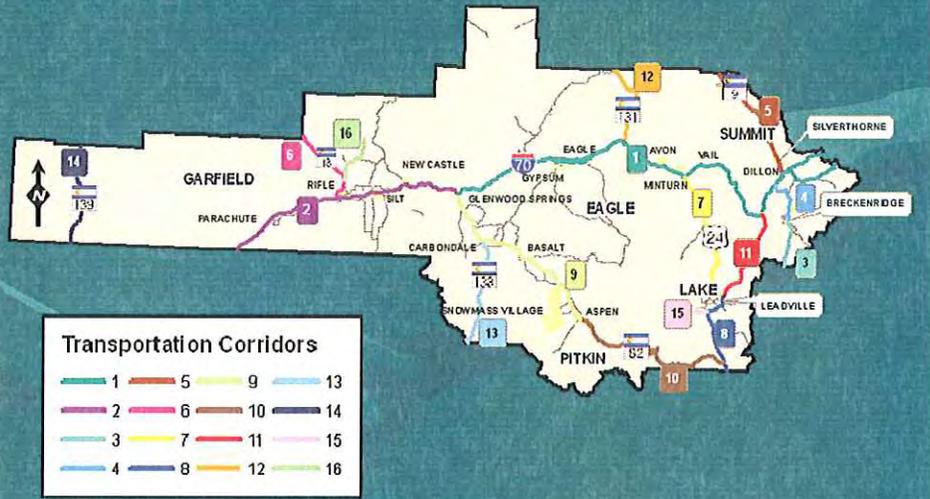
7

## 2030 Plan Overview – Top Issues

- **Rail**
  - At-grade railroad crossing on US 6 in Rifle
- **Air**
  - Continued increase in general aviation levels to maintain conditions of facilities with increased use
- **Bike / Ped**
  - Deficient shoulder width
- **Transportation Financing**
  - Need “fair share” to maintain system quality
  - Explore alternative financing

8

# Intermountain Corridor Priorities 2030 Plan



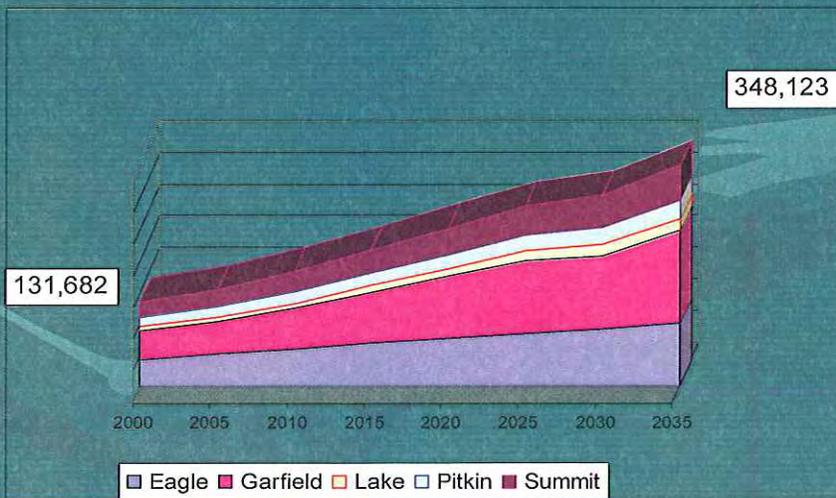
# Accomplishments Major Projects 2005 - 2009



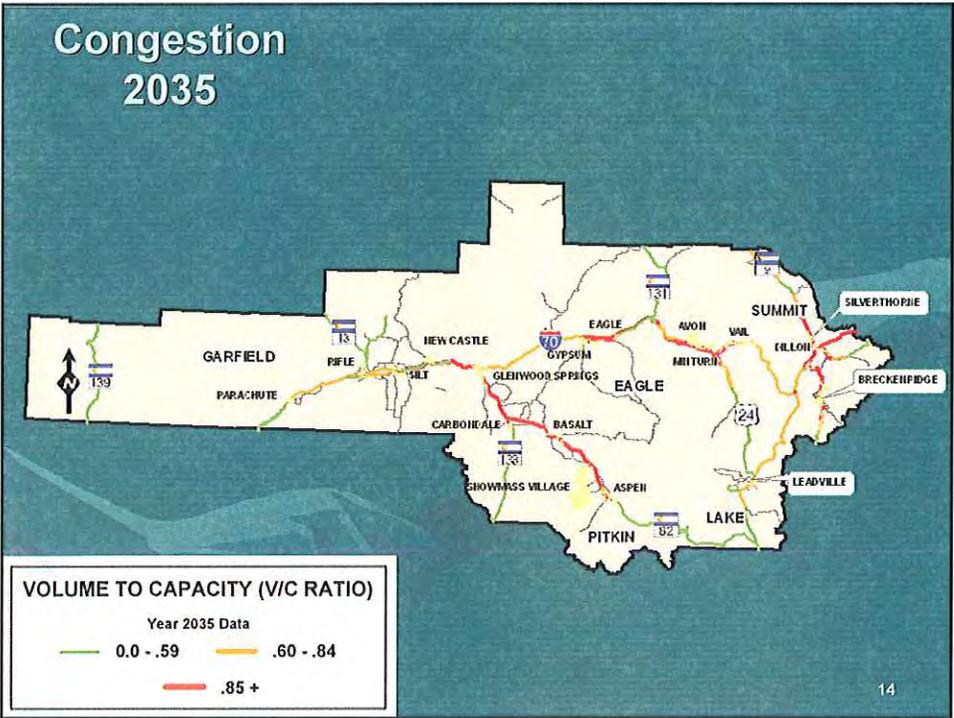
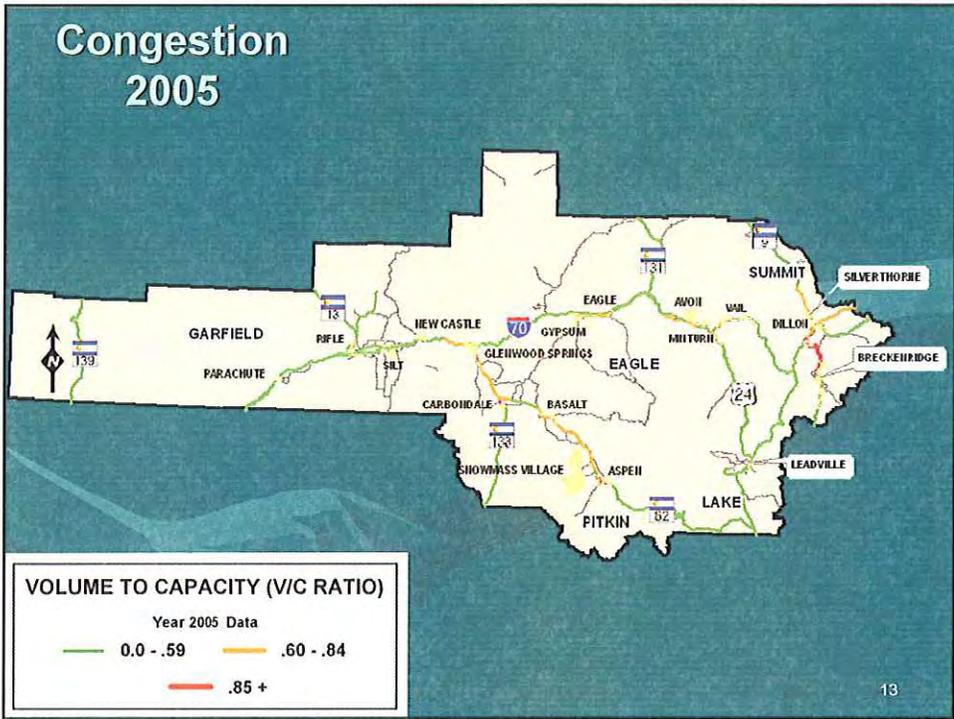
# Current System Overview

