

# Intermountain Colorado What's Important to YOU?



Please select your county: Eagle Garfield Lake Pitkin Summit

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



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

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

Fold one

### 1. Why is transportation important to you?

Place an X in the box beside your top two:

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

### 2. What issues matter most to you in the Intermountain?

Select your top two:

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

### 3. What do you feel makes the Intermountain region unique?

Select your top three:

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

PLEASE TURN OVER - See Intermountain region map on the back

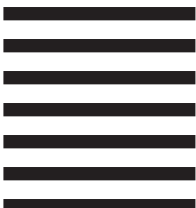
Fold two



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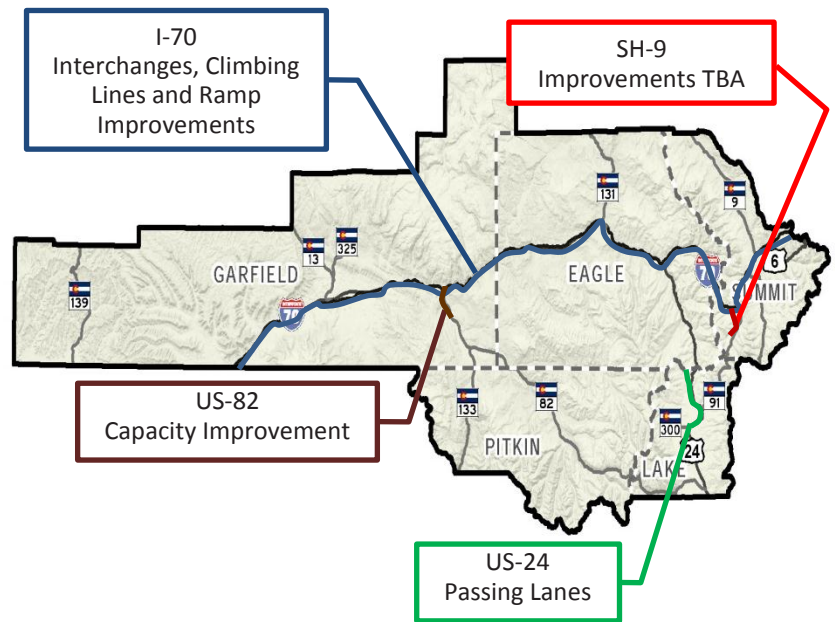
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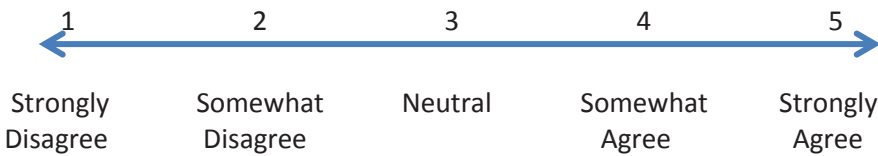
## Prioritizing Potential Investments

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

- **I-70** – Entire corridor, improve all I-70 interchanges, Vail Pass climbing lanes and Dowd Junction ramp improvements
- **SH-82** – Glenwood Springs, capacity improvements
- **SH-9** – Iron Springs, improvement based on of the environmental study findings
- **US-24** – Minturn to Leadville, passing lanes



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



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

\_\_\_\_\_

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

\_\_\_\_\_

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

\_\_\_\_\_

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

\_\_\_\_\_

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

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

Thank you for taking time to complete this survey!

# Región Montañosa de Colorado

## ¿Qué es lo más importante para USTED?



Seleccione su Condado:  Eagle  Garfield  Lake  Pitkin  Summit

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



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

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

Primer doblado

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

Escriba una X en la casilla de dos principales opciones:

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

### 2. ¿Qué temas le son más relevantes en la Región Montañosa?

Seleccione dos principales opciones:

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

### ¿Qué cree usted lo hace especial a la Región Montañosa?

Seleccione tres principales opciones:

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

FAVOR DE VOLTEAR LA HOJA - Vea el mapa de la Región Montañosa al reverso

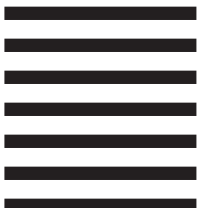
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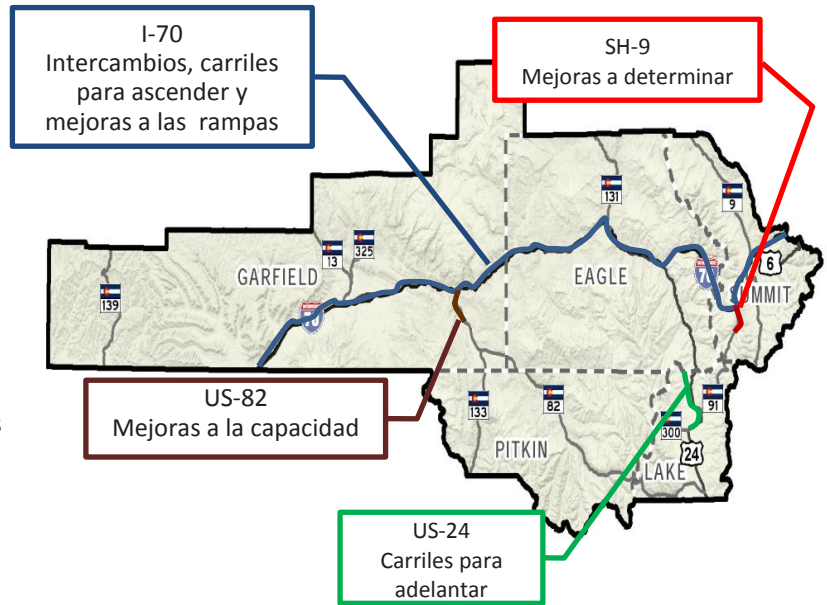
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## Priorizando Posibles Inversiones

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

- **I-70** – Todo el corredor, Mejorar todos los intercambios de la I-70, carriles para ascender de Vail Pass y mejoras a la rampa Dowd Junction
- **SH-82** – Glenwood Springs, mejoras a la capacidad
- **SH-9** – Iron Springs, mejoras en base a los resultados de los estudios ambientales
- **US-24** – de Minturn a Leadville, carriles para adelantar



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

1
2
3
4
5

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

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

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

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

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

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

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

¡Gracias por llenar esta encuesta!