11

## Population Growth 2000 - 2035



12





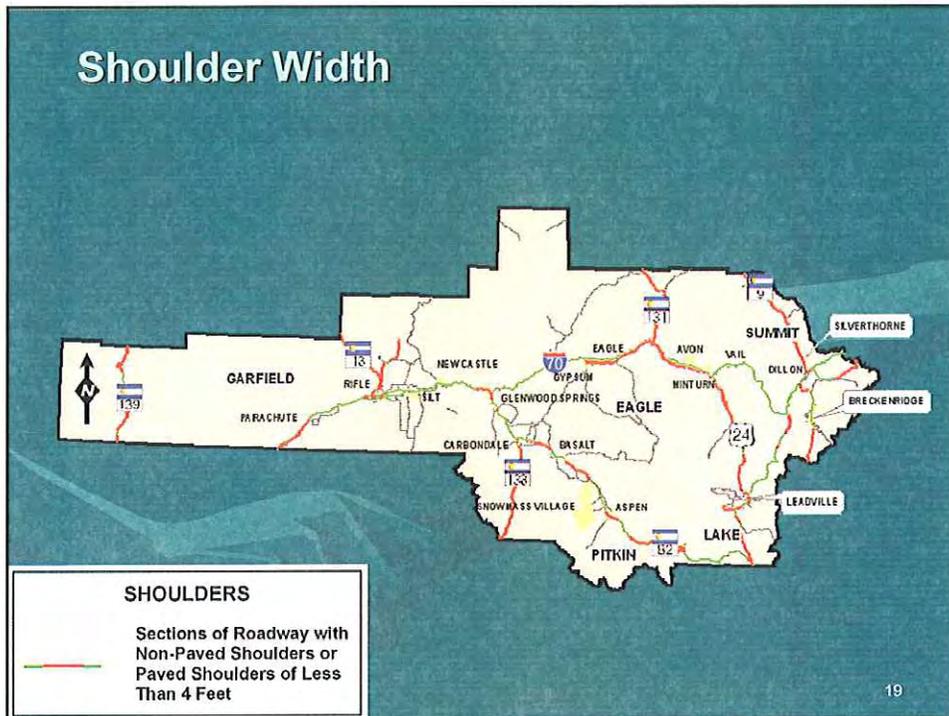
# Safety



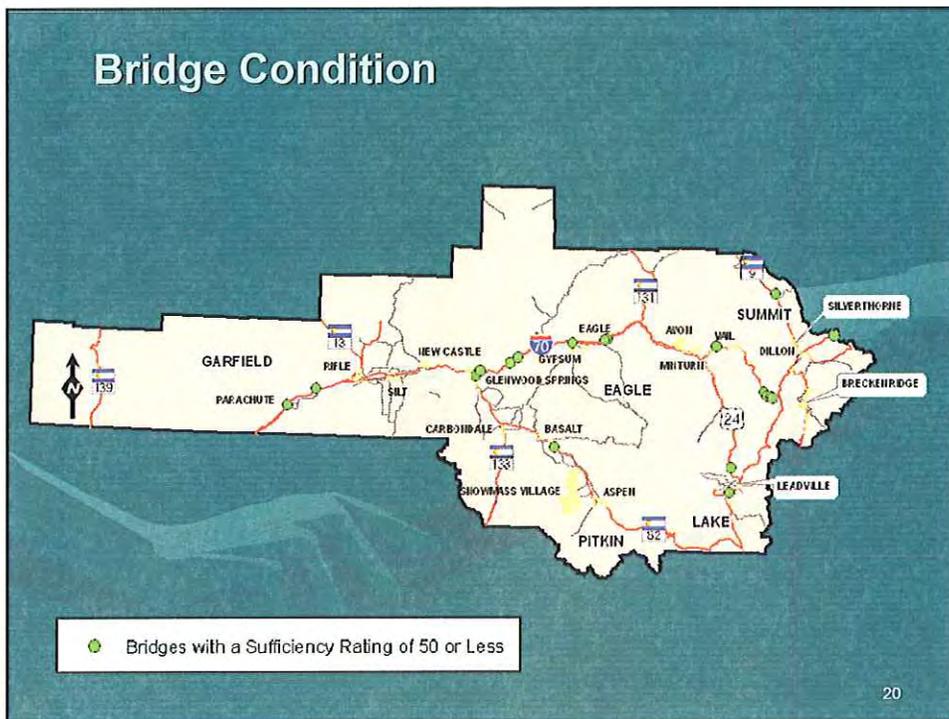
# Bike Routes



## Shoulder Width



## Bridge Condition



## Transit Provider Service Areas



## Take a Break



## Trends & Issues



23

## Other ?

- What other issues have a significant impact on the regional transportation system?

24

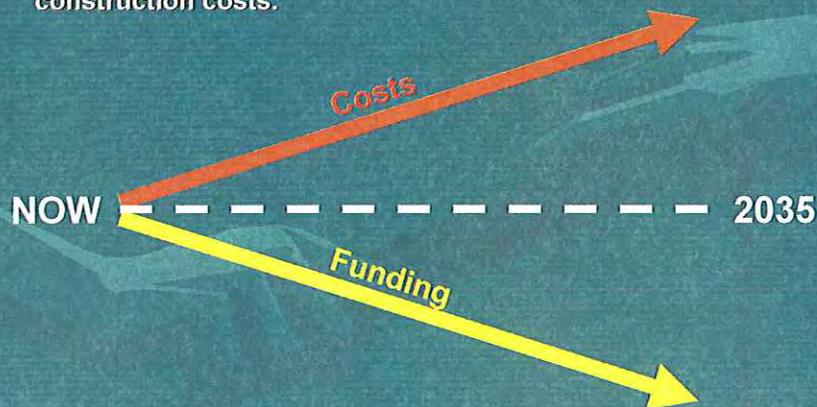
## Allocating Limited Resources

In this section, you will be asked to allocate a given amount of funds to transportation activities in the transportation planning region. Funding amounts and estimated costs represent actual 2030 Plan needs and available funding for the TPR.

25

## Costs Are Up / Funding is Down

CDOT's projected revenue stream is expected to decrease sharply in coming years due to reductions in state and federal funding and be impacted by increasing energy and construction costs.

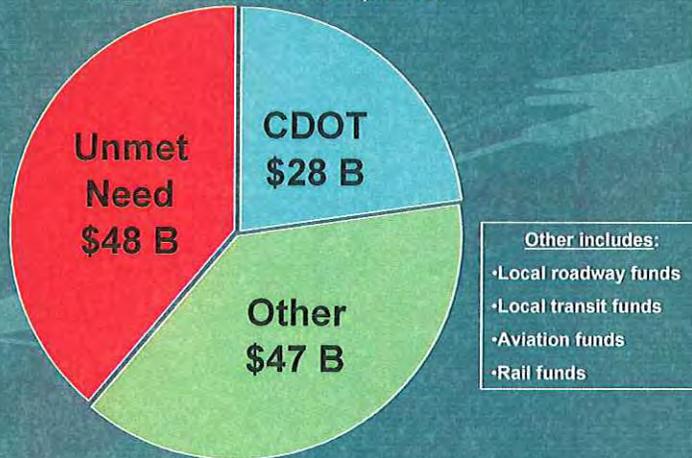


26

## Cost to Sustain Existing System & Services

### 2030 Statewide Plan

Statewide Total Need \$123 B



27

## System Performance

### 2030 Statewide Plan

| Investment Category | Performance Level Sustaining Level \$123 B | Performance Level Current Investment \$75 B |
|---------------------|--|---|
| Pavement            | 58% Good/Fair                              | 32% Good/Fair                               |
| Bridge              | 96% Good/Fair                              | 80% Good/Fair                               |
| Maintenance         | B - Scale of A to F                        | F - Scale of A to F                         |
| Congestion          | 10% - Congested Miles                      | 25% - Congested Miles                       |
| Transit             | 334 million annual transit                 | 48%- 160 million trips                      |
| Aviation            | 100% Compliance                            | 50% Compliance                              |
| Safety              | 1.47 - Fatalities/MVMT *                   | 1.47+ - Fatalities/MVMT                     |

\* Million Vehicle Miles Traveled

28

## Intermountain - Background

- 41% of the state highways are in poor condition
- 27 bridges needing replacement (on-system)
- 11 local transit providing
- 3 general aviation airports and 2 commercial service airports
- AMTRAK –
- Freight rail on UP Lines

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## Intermountain - Background

- Jobs are expected to grow from 102,471 to 236,904
- Daily VMT will grow from 5.6 million to 10 million
- 33 percent of the region's transit is unmet

30

## Allocating Limited Resources

| Program Area      | Needs *         | Allocation     |
|-------------------|-----------------|----------------|
| Mobility          | \$702 M         | \$?            |
| Safety            | \$157 M         | \$?            |
| System Quality    | \$6.9 B         | \$?            |
| Alternative Modes | \$13.8 B        | \$?            |
| <b>Total</b>      | <b>\$21.3 B</b> | <b>\$600 M</b> |

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## Allocation Exercise

- Place your "TransBucks" on the issues and areas of your greatest concerns
- More than one sticker may be placed at a location
- Maps
  - Congestion
  - Safety
  - Road Surface Condition
  - Transit Service Providers
  - Alternative Modes (Shoulders / Bikes / Airports / Railroads)

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## Costs of Transportation

- Today it costs about:
  - \$2.9 M to construct and reconstruct one mile of two-lane highway with shoulders
    - **17 miles = \$50 M**
  - \$800,000 resurfacing and maintain one mile of highway in good surface condition for 30 years
    - **62 miles = \$50 M**
  - \$250,000 to purchase a bus plus \$225,000 annually to maintain and operate for 30 years
    - **7 Buses = \$50 M**

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## Next Steps

|  |                     |
|--|---------------------|
| <b>Pre-Forum / Data Collection</b>         | <b>Summer 2006</b>  |
| <b>Regional Transportation Forum</b>       | <b>Sept 2006</b>    |
| <b>Forum Output / TPR Meeting</b>          | <b>Nov 2006</b>     |
| <b>Statewide Transportation Forum</b>      | <b>Jan 16, 2007</b> |
| <b>Draft Regional &amp; Statewide Plan</b> | <b>May 2007</b>     |
| <b>Final Regional Plan</b>                 | <b>Oct 2007</b>     |
| <b>Final Statewide Plan</b>                | <b>Jan 2008</b>     |

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## Contact Information

- For more information or questions please contact:
  - A.T. Stoddard, Ph.D, P.E. at 719-633-2868
  - Michael Felschow, AICP at 719-633-2868,
  - E-mail LSC at [imrtp@LSCCS.com](mailto:imrtp@LSCCS.com)



35

## **Forum Meeting Notes**

### **INTERMOUNTAIN 2035 REGIONAL TRANSPORTATION FORUM Oct 5<sup>th</sup>, 2006**

Meeting Minutes

Location: Garfield County Commissioner Meeting Room

Time: 4:00 p.m. to 7:00 p.m.

#### **The Primary Issues:**

- Road maintenance and repair; preserving the existing system emerged as the primary need
- Addressing safety and congestion throughout the region, largely a result of significant growth
- Creating a multi-model transportation system.
- Interstate 70 is important but US 24, SH 9, 13, and 82 are also important.
- The development of regional and fixed guideway transit should be considered in the improvement of any transportation corridor.
- Wildlife habitats are a major concern in the region
- Affordable housing is of major importance in terms of the social issues facing the region
- The lack of transportation funding for the highway system

#### **Attendees:**

A.T. Stoddard, LSC

Michael Felschow, LSC

Tangerine Almeida, LSC

Mick Ireland, Chair of IRPC

Over 50 people were in attendance of the Intermountain Forum. Of those in attendance, 43% were residents of Garfield County, 40% resided in Eagle County, and 10% were from Pitkin County. There were only two people representing Summit County, and Lake County did not have a single resident in attendance.

#### **Introduction**

Rob Vinton from CDOT started by explaining the planning process overview and handed it over to A.T. who introduced himself and the LSC team. He started by explaining the need to update the plan to year 2035.

#### **Revisiting the 2006 Statewide Telephone Survey**

The 2006 Statewide Telephone survey was revisited and audience responses to those questions were recorded. Please see attached audience responses to the following questions. The audience represented all counties and towns within the Intermountain region, except for Lake County.

**1. In what County do you live in?**

|    |          |     |
|----|----------|-----|
| 1. | Eagle    | 40% |
| 2. | Garfield | 43% |
| 3. | Lake     | 0%  |
| 4. | Pitkin   | 10% |
| 5. | Summit   | 7%  |

On question 1 regarding county of residence: Majority of the respondents were from Garfield (43% of the respondents) and Eagle (40% of the respondents) County.

**2. Which of these is the most important problem or issue facing the State of Colorado?**

|    |                     |     |
|----|---------------------|-----|
| 1. | Budget/ Taxes       | 37% |
| 2. | Economy             | 0%  |
| 3. | Education           | 0%  |
| 4. | Growth              | 23% |
| 5. | Illegal Immigration | 7%  |
| 6. | Transportation      | 30% |
| 7. | Water               | 3%  |
| 8. | Other               | 0%  |

On question 2 regarding the most important problem/issue facing the State of Colorado: 37% respondents voted for budget/taxes followed by transportation (30% respondents).