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

**Region: TPR 4, Intermountain**  
**Total Surveys received: 263**

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

Selected Response	Number	Percent
Moves people and goods safely	149	58%
Gets me to work and/or vital services	104	40%
Helps me live my life the way I want	98	38%
Helps economic development	77	30%
Supports existing businesses	43	17%

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

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

Selected Response	Number	Percent
Reducing congestion	129	50%
Increasing transit options	102	40%
Increasing bike/pedestrian options	91	35%
Improving roadway pavement condition	54	21%
Reducing truck traffic	46	18%
Improving economic development	41	16%
Other (please specify)	18	7%
Increasing bridge safety	12	5%

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

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

Selected Response	Number	Percent
Offer more choices for travel (transit, bike/ped)	117	49%
Maintain the existing transportation system	81	34%
Make safety improvements	79	33%
Manage congestion through managed lanes	65	27%
Expand highways by adding lanes	52	22%
Add shoulders	37	16%

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

Selected Response	Number	Percent
Ski industry	156	60%
Rural living with nearby city amenities	149	58%
Tourism	134	52%
Sense of community	107	41%
Water access/supply	28	11%
Economic Base	25	10%
Innovation and creativity	23	9%
Other (please specify)	20	8%
Urban amenities	10	4%
Energy industry	9	3%
Agriculture	6	2%
Freight/shipping industry	2	1%

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

### In your opinion, do listed projects represent your priorities?

Selected Response	Number	Percent
Somewhat agree	110	46%
Strongly agree	45	19%
Somewhat disagree	39	16%
Neutral	34	14%
Strongly disagree	12	5%

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

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

No.	Responses
1	Increased safety
2	Safety
3	Submerge I-70
4	Keeping roads open
5	Noise
6	Safe bicycle routes
7	Noise
8	ANY mass transit options to Denver
9	Increasing transit efficiency
10	Improving traffic light timing in Glenwood Springs. It's like a bunch of drunk monkeys set it up.
11	Increasing safety in general
12	Efficiency
13	Snow plows.
14	Improved access to Eagle County Airport
15	Reducing bike traffic on our roadways
16	Improving inter-regional connections
17	Providing alternate route options in the event of road closures
18	Reducing construction times

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

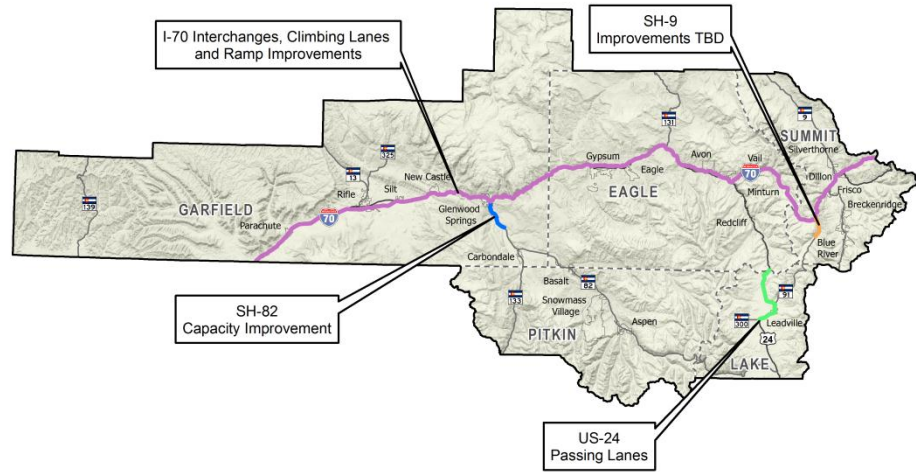
No.	Responses
1	Clean environment with recreational opportunities
2	Lifestyle
3	All outdoor activities
4	Difficulty of dealing with weather
5	Recreation opportunities
6	Opportunities for human propelled travel
7	Weather
8	Horrible traffic
9	Isolation from other commercial consumer influences
10	Access to Public property
11	Recreational opportunities
12	Water and air quality
13	Alternative transit modes in a rural area
14	Outdoor access
15	Airport/ski/golf within 30 minutes of airport
16	Smart urban growth with wide open spaces nearby
17	Outdoor recreation
18	Wildlife and Nature
19	Recreating outdoors
20	Challenging geography

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

Prioritizing Potential Investments

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- SH-82 – Glenwood Springs, capacity improvements
- SH-9 – Iron Springs, improvement based on of the environmental study findings
- SH-24 – Minturn to Leadville, passing lanes

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

No.	Responses
1	I do not see Minturn to Leadville as a commuter or high traffic zone. Vail needs to deal with their labor problem without putting Tennessee pass in the middle. Glenwood needs a new bridge and interchange. I think the capacity improvements through Glenwood can be done more effectively and less costly with an alternate route through town in addition to Hwy 82 going on its present alignment. The problem with this is that if you talk off of Hwy 82 then the state says they cannot help even though it is actually helping the 82 situation but it is outside the narrow little box that CDOT seems to work in. If you can have a cheaper, more effective solution to the problem, why not go that way?
2	Glenwood Springs capacity improvements, really? Unless it is over the bridge, I don't see the need for it. Same thing for Minturn to Leadville and Dowd ramp improvements
3	US-24 should not be a priority and more should be done on I70 and Hwy 82. And I70 should offer mass transit options from Denver to the mountains NOT MORE TRAFFIC LANES ...get people out of their cars!
4	I don't believe Hwy 82 should be changed to allow greater capacity (other than the new bridge), I think there should be less truck traffic or limit times of day trucks can drive between Glenwood and Aspen. Additionally, the entire corridor should have a no engine braking ordinance. I live within earshot of a turn in the roadway and hear semi-trucks engine breaking at all hours of the day and night.
5	FYI - Your map identifies Hwy 91 as Hwy 9. I generally agree with those improvements.
6	Submerge I-70 #1; Glenwood Springs #2; S-24 #3
7	A 3rd lane for trucks only between Idaho Springs and Grand Junction - Trucks can only use that lane or trucks can't travel I-70 (WB) Fri nights between 4 pm and 8 pm, Sat (WB) 8 am - 10 am, Sat (EB) 4 pm - 6 pm, Sun (WB) 8 am - 10 am, Sun (WB) 4 pm - 6 pm.