**3. Which of these is the most important transportation problem facing Colorado?**

|    |                             |     |
|----|-----------------------------|-----|
| 1. | Traffic Congestion          | 30% |
| 2. | Public Transportation       | 50% |
| 3. | Road Maintenance and Repair | 13% |
| 4. | Construction Delays         | 0%  |
| 5. | Other                       | 7%  |

On question 3 regarding the most important transportation problem facing Colorado: Majority of respondents (50%) voted for public transportation. Thirty percent of respondents voted for traffic congestion which had the second highest number of responses (30%).

**4. Which of these transportation needs should get the highest priority?**

|    |  |     |
|----|--|-----|
| 1. | Maintain and repair the transportation system  | 30% |
| 2. | Improve Safety                                 | 3%  |
| 3. | Provide travel options that relieve congestion | 67% |

On question 4 regarding the transportation needs that should get the highest priority: Majority of respondents (67%) voted for providing travel options that relieve congestion.

### **2030 Plan and the Current Conditions**

A.T explained the top issues of the 2030 plan, corridor priorities, and CDOT accomplishments from year 2005-2009. He then went on to explain the current transportation system, population growth, congestion 2005, congestion 2035, truck traffic, roadway surface condition, safety (accident rates), bike routes, shoulder widths, and bridge conditions.

### **Transit Provider Service Areas**

Michael Felschow of LSC highlighted the existing transit providers in the region. He explained that the existing gaps reported by the agencies were not only gaps within towns and communities but also the need to provide higher level of service within the existing transit service areas. He explained transit coordination areas within the Intermountain region and encouraged agencies to set up meetings with local transit providers. Summit County and RFTA agreed to meet with other local transit providers within their areas.

### **Break**

-10 minutes.

### **Trends and Issues**

A.T went into the existing trends and issues that were facing the Intermountain region. He gave the audience the opportunity to say/comment why they thought a particular way and gave them a chance to campaign for a particular option that they felt strongly about.

#### **5. The main element of the 2030 Transportation Plan Vision was creating a multi-modal transportation network. Do you think this is still an important element of the plan?**

|    |   |     |
|----|---|-----|
| 1. | Yes, I do think this is still important               | 89% |
| 2. | No, I do not think it is as important as other issues | 11% |
| 3. | Not sure  | 0%  |

On question 5 regarding whether multimodal transportation network was an important element of the 2030 plan: The highest responses (89% percent) voted ‘yes, they think that the multimodal transportation’ is still important.

Comments:

- A member of the audience did not think that multimodal was as important as other issues, as the Town of Parachute did not have a multimodal system and thought it was not important as it did not apply to his town.
- Another member thought that money for multimodal transportation system was not available.
- Another commented that as the Town of Parachute grows, they will face regional connection issues, not necessarily multimodal issues.

- Workers/commuters needed to get to work and transit helped getting workers from residential sites to work sites to earn a living.
- A member of the audience commented that nowadays transit may not be as important as a lot of businesses are now giving their employees cars and people are not using their personal vehicles as they used to.
- A member from RFTA said that they had a lot of people with equipment who couldn't get on the bus, but a parking lot concept in Pitkin and Eagle Counties would help ease that problem.
- Another member pointed out that multimodal was better defined as other modes of transportation or more alternative transportation options.
- A traffic engineer from the audience commented that in his studies vehicle-trips went up by 300 percent. He questioned how long we could continue to keep building infrastructure and receive funding. He questioned whether the Eagle County vision was 6-lane roads everywhere and whether it was even possible to accommodate those kinds of vehicle-trips.

**6. Should I-70 from Glenwood Springs to C-470 still be ranked the highest priority transportation corridor?**

- |    |   |     |
|----|---|-----|
| 1. | Yes, it is still the most important transportation corridor   | 23% |
| 2. | No, there are more important transportation corridors   | 3%  |
| 3. | Yes, but there are several other corridors like SH 9, SH 13, US 24, and SH 82 that should still be ranked high for the region | 73% |
| 4. | Not sure  | 0%  |

On question 6 regarding whether corridor I-70 from Glenwood Springs to C-470 should be still be ranked the highest priority: 73% percent of respondents thought it was important, but there were several other corridors like SH9, SH13, US24, and SH 82 that should be ranked high for the region.

- Mick Ireland commented that CDOT had not permitted them for a corridor from Aspen to Rifle, but were asked to break it into segments, but he believed that it was an entire corridor issue and not just a segment issue.

**7. Which of the following corridors should be ranked with the greatest importance in the region?**

- |    |       |     |    |        |    |
|----|-------|-----|----|--------|----|
| 1. | I-70  | 43% | 6. | SH 131 | 0% |
| 2. | SH 9  | 7%  | 7. | SH 133 | 0% |
| 3. | US 24 | 3%  | 8. | SH 139 | 0% |
| 4. | SH 82 | 47% | 9. | SH 300 | 0% |
| 5. | SH 91 | 0%  |    |        |    |

On question 7 of which of the following corridors should be ranked with the greatest importance in the region: 47% respondents said SH82, followed by 43% who said I-70.

Comments:

- One of the comments was that SH 13 and SH 6 were not listed as options.
- A member of the audience commented that US Highway 24 has a development of 5,000 acres that is approved and that will rank US Highway 24 higher.

Additional Discussion - affordable housing (or lack thereof) drives commute times all through the region. People are commuting (50 to 100 miles - over an hour) because they can't afford to live even close to where they work. Aspen currently has 2,800 units of affordable housing under construction. Summit County has initiative 5A on the ballot to provide a funding stream for affordable housing.

**8. What is the best way to solve the congestion along I-70 from Denver to Avon in Eagle County?**

- |    |                                    |     |
|----|------------------------------------|-----|
| 1. | Traffic demand management          | 3%  |
| 2. | Intelligent transportation systems | 0%  |
| 3. | Increase in lane capacity          | 3%  |
| 4. | Regional bus service               | 10% |
| 5. | Fixed guideway transit service     | 83% |

On question 8 regarding what was the best way to solve the congestion along I-70 from Denver to Avon: 83 % of the respondents ranked fixed guideway transit service as the best solution.

A.T commented that this response was consistent with the Intermountain region's decision to choose transit over other modes of transportation. It was the first region in the state to choose transit. Funds from surface transportation were moved over to transit in this region.

Additional Discussion – Garfield has a 0% Severance Tax, under-tax residents then wonder why there is no funding. Vail Pass & Eisenhower Tunnel – truck traffic is a problem, especially in the winter months. Lack of affordable housing creates major transportation issues throughout the Intermountain TPR.

**9. What is the best way to solve the congestion along I-70 from Glenwood Springs to Avon?**

- |    |                                    |     |
|----|------------------------------------|-----|
| 1. | Traffic demand management          | 10% |
| 2. | Intelligent transportation systems | 7%  |
| 3. | Increase in lane capacity          | 0%  |
| 4. | Regional bus service               | 28% |
| 5. | Fixed guideway                     | 55% |

On question 9 regarding what was the best way to solve the congestion along I-70 from Glenwood Springs to Avon: 55% selected fixed guideway followed by 28% who selected regional bus service. Transit was not as strong an element as in the previous question.

A.T commented that there was a gap that existed between Glenwood Springs and Dotsero.

Comments:

- A member of the audience commented that the word ‘congestion’ was relative, when you compare the congestion in Denver, compared to the congestion between Glenwood and Avon.

**10. What are the main environmental issues in the region?**

|    |  |     |
|----|--|-----|
| 1. | Air pollution from congestion          | 20% |
| 2. | Wildlife habitats                      | 37% |
| 3. | Erosion along transportation corridors | 10% |
| 4. | Not sure                               | 33% |

On question 10 regarding what was the main environmental issue in the region: The highest response was wildlife habitat (37 percent of the responses).

Comments:

- One member of the audience justified wildlife habitat as one of the main environmental issue by comparing one’s drive along SH 82 and seeing the elk that you come across. This indicates that we are encroaching into their land.
- Among the ‘other’ issues, growth was seen as one of the main environmental issues.
- Three others said noise.
- Destruction of open spaces.
- Another thought ‘geologically sensitive’ was the word, especially pertinent in Glenwood springs.
- Water.
- Global warming (cost of driving petroleum-based products) were among other issues.

**11. What is the most important transportation issue in the region?**

|    |                                   |     |
|----|-----------------------------------|-----|
| 1. | Maintenance of the highway system | 17% |
| 2. | Additional highway capacity       | 23% |
| 3. | Public transportation             | 57% |
| 4. | Aviation                          | 0%  |
| 5. | Bike routes                       | 3%  |
| 6. | Not sure                          | 0   |

On question 11 regarding the most important transportation issue in the region: More than half (57% responses) believed public transportation was the most important issue.

Comments:

- Among the ‘other issues’ multimodal which means all modes working together, not necessarily one mode of travel.
- One member of the audience commented that aviation was important as this region had five resort communities; also important was integration of different modes of transportation so that tourists are not dependent on renting a car.

**12. What is the most important social issue facing the region?**

|    |                      |     |
|----|----------------------|-----|
| 1. | Affordable housing   | 83% |
| 2. | Commuting time       | 3%  |
| 3. | Economic growth      | 7%  |
| 4. | Gas and oil drilling | 7%  |
| 5. | Not sure             | 0%  |

On question 12 regarding the most important social issue facing the region: Affordable housing was ranked the highest with 83 percent.

Comments:

- Other comments on this question were all the above options combined.
- Affordable housing drives commute times.
- Underlying factor in this corridor was that people who worked in the resort communities were commuting significant distances.
- In fact, people who hold big positions like ‘Hospital Director’ can barely afford buying houses in that region. It’s like the millionaires are pushed out by the billionaires.
- One of the other problems seen was getting skilled labor for various services. People living in Rifle are working in Aspen.
- Other comments were that Eagle and Pitkin Counties were hurting for skilled labor because Garfield County was using their workers.
- Another comment was that the first three choices—affordable housing, commuting time and economic growth—were interrelated.
- A member of the audience said that Summit County had provisions for affordable housing on their ballot.

**13. What is the main reason for the transportation problems in the region?**

|    |                                |     |
|----|--------------------------------|-----|
| 1. | Tourists                       | 7%  |
| 2. | Gas and oil drilling companies | 3%  |
| 3. | Not enough funding             | 24% |
| 4. | Safety                         | 0%  |
| 5. | Snow and ice removal           | 0%  |
| 6. | Road maintenance               | 0%  |
| 7. | Delays due to road maintenance | 0%  |
| 8. | Other                          | 0%  |

On question 13 regarding the main reason for the transportation problems in the region: 66 % voted ‘other’ as the main reason for transportation problems.