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

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

No.	Responses
8	Instead of making room for more traffic, I would like to see a REDUCTION of traffic on I-70. Either utilize existing rail and provide train service, or better yet, build an experimental section of Mag Lev track between downtown Denver and a suburb in the foothills where performance on a steep grade could be tested. The section would be situated so it could be later expanded up to the Eagle airport via the ski areas. In either case, the system could be paid for by making the section of I-70 a toll road to discourage its use and use the train or mag-lev instead. Participating communities/businesses would be required to buy bonds for the project or otherwise contribute financially. It would become a showcase for the state of Colorado.
9	I-70 should be the overwhelming priority since it carries the greatest amount of traffic.
10	This plan is painting the pig. It does nothing to develop mass transit solutions, encourage local or regional ridership
11	We don't need more of the same, we need alternatives. Plans for rail transit have been in the works for over a century now, the excuse is expense but it is never going to get any cheaper. Alternative modes of transportation that are affordable for passengers, from the front range that provide access to the resort areas is a must.
12	Alternate options of transportation should be considered. Past studies indicate improvements will be outdated before they are completed. Denver has increasingly been offered light rail options. Since Front Range traffic is the biggest problem why can't we have a rail option?
13	They do not include improvements to existing and construction of new bicycle lanes.
14	I-70 needs more than interchange improvement. Two lanes on Vail pass are adequate if trucks are not allowed to pass. Trucks passing through Glenwood canyon need to be ticketed - current law enforced.
15	Deck chairs on the titanic. We need a rail line to DIA
16	Modestly agree with Glenwood Springs, US 24 is a scenic byway... Why hurry? It's scenic AND curvy sight distance. IF passing lanes executed have them well signed and marked and enforce correct use habits. Overall support improvement through non-urban interstate and state hwy's in reflective road lines and stripes for night time and inclement weather visibility. Have been super impressed in travel to rural AZ UT and NV past 2 years, our area lags in safety quality of visible lines in dark wet snow slush weather (dark segments between Vail Pass and Officers Gulch and Eagle through Wolcott. Room for improvement in night travel experience, primarily for safety of residents and visitors.
17	There is no mass transit identified.
18	I-70 Interchanges? Why? The whole corridor needs to be expanded for more traffic
19	I'm not familiar with the proposed improvements on SH-9 and I feel that passing lanes on US-24 will be too expensive, and provide little economic benefit.
20	I think safety improvements such as the Dowd junction tunnels need to be a priority. I also think a dedicated transit option needs to be a priority as a way to handle peak loads.
21	I think investment priorities should address 1-70 traffic and economic development in areas where US Hwy 6 passes commercially viable areas.
22	These solutions are not aimed at improving alternative transportation methods to reduce the traffic, they seem to be following the LA model of building bigger roads to allow more cars, which just leads to even bigger roads to allow more cars, leading to bigger roads, etc.
23	I don't feel Dowd junction ramps are a priority.
24	The eagle county airport needs its own on/off ramp to service tourism and the ski industry and relieve congestion at the town of Eagle interchange.
25	Maintenance of existing roads and bridges is most important,
26	My main interest is development of rapid transit Denver to Summit County
27	The I-70 corridor cannot build its way out of congestion. There needs to be mass transit, intermountain rail line alone I-70 to serve the growing communities, the shipping and the ski industry. The traffic congestion damages the tourism, crowds towns with vehicles, damages environment and safety leads to too many accidents/deaths along the route. Trucking traffic, passenger cars, snow storms and steep grades make for dangerous travel
28	The emphasis is on improving the capacity for private vehicles without mention of improvement to goods shipment through the regions or for mass transit improvements to improve connectivity along these high use routes which all have high predictability of traffic patterns and demands. In other words, this isn't encompassing all forms of transportation planning.
29	CDOT likes to work on I-70, but most interchanges seem fine. On the other hand, SH-9 from Swan Mtn Rd to Frisco really needs four lanes to relieve congestion.

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

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

No.	Responses
30	I would like to see alternative transportation options that would reduce automobile traffic and ultimately CO2 emissions.
31	The roads would be more than adequate if less people drive. Need to make improvements that encourage people not to drive. Better/safer bicycle & pedestrian options would do this.
32	Like always the focus is on car and truck traffic not on TRANSPORTATION which includes a lot of other options. Making I-70 a 10 lane Interstate won't solve the problem. Trains, buses, bicycle and pedestrians should be a big part of the solutions.
33	My priority would be to increase pedestrian/bicycle/public transportation options as funding those is way cheaper in the long run and makes for a healthier community.
34	Capacity on SH-82 through downtown Glenwood Springs is not the issue. Bridge safety and ease of access to the local businesses is important.

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

No.	Responses
1	Additional improvements at Dowd Junction, straightening, tunnel etc.; Improvements at Wolcott curve, straightening; AGS
2	Transit. I believe transit and alternative modes of transit will become prevalent issues in the coming years.
3	The relocation of Hwy 82 off of Grand Avenue-runs thru the town.
4	Alternate route through Glenwood. South Bridge and midland
5	safety and capacity improvements on Hwy 82 and Independence pass
6	an 82 bypass viaduct through Glenwood Springs.
7	Increased Bicycle Safety (wider shoulders, dedicated bike lanes) on Highway 91 (Copper Mtn to Leadville), Highway 24 (Minturn to Leadville), and Highway 6 (Glenwood Canyon to Vail).
8	Efficient and Effective Public/mass transit options between Denver and the mountain communities along I-70 to Glenwood Springs
9	Bike Paths along I-70 corridor
10	Hwy 82 To Aspen, separated grade crossings at major intersections on 82 for safe crossing to RFTA, schools for pedestrians and bicyclists
11	Glenwood canyon safety
12	Dowd Junction and I-70 Safety
13	continue with modernization of CO 133 within Carbondale, including more roundabouts at intersections with Weant and with Snowmass
14	Relocating Highway 82 from downtown Glenwood Springs
15	Thank you for completion of the deer fence from Gypsum to Vail. It has made a world of difference.
16	Colo Hwy 9 is being improved, Hwy 285 through Alma/Fairplay need resurfacing.
17	Entrance to Aspen – SH-82; Too many lights in the mid valley SH 82
18	I strongly support regional transit that connects the Intermountain communities and connects the Intermountain to the Front Range.
19	Also, safety on SH-9 north of Silverthorne should be priority.
20	Highway 24 improvements from I-70 through Minturn. The road is horrible and needs to be redone - not overlaid.
21	Alternatives to cars such as light rail.
22	Enforce existing laws prohibiting traveling in the left lane.
23	noise abatement in Vail I-70
24	Highway 6 improvements - bike lanes should connect to Glenwood Springs from Eagle County. Popular route and doesn't always feel safe
25	Reroute trucks off I-70 to another 4 lane road
26	Tunnel widening
27	Bike Lanes on Hwy 6
28	Please consider the proposed bike route Alma to Breckenridge.
29	Safe Bike Pathways

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

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

No.	Responses
30	Continued emphasis on informing the public of traffic conditions to reduce peak loads. Work with business to flex hours to reduce peak loads. For example, ski areas staying open later in the spring.
31	addition of wide shoulders for biking and/or addition of bike lanes
32	SH-9 not so important; US-24 not so important
33	Highway 6 bike lanes need to be added
34	New interchange for Eagle County Regional Airport.
35	No train from Denver to Vail. Please no train.
36	Park and ride areas.
37	Make Hwy 6 four lanes through Avon
38	Widen US-6 at UPRR bridge in Gypsum; I-70 interchange for Eagle County Airport
39	I-70 capacity improvements
40	Vail Pass bridge expansion joints repairs
41	Improving US-6 between Eagle and Gypsum, resurfacing, and possibly adding one lane each direction; AGS from the Eagle Airport to the front range!
42	More lighting for driving at night
43	A shoulder on Hwy 24 from Buena Vista to Leadville.
44	Alternate transportation options such as rail.
45	No
46	Bike lanes on Hwy 6 and Hwy 24. Current conditions are a danger to bikers and automobiles. If bike lanes can't be added bikes should not be on these roads.
47	I-70 interchange at Vail-Eagle Regional Airport
48	Reduce semi-truck accidents, especially in the winter. Reduce semi-truck traffic in general. They bog down the traffic flow, especially on the passes. Offer alternatives on the I-70 corridor so there aren't so many cars on the road.
49	Eagle County Airport I-70 Interchange and US-6 widening at UPRR Bridge in Gypsum
50	High speed train from Eagle airport to Denver
51	I-70 should be the number 1 priority
52	A focus needs to be put on alternative modes of transportation. Both mass transportation and human powered transportation will help to reduce our greenhouse emissions. Bigger roads for more cars and trucks will not.
53	Mass transportation from the mountain region to Denver.
54	Highway 6 Dowd junction to gypsum
55	Ways to reduce overall congestion on I-70, especially eastbound on Sunday afternoons and west bound on Friday nights.
56	All efforts should go into relieving the traffic congestion in Glenwood Springs. It's absolutely ridiculous, and I'd wager has some of the worst traffic per capita in America.
57	I-70 interchange ramp from Eagle County Airport to I-70 to encourage more air traffic as a means of transportation rather than just cars.
58	Perhaps the best solution to deal with the congestion in Glenwood Springs would be a bypass southbound traffic around the down town area heading south on 82. Traffic could be turned west on existing roadways at the end of the bridge up the river several blocks and then headed south to join up with 82 outside the down town area. The northbound traffic could continue to use the existing main street and it could be made all one way north to the bridge. By using existing roadways, costs may be saved rather than trying to widen the main road to accommodate more two way traffic.
59	Overall support improvement through non-urban interstate and state hwys in reflective road lines and stripes for night time and inclement weather visibility. Have been notably surprised and favorably impressed in travel to rural AZ UT PA VT and NV past 5 yrs. Colorado lags in safety quality of visible lines in dark wet snow slush weather (dark segments between Vail Pass and Officers Gulch and Eagle through Wolcott. Room to improve in night travel experience, primarily for safety of residents and visitors.
60	Mass transit from Eagle County airport to DIA.
61	widening/provide bike lane on Hwy 131
62	Wider shoulders for cycling. Good, safe cycling is important to Colorado's bike-friendly reputation and tourism.
63	Removing interstate truck traffic during adverse driving conditions, and during peak hour travel times throughout the year. i.e.: Sunday afternoon eastbound traffic year around.
64	Eagle airport access on and off ramps