Comments:

- One of the comments was that the low tax base to build infrastructure was the problem. Resort communities need to take responsibility for the problem and need to build subsequent affordable housing.
- Others added that we under tax and we then complain. Lack of political will was the problem.
- Other issues were trying to pass trucks especially at Vail Pass and Eisenhower Pass.
- Disparity between jobs and housing.
- Growth management should be done with impact fees—new growth pays for it, not existing residents.

**14. What is the most important regional transportation issue?**

|    |                             |     |
|----|-----------------------------|-----|
| 1. | Traffic congestion          | 27% |
| 2. | Road maintenance and repair | 10% |
| 3. | Safety                      | 0%  |
| 4. | Public Transportation       | 60% |
| 5. | Other                       | 3%  |

On question 14 regarding the most important regional transportation issue: 60 % voted ‘public transportation’ as the most important regional transportation issue.

A.T explained that this question was tied to funding categories.

Other issues that were not covered in the slides but were discussed were:

- If the cost of oil continues to go up, the focus will shift from transportation to mining.
- Regional land use planning needs to be looked at closely.

In addition, LSC distributed comment sheets for additional comments. These comment sheets could be returned to LSC by e-mail, mail, or fax.

**Allocating Limited Resources**

A.T then explained the limited resources that exist. The cost of energy and construction is rising but funding is decreasing sharply. This is because the gas tax is based on number of gallons used and not the price per gallon. A.T then made a comparison between sustaining level of 123 billion and the current level investment of 75 billion. He explained the needs versus allocating the limited resources

People were then given 600 million ‘Transbucks’ to spend on projects such as congestion, safety, road surface conditions, transit service providers, and alternative modes (shoulders/bikes/air-

ports/railroads). A slide showing what projects could be constructed for 50 million dollars was kept on the screen.

Results:

- Congestion = 32% of the money spent
- Safety = 12%
- Road Surface Condition = 9%
- Transit = 23%
- Shoulder Widths = 7%
- Alternative Modes = 17 %

A total of 25.9 billion dollars (\$25,950, 000,000) were spent.

## **Funding Gap**

### **15. What do you want to do about the funding gap?**

- |    |   |     |
|----|---|-----|
| 1. | Prioritize transportation improvements with existing revenues | 46% |
| 2. | Pursue additional funds                                       | 54% |

On question 15 regarding what needs to be done about funding gaps: Pursue additional funds was ranked slightly higher than prioritize transportation improvements. Some people selected both options to deal with the funding gap.

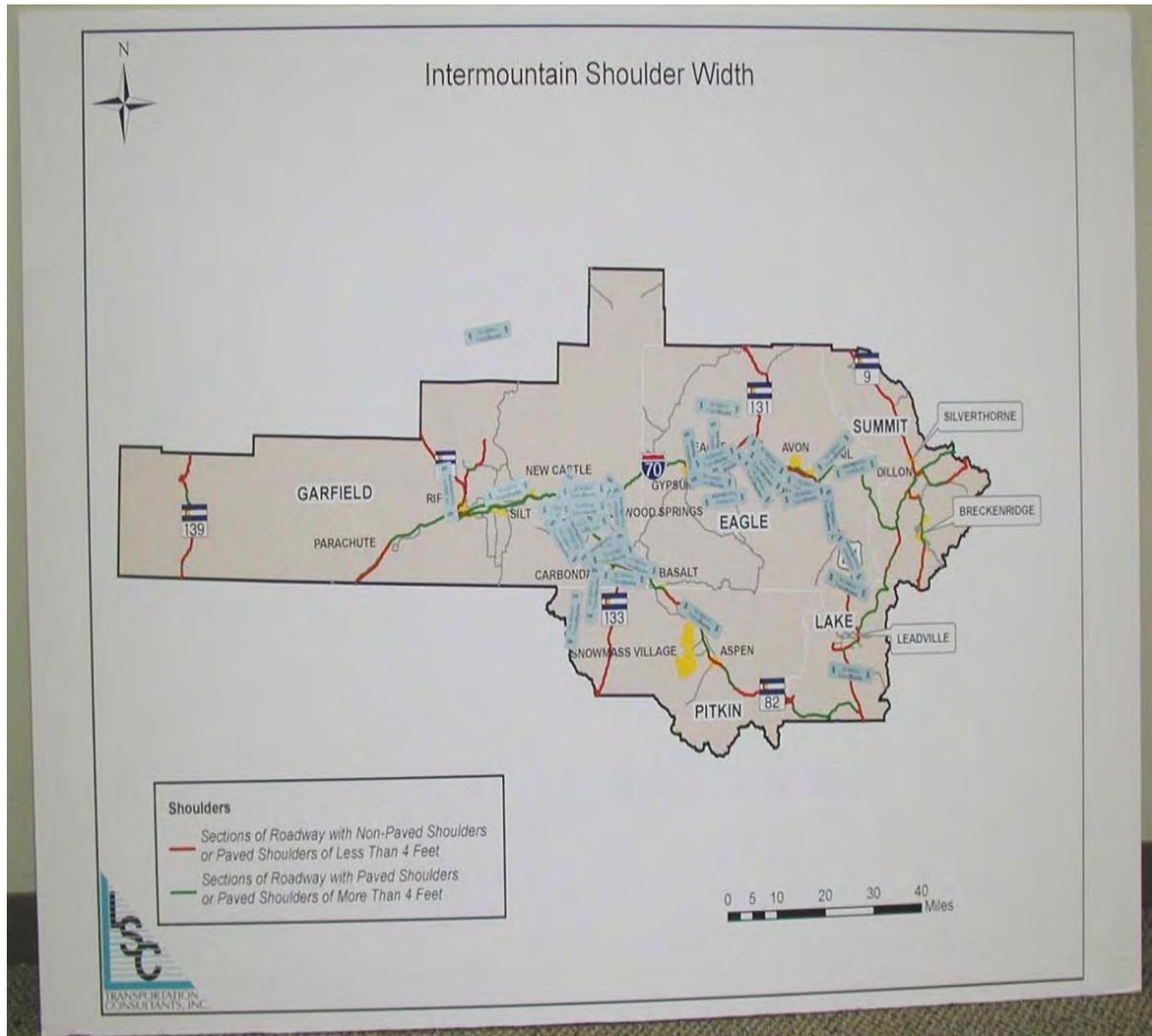
Comments:

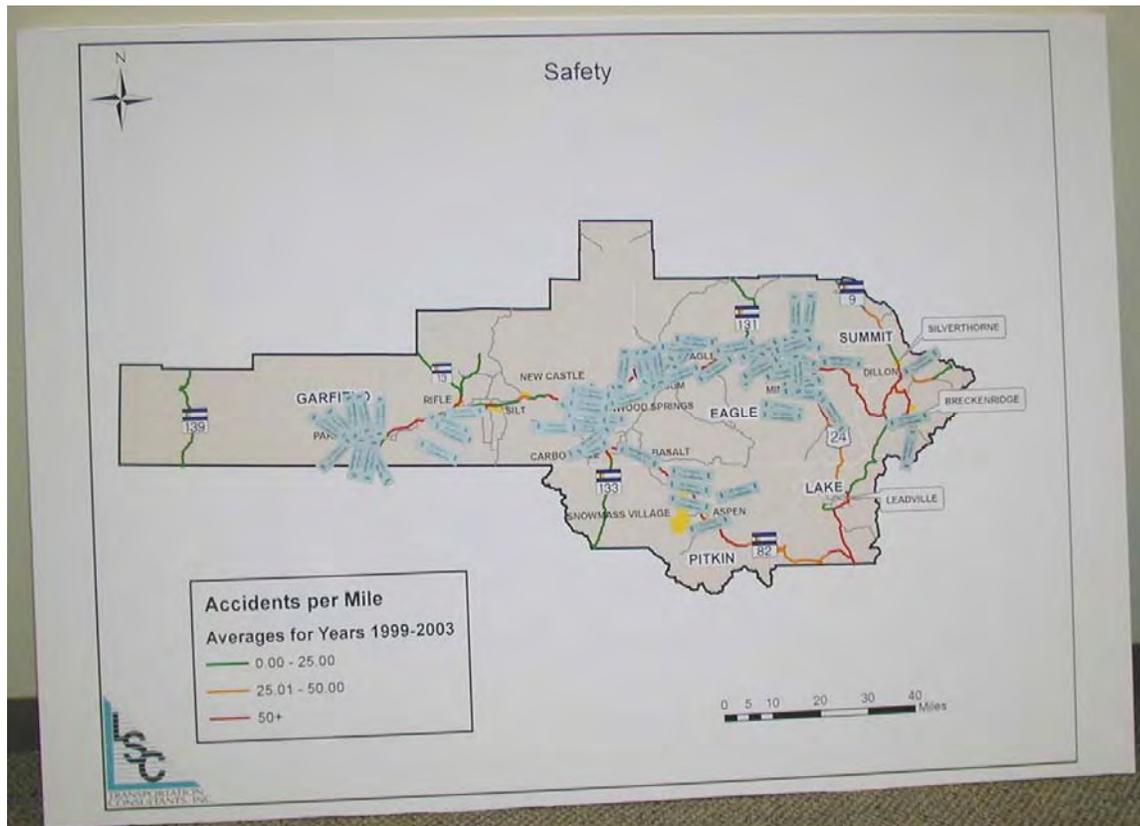
- Move Colorado – a plan that looks at alternatives for new transportation funding options is underway. More entities need to be involved with the process.