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

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

No.	Responses
65	1. Dowd Tunnels 2. Permanent (fixed guideway ideally) transit even if it has to be funded creatively. 3. Get serious about enforcing the left lane for passing only and prevent truck traffic during peak weekend traffic periods. Make all mountain passes no passing - right lane only for trucks similar to California.
66	Continued evaluation and replacement of old bridges
67	Wolcott Hwy 6 realignment, shoulder on Hwy 6; 1-70 skier traffic; Eagle- Gand Ave redevelopment- lower speed limit.
68	Eagle County Airport I-70 Interchange and US 6 widening at UPRR Bridge in Gypsum.
69	Better inter-regional alternative transit connections, especially between the rural mountain regions and Grand junction/front range cities.
70	Improving interchanges seems to be waste of \$. Should be investing in rapid transit options like light rail; possibly making better use of existing tracks.
71	EGE interchange on I 70 in Gypsum
72	Eagle County Airport I-70 Interchange and US 6 widening at UPRR Bridge in Gypsum
73	Full diamond at the EagleVail area; better lighting and reconfiguration at Dowd junction; during bad weather Dowd is a difficult area to navigate.
74	The question explanation for SH-9 doesn't make sense. But yes, the drive over Hoosier Pass is slow and annoying.
75	Most urgent need is more passing lanes. Also need to make it extremely clear with signage that the left lane is a passing lane only in Colorado. Too many drivers sit in the left lane when they shouldn't be there.
76	Full interchange at EagleVail
77	Full diamond interchange at EagleVail, MP 169.
78	Innovative solutions for I-70 Traffic (High Speed transit) not just adding more lanes.
79	eagle county airport exit
80	A Glenwood bypass is so long overdue.
81	US 6 Widening at the Union Pacific RR bridge in Gypsum.
82	Eagle County Airport I-70 interchange; Widen US 6 at Union Pacific RR bridge in Gypsum
83	More de-icing on I-70 between Gypsum to Edwards
84	We are just barely recovering from the Xcel Energy road work done in EagleVail in 2011, CDOT issued the permits for that work to be done and it completely ruined many businesses. So the upcoming bridge work is sure to be another financial drain on all of the businesses in our district. The east bound only exit and exit #169 built here was ill conceived from the point of businesses here, CDOT made major improvements to and expanded Hwy 6, for all the additional traffic that they thought the Hwy 6 was going to somehow have to manage. Problem is, there was no additional traffic, we have considerably less traffic in the business district after the exchange was put in, not good for the state sales tax collectors.
85	Passing lanes on SH-13 between Rifle and Meeker. Bike paths/lanes through south canyon, west of Glenwood Springs. Signal timing optimization on SH-82 through downtown Glenwood Springs. Bike lanes on SH-91 between Storke curve and Mayflower Gulch, and the Tenmile Creek canyon. More passing lanes on SH-9 between Summit County line and Silverthorne.
86	Truck brake safety and noise reduction. The noise from trucks as they descend into the valley and smell from brakes is a hazard. I'd guess 5 trucks a day burn their brake pads and fill the Vail valley with noxious smells
87	Improved truck parking/waiting areas.
88	I-70 interchange to Eagle County Airport. Widening/visually improving Hwy 6 railroad underpass in Gypsum.
89	Gypsum Airport exit
90	Yes, an airport interchange.
91	Overlays and bridge repairs
92	New I-70 interchange from Eagle County Airport to I-70 from Cooley Mesa
93	Passenger Rail service from Denver to Eagle/Vail airport
94	Eagle County Airport needs Exit
95	Vail Pass climbing lanes first priority.
96	I know you guys are working on the Silverthorne exit from I-70.
97	Silverthorne I-70 Interchange Improvements at state Highway 9 bottleneck
98	Bike lanes south from Breckenridge to Hoosier.
99	Make Cottonwood Pass between Hwy 82 and I-70 an all season paved road for when I-70 is closed.

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

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

No.	Responses
100	Add lanes to SH-9 Swan Mtn Rd to Frisco
101	Just rebuild the Grand Ave bridge in Glenwood springs don't relocate it, Glenwood would lose its charm. Move traffic until it's complete.
102	Bus service connections from Snowmass Village to BRT system on Hwy 82. Resolution of the Entrance to Aspen debate. Hwy 133 improvements from Marble to Paonia.
103	Based on info from DOLA, Garfield County is estimated to increase in population from the current 56,000 to 100,000 plus by 2035, most of which will be in the I-70 SH-82 corridors from Carbondale to Parachute. Priorities should be to provide better local connectivity for all modes of transportation. Please see comment under other priorities.
104	Bike-ped trail through South Canyon
105	Bike and pedestrian accommodations on existing roadways
106	State highways in the mountains are sometimes the only routes available so the routes should be multimodal or planned to be multimodal.
107	If the I-70 projects reduce capacity issue during peak times, I'm all for them. If not CDOT should develop additional capacity, and or explore demand pricing for highway access.
108	A pedestrian bridge and roundabout at exit 105 on I-70
109	US Hwy 24 South of Leadville is 65 MPH, no shoulders and should be moved passed the Arkansas Headwaters turning lanes, this is much too fast and dangerous for people exiting and entering the Hwy before that point. The visibility of oncoming traffic is limited due to hills and crests on the highway.
110	Glenwood Springs certainly needs capacity improvements, but the Grand Ave. bridge and other improvements must be done carefully to enhance, rather than detract from the river access and views, mountain views, and maintaining a mountain town feel.
111	Creating more passing lanes is going to exacerbate the already heavy congestion we already face. If more is built, more traffic will flow. I agree that Dowd Junction needs to be safer. By why not invest in alternative transportation methods that will support our environment and help to reduce the damage our car dependencies have already created? Why not look to see how mountain areas in Europe tackle the same problems?
112	Stop trucks on the weekends I-70. I dream of the day we get a train
113	Trains, buses, bicycle and pedestrians should be a big part of the solutions.
114	Increase bike lanes on all corridors
115	Provide route redundancy for I-70 through Glenwood Canyon (i.e. improve Cottonwood Pass to an all season County Road) and also for I-70 through South Canyon (develop alternate route between New Castle/Canyon Creek area to SH-82 South of Glenwood)
116	More and wider bike lanes
117	Hwy 9 improvements north of Silverthorne- very dangerous road. Also, adding shoulders to roads like Hwy 9 and 40, especially since there is high biking traffic and races.
118	Public transportation between the mountains and front range. For example, trains from Denver and Boulder to Vail and Glenwood.
119	More funding for transit alternatives are needed, since funding for highway capacity improvements may never be adequate to keep up with growing demand.
120	Add an on/off ramp between Gypsum and Eagle.
121	Adequate shoulder for cycling safety Hwy 9 between Silverthorne (Ute Pass Road) and Kremmling, Breckenridge to Hartsell, and Fairplay to Buena Vista
122	Eagle County Airport I-70 Interchange and US 6 widening at UPRR Bridge in Gypsum.
123	Eagle County Airport I-70 Interchange and US 6 widening at UPRR Bridge in Gypsum
124	US-6 - Pavement and Shoulders

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

No.	Responses
1	No
2	US-24 passing lanes
3	No.
4	See above
5	Minturn to Leadville passing lanes

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

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

No.	Responses
6	SH-9 and US-24 would not be as high a priority
7	No, those need to be taken care of
8	See previous answer
9	Don't know what the Iron Springs priorities are.
10	No
11	I know nothing about SH-9 Iron Springs, so can't say anything about it, but the others seem reasonable
12	Bicycle lanes and/or shoulders
13	Reduce accidents at Dowd Junction and near Wollcott, if not by highway rebuild then by more compelling signage demanding speed reduction in these areas.
14	Since Vail to Leadville is faster and safer via Fremont Pass, I question the need to spend money on passing lanes Minturn to Leadville.
15	SH - 9
16	SH-9 not so important. US-24 not so important
17	I-70 needs more than ramp improvements. Like the idea of Vail Pass improvements. Need to address safety of curves at Wolcott and safety of Dowd Junction itself - perpetually icy in winter due to shade. Need longer merge lanes at truck inspection zone at Downieville, especially westbound.
18	No
19	State Hwy 82 improvements
20	Minturn to Leadville. Glenwood Springs
21	Dowd Junction Ramp Improvements
22	Possibly not removed, but the passing lanes on US 24 should be a very low priority.
23	Addition of passing lanes only increases overall speeds which are already being exceeded by nearly every driver on the Hwys
24	Glenwood Springs - don't wreck the canyon.
25	No
26	Have no idea of Iron Springs...
27	Any improvements that are designed to support more land development should be stopped. Only repairs and improvements that are planned as a strategy to reduce overall fossil fuel consumption should be pursued.
28	Highway 9?
29	I have no interest in the Iron Springs project.
30	Everything but lessening the congestion in Glenwood Springs.
31	SH-9 & SH-24 -- doesn't affect enough people.
32	Don't have a strong opinion to dismiss one item
33	Minturn to Leadville Passing Lanes on US-24
34	US-24
35	Minturn to Leadville passing lanes. Encouraging better transit ridership would handle the morning and night "rush hour". The rest of the time it sees little traffic.
36	US-24 should not be a priority, scenic road. Also, capacity improvements to Glenwood Springs should not include bypassing the town.
37	Iron Springs
38	Not ALL I-70 Interchanges need improved.
39	SH-9
40	Not familiar with iron springs. Otherwise no.
41	US 24-no need
42	Not sure what SH-9 is.....
43	Eagle County Airport Interchange. U.S. 6 widening at UPRR bridge in Gypsum.
44	No
45	SH-9
46	Airport Interchange not needed, waste of resources.
47	No
48	I-70 widening

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

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

No.	Responses
49	If passing lanes were to be added to the existing roadway between Minturn and Leadville, it would invite faster driven vehicles to an already dangerous road. The money spent to widen those mountainous roads could be better spent on roads that are in need of road safety.
50	This survey needs more comment space!
51	No
52	no
53	No.
54	US-24.
55	I'm not sure about Iron Springs or passing lanes from Minturn to Leadville. Passing lanes are important but I don't think they should be a high priority
56	SH-9
57	I'm not sure that we need additional climbing lanes at this point.
58	See my comments on alternative modes of transportation. We have a chance to be progressive and environmentally responsible.
59	US Minturn to Leadville passing lanes. Get a train going on the existing tracks. Sure, I hear you already thinking that is impossible.
60	No
61	No
62	Minturn to Leadville.
63	I-70
64	SH-82 doesn't seem in as great of need as US 6 and 24

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

No.	Responses
1	Safety Improvement, Transit Improvements, Bike/Ped Improvements should be priorities
2	Move traffic off of Grand Avenue in Glenwood Springs
3	Additional investments in bike pedestrian pathways between communities
4	Bike/ped improvements, lighting improvements
5	Connecting RFTA and ECO Transit
6	Bike and pedestrian improvements on state highways as discussed above.
7	Addressing weekend congestion, especially in the winter is the highest priority.
8	Need more bike and pedestrian lanes in towns. Safety issues on Vail Pass. Reduced speeds Edwards to Eagle; there is no need for 75 mph with the amount of traffic and curves in that stretch of hwy.
9	rapid transit for I 70 corridor
10	Bike/Ped improvements. Other Transit Options besides cars...mass transit! Please do not add more lanes to serve the individual passenger car.
11	Need bike/pedestrian paths along I-70 corridor.
12	Pedestrian and bicycle safety are important !
13	Improved bike and pedestrian improvements
14	Again relocating Highway 82 would help the economy of downtown Glenwood Springs. It would also help the region as many workers live in one town but work in another.
15	Commuter rail
16	Trucks are still an issue on the highways during the winter months. Even with mandatory chain laws in effect, they ignore it blocking the highways for passenger vehicles.
17	We are also always in need of bike and ped improvements especially as improvements to interchanges are made because interchanges tend to be some of the most treacherous locations for bikes and peds.
18	Safety should always be our TOP priority - both for traffic and bike/pedestrian.
19	We need a mass transit train of some kind
20	Submerge I-70. No rail frm Denver thru Vail - go thru Minturn instead
21	Return one bus route from EGE to Vail Transportation Center - link VTC with Denver by bus
22	Bike lanes