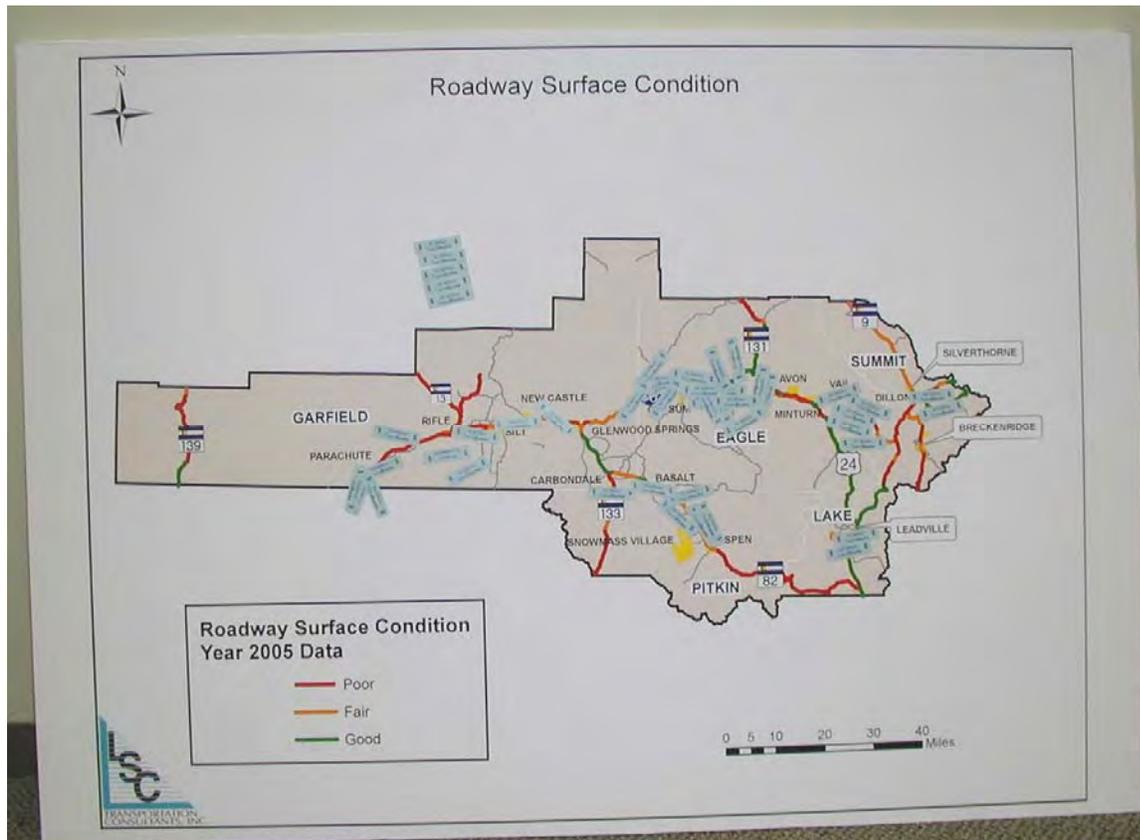
## **Next Steps**

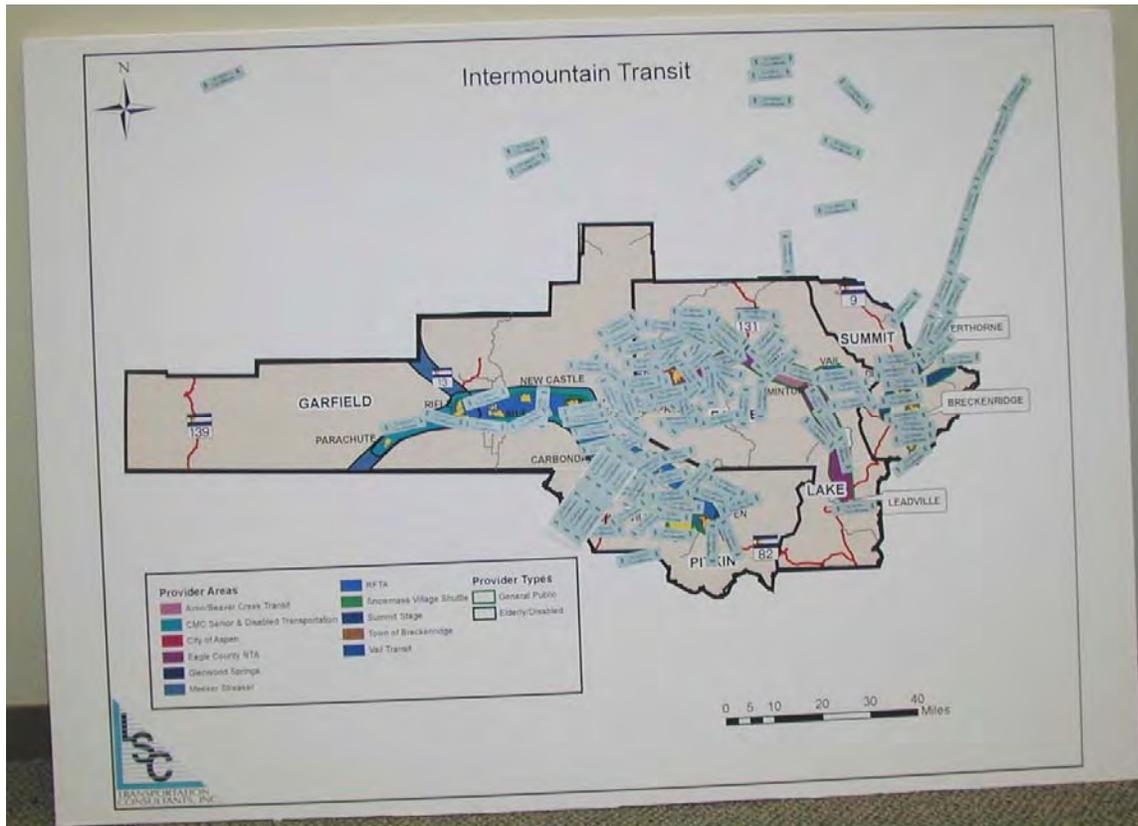
A.T then explained the next steps in the process and LSC contact information.

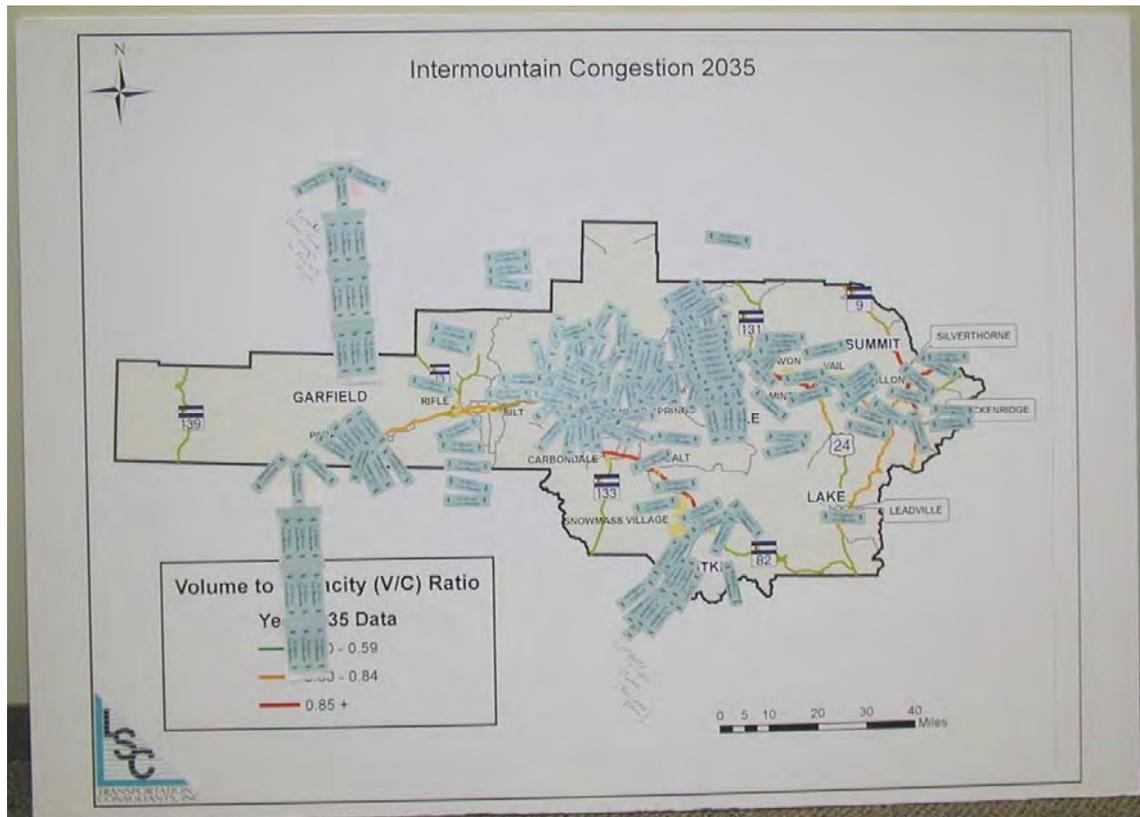
## ***Transbucks Maps***











# Intermountain 2035 Transportation Plan

## Comments

Land Use Issues

Lack of Transit Oriented Developments (TOD) in the Intermountain Region.



### Contact Information:

LSC Transportation Consultants, Inc.  
516 North Tejon Street  
Colorado Springs, CO 80903  
Fax: (719) 633-5430  
E-mail: [imrtp@LSCCS.com](mailto:imrtp@LSCCS.com)

# Intermountain 2035 Transportation Plan

## Comments

Unmitigated growth ~~is~~ growth that doesn't contribute (pay for) their impacts such as <sup>attainable</sup> housing, transit & the provision of employees to service their development.

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# Intermountain 2035 Transportation Plan

## Comments

Your stats & graphs showing population statistics & vehicle trips increasing dramatically for my area (Garfield city) - i think your transportation priorities should reflect the needs in those areas of greatest growth, if it is shown there is a lack of infrastructure currently.



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## **Prioritization Meetings**

### ***Purpose***

The Prioritization Meeting was used to help assign priorities to corridors in the TPR. This input was used by the RPC to help determine what changes to the previous (2030) Plan were necessary. A follow-up meeting was scheduled to prioritize needs for the plan update within the context of available funding. The primary purposes of the meeting included:

- Review of 2030 priorities
- Assigned Primary Investment Category
- Prioritize corridor needs
- Assigned percentage of RPP funds to each corridor
- Prioritize Transit Projects
- Prioritize Aviation Projects

### ***Schedule***

The Intermountain Prioritization Meeting was held on April 12, 2007 in Gypsum, Colorado, at the ECO Transit Facility from 5:30 p.m.-8:30 p.m.

### ***Outcome***

The Prioritization Meeting was held in Gypsum on April 12, 2007. The primary purpose of this meeting was to examine recommended changes to Corridor Visions and the 2035 Vision Plan (primary components of Technical Report 2 – Visions and Priorities) as a result of analysis of key issues and emerging trends throughout the region. The RPC examined the recommendations of the 2030 RTP, Pre-Form Meeting Notes, Technical Report 1 – Regional Systems, and Technical Report 2 – Vision, Goals and Strategies to update priorities and identify additional needs. Eight individuals attended the Intermountain regional prioritization meeting. A total of 28 individuals attended the local transit service plan meeting that was held on the same day as the prioritization meeting.

## **Draft Statewide/Regional Plan Joint Outreach Meeting**

During November 2007, CDOT conducted a joint outreach effort with the TPRs to present specific regional projects and show how they fit into the statewide corridor vision context. CDOT co-hosted public meetings and open houses with the Regional Planning Commissions (RPCs) to provide information on both the Regional and Statewide Transportation plans to the public. Meeting notification included printed flyers for each scheduled meeting, press releases to and paid advertising in local newspapers as well as on-air interviews with local TPR staff. A presentation was provided on the primary elements of the regional and statewide plans. CDOT also set up a laptop with the interactive CD Rom program for Corridor Visions so that attendees could look up corridor information for their TPR as well as other areas of the state.



## 2035 Draft Statewide and Regional Transportation Plans Joint Public Outreach Open House

The Intermountain Transportation Planning Region and the Colorado Department of Transportation are hosting a meeting to present the Regional and Statewide Transportation Plans and receive comments. Your input is valued.

**Date:** November 1, 2007  
**Place:** Courthouse Annex  
108 8th Street, Room 100  
Glenwood Springs, CO  
**Time:** 4:00pm - 5:30pm  
(Presentation at 5:00pm)

### **FOR MORE INFORMATION:**

**Web:** <http://www.dot.state.co.us/StateWidePlanning/PlansStudies/StatewidePlanning.asp>  
**Project contact:** Leah Ware (303) 757-9761  
**Email:** [2035transportationplan@urscorp.com](mailto:2035transportationplan@urscorp.com)  
**Special ADA Accommodations:** Leah Ware (303) 757-9761  
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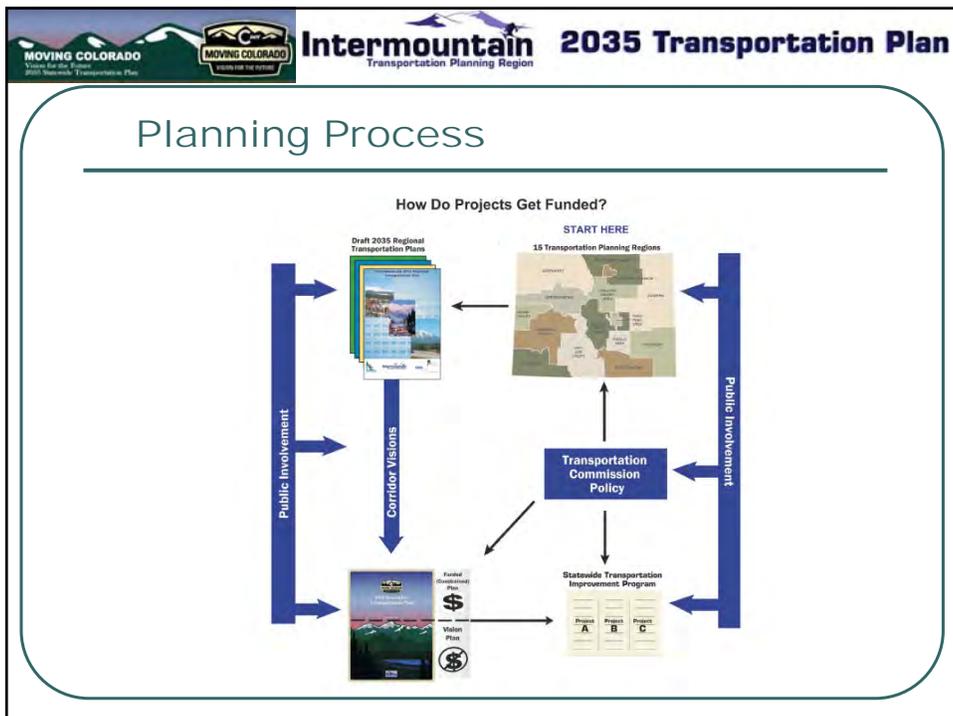
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**Intermountain 2035 Transportation Plan**  
 Transportation Planning Region

## *2035 Transportation Plan Joint Outreach Meeting*

Intermountain TPR  
Colorado Department of  
Transportation





**Intermountain 2035 Transportation Plan**  
Transportation Planning Region

## 2035 Plan Components

- Key Issues & Emerging Trends
- Vision Plan
  - Corridor Visions
  - Environmental Plans, Resources, Mitigation
- Funded (Constrained) Plan
- Midterm Implementation Strategies



**Intermountain 2035 Transportation Plan**  
Transportation Planning Region

## Public Participation

| Participants   | Input   |
|--|---|
| <ul style="list-style-type: none"> <li>● Decision Makers: Such as Colorado Transportation Commission, State and Local Elected Officials, and Indian Tribal Governments</li> <li>● The Public: All citizens of Colorado have an opportunity to review and change priorities as needed</li> <li>● Stakeholders: Such as Transportation Providers, private sector interests, advocacy groups and the public interested in transportation</li> </ul> | <ul style="list-style-type: none"> <li>● Provided input to the Transportation Commission Policy, Revenue Projections, and Resource Allocation</li> <li>● Considered during the development of both Regional and Statewide Transportation Plans</li> </ul> |

**MOVING COLORADO** Vision for the Future 2035 Statewide Transportation Plan

**MOVING COLORADO** Vision for the Future 2035 Statewide Transportation Plan

**Intermountain** Transportation Planning Region **2035 Transportation Plan**

## Public Participation



February 2007 Joint Transportation Commission/STAC Workshop



March 2007 Statewide Environmental Forum

### Outreach Activities

- Customer Survey** on Transportation Issues
- Regional Transportation Forums** on Key Issues and Concerns
- Statewide Transportation Forum** on Tough Choices to Stretch Transportation Dollars or Reduce Services
- Environmental Forum** to Identify Significant Environmental and Planning Concerns
- Security Workshop** to Discuss Issues with Agencies Involved in Operational Security Activities
- Transportation Commission and Statewide Transportation Advisory Committee \* Meetings** on Transportation Issues
- Joint Public Meetings on Regional and Statewide Transportation Plans** to be Held at All Planning Regions

**MOVING COLORADO** Vision for the Future 2035 Statewide Transportation Plan

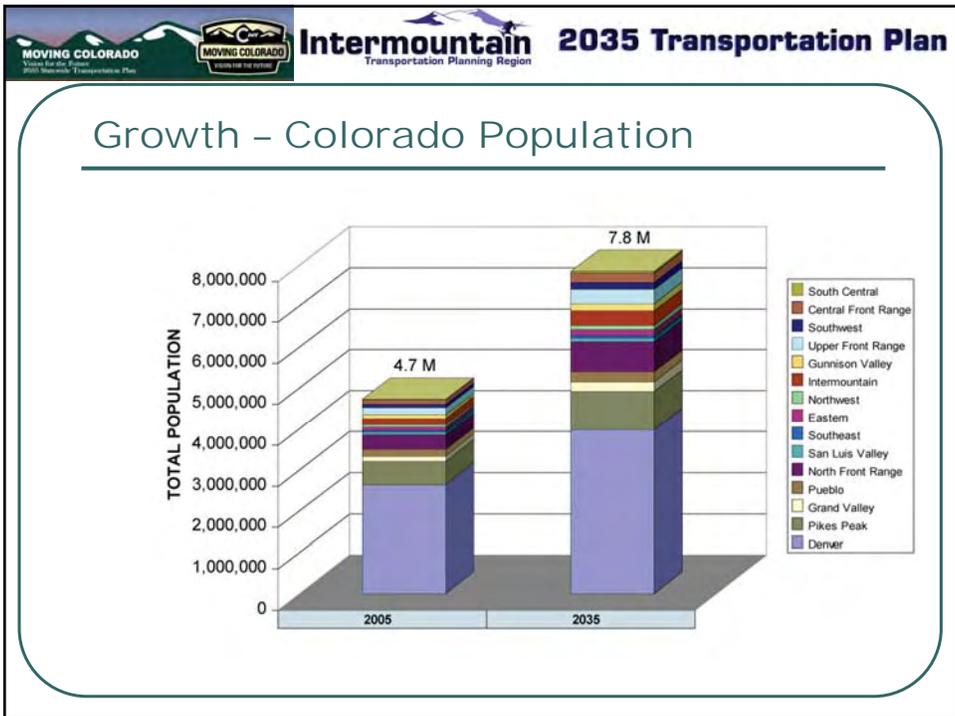
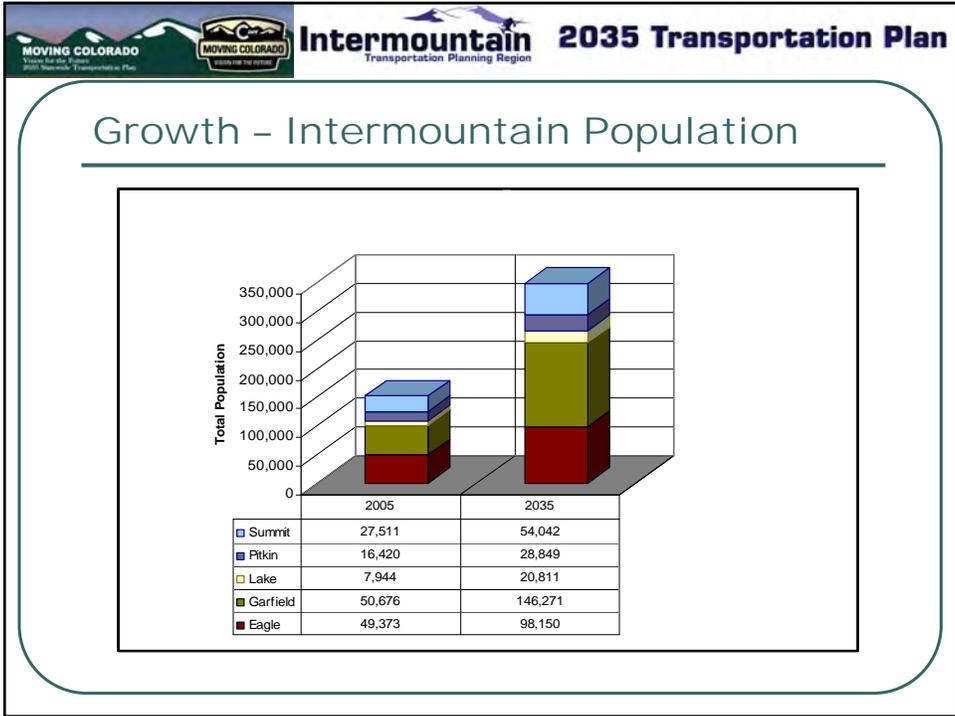
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**Intermountain** Transportation Planning Region **2035 Transportation Plan**

## Schedule

- Aug 20 - Draft Regional Plan Released
- Sept 20 - Draft Statewide Plan Released
- Nov 16 – Comments on Regional Plan Due
- Jan 4 – Comments on Statewide Plan Due
- January – Regional Plan Adoption
- February – Statewide Plan Adoption