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

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

No.	Responses
23	Bike/pedestrian improvements in Eagle county - specifically South Frontage Road West in Vail, and Highway 6 corridor - some improvements may already be planned:)
24	Get bikes off the roads, for everyone's safety.
25	Rec path along Dam Road a little risky, tight turns on rec path between Vail Pass and Copper would be nice to widen, more bike signs on Loveland Pass
26	More widening of lanes to provide safety for bikers.
27	Make the bike route Alma to Breckenridge a higher priority.
28	Bike path plan for Summit to Park. Entry over Hoosier and then taking path into state wildlife area is unacceptable.
29	More bike lanes and/or wide shoulders
30	alternative transportation options for access to the mountains such as rail
31	Mass transit options; bike lanes and markings everywhere; bike/car interface education
32	Better public transport between Eagle and Summit counties.
33	A safe bike lane from Breckenridge to Fairplay
34	The high levels of truck traffic continually disturb an otherwise pristine area of living. Getting it off the highway would greatly enhance the attractiveness of the region and the everyday lives of its inhabitants.
35	It's ridiculous that there is only the Greyhound bus, infrequent and unreliable, serving the route between Denver and the ski areas. There need to be convenient, frequent options for transit.
36	Minturn to Leadville passing lanes. This is a dangerous road and having traffic go slow because of trucks and slow vehicles adds to the safety for bikers
37	bike lanes
38	Eagle County airport I-70 Interchange. US 6 widening at UPRR bridge in Gypsum
39	The state needs to help local communities with Highway 6 and 24 bike lanes and sidewalks.
40	Inter-county transit between Summit and Eagle Counties and/or ski area shuttle between Summit and Eagle Counties. Continue to improve shoulders on Hwy 6 Denver to Dotsero to support bikers.
41	Every new interchange or interchange improvement should be required to address bike and pedestrian access. Please add bike lanes as well as a separated rec path whenever and wherever possible. Continue to forge ahead with mountain rail possibilities. Much preferred over additional lanes on I-70.
42	Eagle County Airport I-70 Interchange. US-6 highway widening at UPRR bridge in Gypsum
43	More bike paths everywhere!
44	Complete bike path from Edwards to Eagle
45	Mass transit, EGE to DIA
46	Increase availability of mass transit such as high speed rail, increase pedestrian & commuter & road bike improvements
47	Eagle County Airport; I-70 Interchange and US Hwy 6; widening at UPRR Bridge in Gypsum
48	Local planning within towns to ease the flow of traffic, make safer pedestrian friendly areas, and promote mass transit.
49	The Wolcott curves o I-70 need speed limit reduction- lots of crashes here and several fatal. I see that there has been road work. If resistant to this idea... how about a compromise and reduction in speed limit there Oct 15- May 1.
50	Incorporation of shoulder area for cyclists is a minimum. The creation of a divided or separate lane for cyclist and pedestrian traffic would help to improve safety and alleviate unnecessary angst between pedestrians and drivers.
51	Bicycle safety
52	Train or other fixed rail system
53	Currently, there are no para-transit options in the El Jebel/Basalt portion of Eagle County.
54	Train transportation from airport to ski resorts; completion of inter-mountain bike & pedestrian paths
55	Weekend traffic to and from the Front Range
56	I think all the traffic on Hwy 6 in front of the trailer park in Edwards is hazardous for children walking home or to the bus stop because of all the traffic. I think traffic lights should be put at the entrance of both sides of the trailer park and on both ways on Hwy 6. This can safer for children to cross the street to get home and could help with all the congestion getting out of the trailer park.
57	Bike improvements along Highway 6 in Eagle county. Make it safer for bikers and cars...
58	Eagle County Airport I-70 Interchange and US 6 widening at UPRR Bridge in Gypsum
59	As stated above. The focus should be on alternative modes of transportation including bicycles.

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

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

No.	Responses
60	Bike lane for Battle Mountain
61	More bike and pedestrian options for commuting between mountain towns.
62	As we move forward, plan on growth, utilization of public transport and bike/pedestrian improvements. If you want people to utilize alternative means of transpo-there must be buy in, education and ease to use it.
63	Overall truck safety - especially through Glenwood Canyon. Transit capability through Glenwood Canyon
64	Bus or other public transit options need to be increased to connect counties.
65	4 lane-ing Hwy 6 Eagle to Gypsum. Glenwood Canyon paving is dangerous.
66	Eagle County Airport - I-70 Interchange and US-6 widening at UPRR Bridge in Gypsum.
67	Dark Driving Safety with reflective lines/ stripes. Do appreciate and favor allowances for bike and pedestrian improvements. I'm willing to exert physical effort in non-vehicular travel, would utilize wider shoulders between Summit County and Glenwood Canyon. Favor Hwy 6 shoulder widening between Gypsum (from the non-bike paved Eagle County trail segment to the Glenwood Canyon bike path trailhead @ Dotsero). This would support more cross county bike path travel from Summit County's trail system to Glenwood Canyon trail system and beyond into Garfield/Pitkin Counties. That stated, I don't feel shoulder widening need be supplied where there is an existing paved bike path adjacent Hwy 6.
68	Yes, all the examples you list are priorities...Transit, Bike & Pedestrian Improvements and Safety.
69	Extend bike path from Eagle to Edwards, or provide safe riding space on Hwy 6.
70	Bike, pedestrian, and access control improvements on US-6 through the town of Eagle are important to me for safety and economic benefits.
71	1) See above, re: cycling. 2) More enforcement of chain laws, speed limits as it pertains to semi-truck traffic. Limit trucks to right hand lanes unless passing. 3) Continue studying rail along the I-70 corridor.
72	Enough Bike lanes...Focus on getting I-70 traffic moving, Good Pavement on I-70 and proper safety improvements...
73	Bike and pedestrian improvements along areas of Hwy 6 and 24.
74	Eagle County Airport I-70 Interchange and US 6 widening at UPRR Bridge in Gypsum.
75	Regional bike/multi-use path connections, particularly along the scenic byways would be a huge boon for quality of life and regional tourism.
76	Yes, need to avoid HWY 6 West of Edwards; too much residential activity. Hillcrest Drive Interchange should be created.
77	Full Diamond Interchange at EagleVail MP 169
78	More and safer bicycle access on roadways.
79	Is it possible to connect Hwy 6 through Dowd Junction to provide an alternative route from I-70? Having only 1 option in inclement weather & traffic conditions is not ideal.
80	Bike trails / recreation paths are very important
81	The railroad bridge in gypsum on Hwy 6 is ugly and far too narrow
82	Better transit opportunities during the winter months. Bike improvements along highways 6 between Eagle and Edwards. Eagle County Airport I-70 Interchange and US 6 widening at UPRR Bridge in Gypsum.
83	Much of the highway railing along i-70 in Glenwood Canyon is rotting through with rust. The rails are paper thin in certain areas.
84	Continue emphasis on public transportation and bike/ped options in an effort to reduce private vehicle traffic
85	Bicyclists need to have a safer place to travel, not on the road with automotive vehicles and if they are allowed to stay on the road with automotive vehicles they need to be held to the same laws and rules as everyone else that uses the roads.
86	Continue projects connecting bike paths.
87	Complete entire bike/pedestrian path from Vail pass to Glenwood Canyon through Eagle county
88	No. You do a great job and we need to save tax money not spend more.
89	Please keep in mind the businesses when considering additional road work in areas of commerce.
90	More funding for regional connectivity between existing transit systems: Glenwood-->Gypsum, Vail-->Frisco. Allow the existing transit operators to plan and implement this service. Better bike/ped connection between Rio Grande Trail, Two Rivers Park, and Glenwood Canyon Trail in downtown GWS. Transit-only lanes on SH-9 between Frisco and Breckenridge.
91	Bike path rest areas