**MOVING COLORADO**  
Vision for the Future  
2010 Regional Transportation Plan

**MOVING COLORADO**  
Vision for the Future

**Intermountain 2035 Transportation Plan**  
Transportation Planning Region

## Economic Drivers - Energy Development

**MOVING COLORADO**  
Vision for the Future  
2010 Regional Transportation Plan

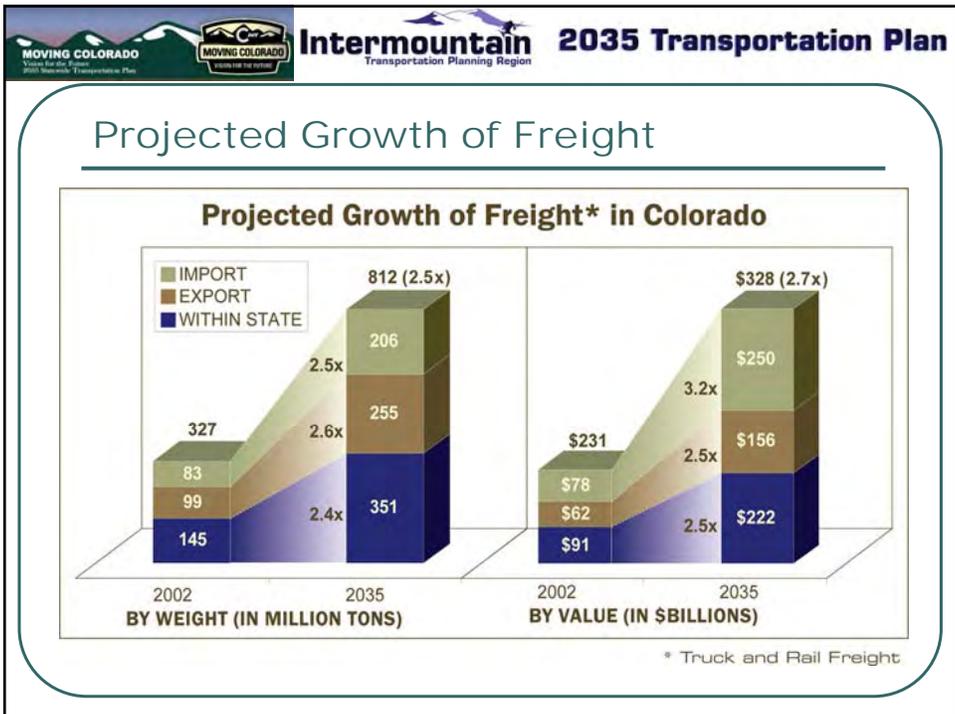
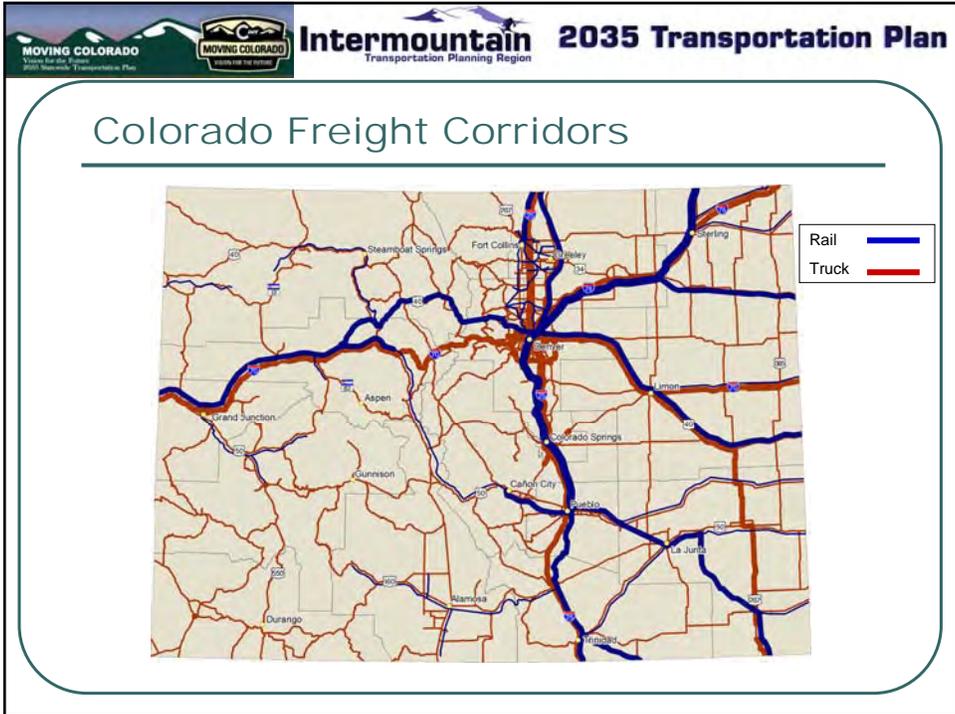
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Vision for the Future

**Intermountain 2035 Transportation Plan**  
Transportation Planning Region

## Economic Drivers - Tourism

**Travel Spending by Purpose of Trip**  
(TOTAL \$8.9 B)

| Purpose of Trip         | Spending (Billion) | Percentage |
|-------------------------|--------------------|------------|
| Visit Friends/Relatives | \$2.5              | 28%        |
| Ski                     | \$1.4              | 16%        |
| Business                | \$1.3              | 15%        |
| Other Pleasure          | \$1.5              | 17%        |
| Touring                 | \$1.0              | 11%        |
| Outdoors                | \$1.1              | 13%        |





**MOVING COLORADO**  
Vision for the Future  
2035 Statewide Transportation Plan



**Intermountain 2035 Transportation Plan**  
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## Corridor Visions





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2035 Statewide Transportation Plan



**MOVING COLORADO**  
VISION FOR THE FUTURE

INTRO
STATEWIDE SYSTEM
REGIONAL PLANS
FEEDBACK & LINKS

### Statewide System

Colorado's Statewide System draws from the Transportation Commission's guidance on corridor visions and locally developed regional visions. The Statewide System of Corridor Visions balances local, regional and statewide transportation needs and becomes the basis for an integrated transportation vision for all of Colorado. The Corridors are specific geographic areas encompassing state highways, local roads, and any number of transportation modes such as transit, rail, air, bicycle/pedestrian and carpooling/vanpooling options, by expanding the visions beyond just the highway segments. These multi-modal "corridor visions" now form the backbone of the 2035 Statewide Transportation Plan.

Crafted by local communities, transportation groups, Colorado Department of Transportation (CDOT) and other stakeholders from 15 Transportation Planning Regions across the state, these visions examine more

SELECT A SYSTEM



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**MOVING COLORADO**  
Vision for the Future  
2035 Statewide Transportation Plan



**Intermountain 2035 Transportation Plan**  
Transportation Planning Region

## Intermountain Vision Plan - What We Need



**Primary Investment Category**

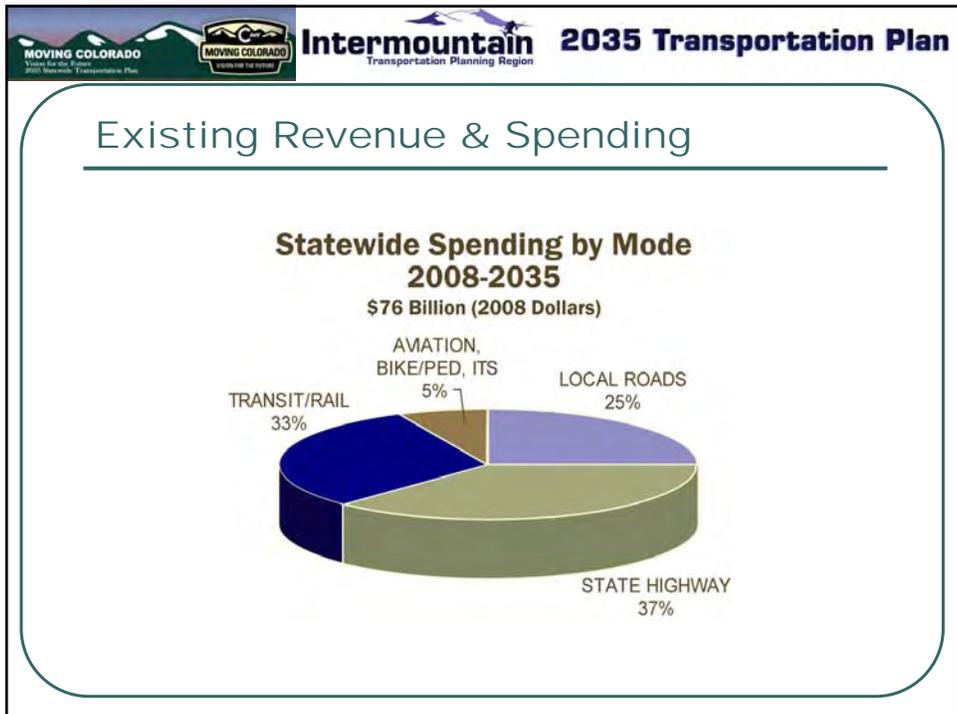
- Maintenance
- Mobility
- Safety
- Cities
- Tunnels