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

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

No.	Responses
92	Eagle County Airport I-70 Exchange and US 6 widening at UPRR bridge in Gypsum.
93	Better Maintenance of I-70 from Dotsero To Wollcott
94	Gypsum issue at Hwy 6 underpass at Railway trusses. very unsafe area
95	Improve safety of rural highways.
96	Three lanes of I-70 back to Denver sounds like the most important over high-speed rail of some kind. Georgetown hill to empire seems to be the biggest issue.
97	Anything to reduce number of private cars coming into the county by improvement of public transport to the county, and local public transport within the county and to nearby counties.
98	improvement of pedestrian and bike facilities, as well as local transit connectors will all benefit from a mainline transit along the I-70 corridor
99	I would like to see more guard rails installed on two-lane mountainous like the road between Minturn and Leadville. I would also like to see bicyclists ride on the already established bike paths rather than see them ride on our two-lane mountainous roads. Bicyclists are more of a safety hazard to us here in the rural mountain communities than wildlife. Bikers from the front range come to our community and take over our road ways. They don't seem to follow traffic rules like we drivers have to follow. They impede traffic flow by riding double in lanes. If we want to make our mountain roads safer, widen the shoulders by assessing fees to bikers. Why should they be exempt from contributing money to CDOT.
100	Yes, transit needs to be the number one priority, especially given the state demographer's predictions for population growth (and at a finer detail, the age demographics of those - suggesting an ageing population). What that means is what is build today will not prepare for the needs and will, by pacifying the problem, set precedent for greater vehicular flow with less congestion necessitating future expansions. Expand the concept of transportation and transportation improvements (beyond the idea that improvements equals more lane miles and less delays) and you will begin to prepare for the future
101	Make Cottonwood Pass between Hwy 82 and I-70 an all season paved road for when I-70 is closed.
102	Why are hwy stretches with good pavement being repaved when areas like Vail pass and Glenwood canyon need it more?
103	It is proven that we cannot build our way out of congestion. Transit, bike and pedestrian improvements are important and these involve investments in local as well as regional projects. Operating assistance for transit services need to be improved to create better transit services.
104	I'm most concerned with safety on I-70. The safer the roads are, the better they will operate. Obviously capacity plays into this, so hopefully these two go hand in hand with the progression of Colorado's roads.
105	There should be some effort by CDOT to advance the construction of the planned, but idled South Canyon Bike Trail that was initiated by LOVA. CDOT needs to increase the effort to truly give bicyclists the modal share they deserve. The Regional value of furthering this trail system is very significant to transportation and to the tourist based local economy.
106	Bike-ped improvements have taken a back-seat too long, and should be moved to the forefront.
107	Bike and pedestrian improvements. Just adding 18" to 24" of pavement on the outside of the "white line" on the right of the roadway of State and Federal Highways would be a tremendous help.
108	As mentioned, highway corridors and improvements should allow for all modes of travel.
109	More emphasis is needed to develop I-70 bus and rail transportation options, and expand ped/bike capabilities across the system.
110	I think every plan should include bike and pedestrian improvements. We need a one from Glenwood to Meas County line.
111	Holding back traffic at the Eisenhower tunnel adds to the backup issue. Front range drivers exiting to frontage roads and then entering I-70 again add to slow and backed up situations as well. CSP should ticket these offenders.
112	Increased connectivity of smaller state hwys, to take some of the burden off the major routes. Examples would be, Cottonwood Pass, McLure Pass, Alternate route around Glenwood Canyon, Alternate route from CR117 to I70, etc.
113	I would like to see safer and car friendlier bike improvements. Again, look at Europe.
114	bike & pedestrian improvements, safety
115	Bike and pedestrian improvements should be a priority. I choose to not be car dependent and reduce my carbon footprint. My family should be able to get to work, school and throughout our community safely.
116	An interregional bus system from Glenwood Springs to Vail and Leadville. More bike lanes and less roundabouts which are totally pedestrian unfriendly.

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

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

No.	Responses
117	Animal crossings over I-70 - functional and attractive, similar to the ones we have seen in design concepts and in-use in British Columbia, Canada.
118	Shoulder and road surface improvements to make it safer for cars, bikes, and pedestrians
119	There are many communities in the mountains that do not have transportation available. If this was available in every community, we would see more people working and more tax dollars coming in that would be available to support additional transportation projects.
120	Increase taxes for type of use/vehicle. Making other than automobiles a focus will benefit and be cheaper than always increasing traffic lanes.
121	Please consider public transportation options. Buses or trains would dramatically and smartly reduce congestion and carbon emissions along the I-70 corridor.
122	Yes, more funding for to help expand and sustain transit and bike/ped facilities and infrastructure is needed. Operational support for transit is also needed, but capital funding should be the priority if funding is limited.
123	Shoulders adequate for cycling safety on all state roads, with or without rumble strips. Cycling tourism could be so much more, economic impact. Recently road in NY state where the bike lane was 10 ft. wide and smooth as glass... can't think of anything comparable in CO.
124	All the traffic going to the eagle county airport, Costco, FedEx hub, and the MANY businesses in the airport area. The eagle county airport is a major airport for the area , because of the size and volume of air craft it can handle. It Has to be improved...
125	Rapid transit systems are needed for future growth. Cycling safety education should be a continuing priority for both cyclists and motorists. I don't understand why cyclists frequently use the highway even though bike trails have been created for their use.
126	Bike and Ped improvements; wildlife fencing

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