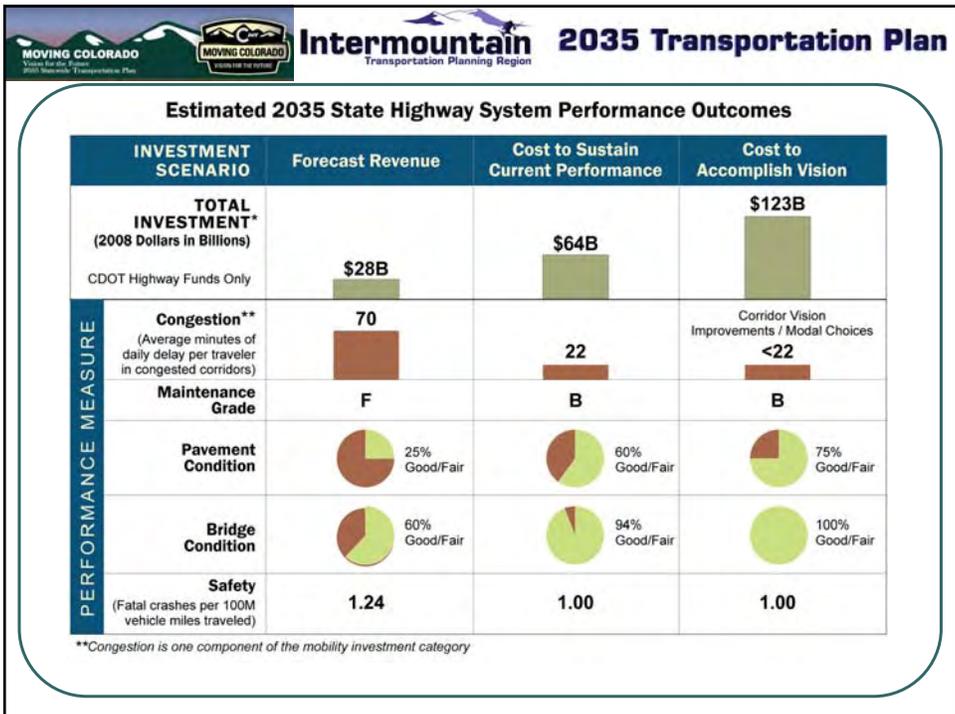
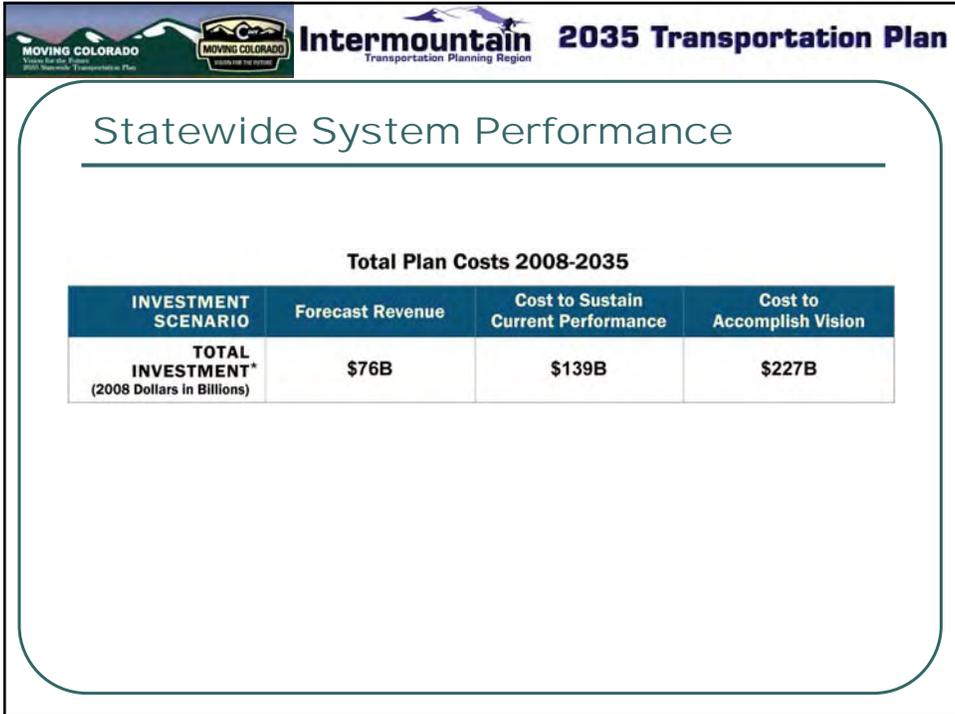


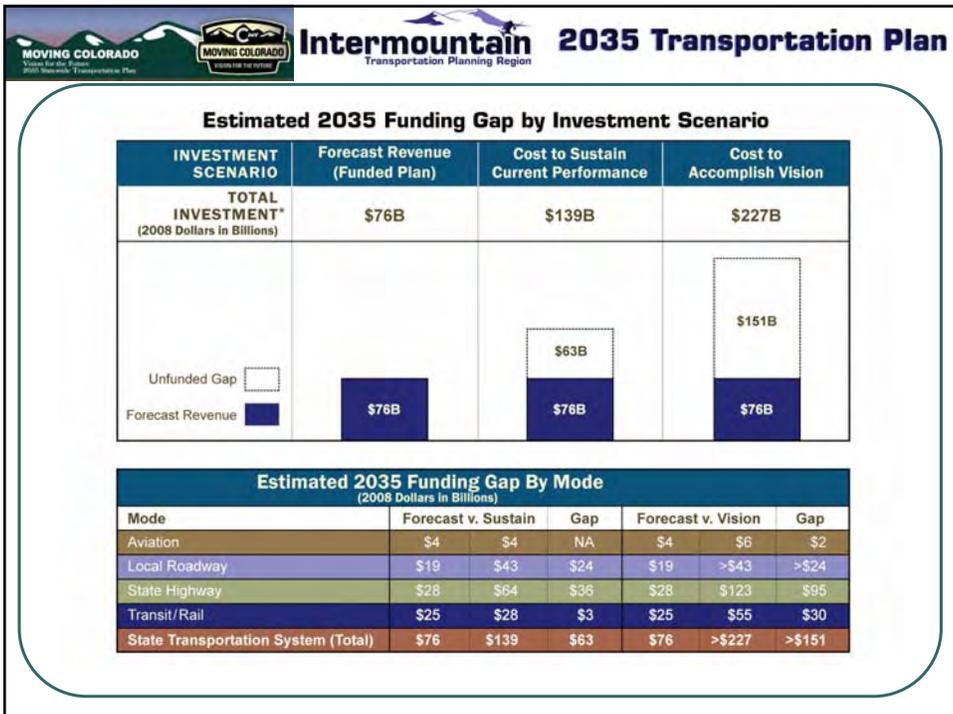
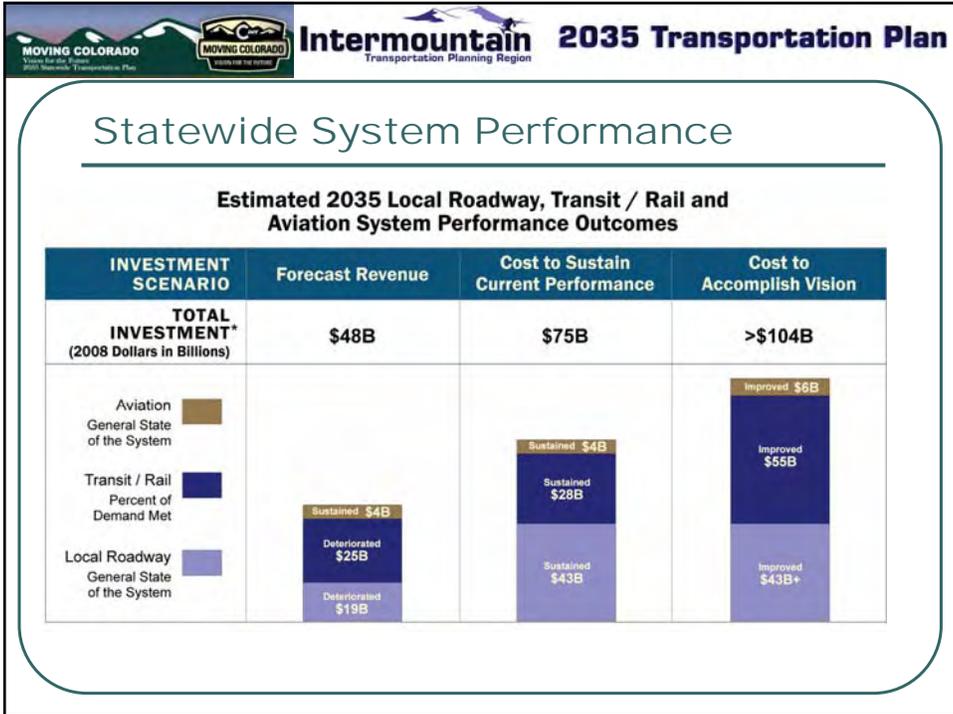
**MOVING COLORADO** Vision for the Future 2010-2015  
**MOVING COLORADO** Vision for the Future 2010-2015  
**Intermountain 2035 Transportation Plan**  
 Transportation Planning Region

### Intermountain Midterm Implementation Strategies – Focus For Next 10 Years

| Corridor                              | Strategy  |
|---------------------------------------|---|
| SH 82                                 | Improvements to Maroon Creek Bridge and Bus Rapid Transit             |
| SH 9 from Frisco to Breckenridge      | Safety and mobility improvements                                      |
| SH 133 in Carbondale                  | Reconstruct roadway to address safety and mobility needs              |
| I-70 Spur Roads                       | Improve spur road linking to I-70                                     |
| I-70 PEIS                             | Implement utility projects  |
| SH 13 Rifle to Rio Blanco County Line | Construct roadway   |
| All roadway in region                 | Improve shoulders   |
| All corridors in the region           | Coordinate regional transit systems and establish transfer agreements |







**MOVING COLORADO** Vision for the Future 2020 Scenario Transportation Plan

**Intermountain 2035 Transportation Plan**  
Transportation Planning Region

## What Will the Future Be?

| With Existing or Anticipated Funding   | With Additional Funding  |
|--|--|
| <ul style="list-style-type: none"> <li>• Reduction in services</li> <li>• Deterioration of existing conditions</li> <li>• Longer delay sitting in traffic</li> <li>• Local roadways and transit/rail systems deteriorate</li> <li>• Focus on most critical programs, corridors and/or lower standards</li> <li>• Trade-offs could establish priority roadways</li> </ul> | <ul style="list-style-type: none"> <li>• Maintain or improve existing system</li> <li>• Maintain existing conditions</li> <li>• No increase over today's traffic delay</li> <li>• Sustain local roadways, transit/rail and aviation systems</li> <li>• Take steps toward Colorado's Transportation Vision</li> <li>• Support Colorado's economic vitality with an efficient transportation system</li> </ul> |

**MOVING COLORADO** Vision for the Future 2020 Scenario Transportation Plan

**Intermountain 2035 Transportation Plan**  
Transportation Planning Region

## Current Revenue Projections \$76 Billion

- General decline in all system performance measures
  - Travel Delay
  - Congestion
  - Highway Surface Condition
  - Bridge Condition
  - Overall Maintenance
  - Transit Service

FORECAST REVENUE 2035 PERFORMANCE

POOR FAIR GOOD

\$76 BILLION FUNDING LEVEL

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Sustain Current Performance \$139 Billion

- Maintains current levels of performance, even with projected growth in population and travel demand

SUSTAIN CURRENT PERFORMANCE  
2035 PERFORMANCE



\$139 BILLION FUNDING LEVEL

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Accomplish the Vision \$227 Billion

- Implements priorities in Vision Plan
  - Improved maintenance levels
  - Shoulders
  - Intersection improvements
  - Adding capacity to highways
  - Better transit service

ACCOMPLISH VISION  
2035 PERFORMANCE



\$227 BILLION FUNDING LEVEL



**Intermountain 2035 Transportation Plan**

## Questions and Discussion

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- Comment forms on table
  - Regional Plan by Nov 16
  - Statewide Plan by Jan 4
- 2035 Plan on Interactive CD
- RPC to Adopt Regional Plan by Jan. 31
- Email: [2035TransportationPlan@urscorp.com](mailto:2035TransportationPlan@urscorp.com)
- Statewide & Regional Plan online:  
<http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp>