



PROPERTY OWNER/RESIDENTIAL ISSUE TASK FORCE MEETING #1 SUMMARY

August 15, 2022

The first meeting of the Property Owner/Residential Issue Task Force (ITF) was held via Zoom videoconference on August 15, 2022, from 2:30 – 4:30 p.m. This meeting was interactive and combined a presentation by the project team with comment opportunities. The information presented was largely the same as was displayed at the July public open house meetings, with discussion focused on issues important to property owners and residents along Cottonwood Pass. Participants were asked to provide thoughts about the Core Values and issues and opportunities for improvement at each of the project sites through an interactive survey with real-time results shown on screen. The final portion of the meeting was reserved for answering audience questions and gathering comments.

All ITF members (including those unable to attend) received a link to the presentation following the meeting and the survey was open through August 16th. The presentation and survey results are attached to this summary in Appendix A. Questions and comments from the meeting chat and the open discussion are listed below, along with those sent during or following the meeting via email. Written comments are listed as typed by the participant with some minor spelling and capitalization errors corrected. The comments/responses and questions/answers in the group discussion section were summarized without compromising the speaker's intent.

CHAT AND EMAILED COMMENTS

Core Values

- ◆ Interruption of our rural quiet and traffic jams.
- ◆ Core Value: County Road 113 will end up being the preferred route, as is.
- ◆ 2 [Respecting Corridor Character] & 3 [Natural Resource Preservation] are really the same or very closely connected, 4 [Collaborative Improvements] is process not outcome, so 1 [Safety] and 2/3 are both very important.
- ◆ All of the above. Natural resources are part of the corridor character and without safety we get more wildfires like the one on 100 road last week and if we don't respect each other's needs we lose our community.
 - ◇ Yes, I agree.
- ◆ I want to reiterate that the Safety Core Value should be defined and should include not only road safety, but safety from fire, emergencies, for school busses, bicyclists and more. Safety for animals, both cattle crossings and wildlife should also be considered. There is no cell service for much of the route, making calling for emergency services impossible.



Cattle Creek Road/CR 113

- ◆ Cattle Creek will be the route taken by everyone coming off of I-70. You can't push people to go 10 miles out of their way when their GPS says its quicker to go up or down CR 113.
- ◆ The Cattle Creek intersection is dangerous on a daily basis. Four roads converge at the intersection with 82.
- ◆ Speed humps on a particular section of CR 113 - between 1375 and CR 112 intersection?
 - ✧ Please remember that it is the locals who will be the ones who have to deal with these "improvements" on a road that we already like, on a daily basis. It just doesn't seem fair to the homeowners who picked to buy in this area to now have speed bumps and construction "improvements".
 - ✧ I understand what you're saying. I live along the area that I've suggested for speed humps. People along Midland in Glenwood Springs have speed humps on a certain section. I'm talking about wide and low humps, not bumps, that are designed to allow cyclists through.
- ◆ People will continue to use CR 113.
- ◆ Couldn't we use infrastructure road money to put stoplights on 82? 113 and Cattle Creek?
 - ✧ 113 and 103 both need stoplights. Has anyone investigated Federal infrastructure \$\$ for this?
 - ✧ I have to second that cattle creek to 110 intersection... there are a couple people who must live up there and in their sports car often exit off highway 82 at speeds in excess of 55 mph driving like madmen. It sure would be nice if Garco would not look the other way about this entire intersection. But... that's not part of the scope of this. Sure would be nice if it WAS included.
 - ✧ Sounds like a letter writing campaign to both State and Federal level to get a stoplight on 113 and 103 if the \$\$ is too silo'd to touch.
 - ✧ Just really concerned about CR 113 and that our concerns will not be taken seriously.
- ◆ How are you going to keep people OFF CR 113 (Cattle Creek Road)? Will there be new signage at the 3 way of 100/113/UPC roads AND at the 82 entrance? Our road is much more narrow than CR 100 and we live much closer to the road than people who live on CR 100.
- ◆ Ignoring alternate routes from the pass to Highway 82 in terms of identifying some potential issues, dangerous curves, intersection at Cattle Creek and 82, may prove to be a mistake down the road. Despite well intended efforts, drivers will find these alternate routes. Better to be safe than sorry.

Support for Glenwood Canyon Improvements

- ◆ In my opinion, the Glenwood Canyon requires much more extensive fencing, webbing, etc. to keep the rocks/mud, etc. from sliding into the road or river. It's not very well protected. CDOT and the Feds could spend more \$\$\$ on strengthening the protections and perhaps close the Canyon less.
- ◆ It should be suggested that dollars are invested further to do what is needed to improve I-70 to mitigate issues that cause closures in order to minimize the need for any extra traffic over Cottonwood Pass.



General Comments

- ◆ It is very difficult to make it to meetings in person please make sure they all can be attended by zoom.
- ◆ The re-routed traffic is already in a rush because they are delayed. How to keep it below 45 mph?? Preferably keeping it 35 mph.
- ◆ You'd have to take away people's ability to drive the 4 by 4s seeing this is incorporated Carbondale on the Garfield side.
- ◆ There was a wreck last month in front of my house involving a cyclist and 2 trucks. One driver just couldn't wait until the other truck passed before he tried to pass the cyclist. Truck flipped but no one was hurt.
- ◆ People get lost up here all the time. Really lost.
- ◆ The driveways with changing the yield going to Coulter Creek areas has made it difficult to get through that intersection of CR 121. Again this is changing our, the locals, for the highway traffic needs.
- ◆ Mapping and Google can still show the route. People can still see the options!
- ◆ Lots of four wheeler traffic in this area.
- ◆ Make it a toll road for all but locals, locals can get a pass at their County, everyone else pays!
 - ◇ Agreed
 - ◇ I like the toll road idea.
- ◆ Please invite Roaring Fork Conservancy [to the Natural Resources Issue Task Force] who has studied the actual Cattle Creek.
- ◆ Wilderness Workshop works on public lands issues. Not sure if this is in their wheelhouse.
- ◆ Super dangerous I think even more dangerous than it was before. Who is making these decisions?
- ◆ The lights in Independence Pass are timed for 3 cars only- which adds about 45 minutes to the trip if there are a lot of cars at the same time.
- ◆ Nextdoor and Facebook is how we get our wildfire news - and the Roaring Fork Road and Weather on FB gets road condition information faster than any other social service- County, City or State.
- ◆ National Guard and State Troopers didn't work- trucks blew right past them.
- ◆ Catherine's Store 100 road grade is too steep for safety in this scenario.
- ◆ Three schools connect to Valley Road-- lots of safety/congestion issues during pick-up/drop-off.
- ◆ Is no one concerned about Crystal Springs Rd.?
- ◆ Crystal Springs road has some significant wildlife- talk to Audubon.
- ◆ The more drivers you have over this route, the more potential risks you will have. The more transient drivers you have, the less likely they are familiar with the road which no matter how much



it gets improved, will still be curvy and steep in places, and the less likely they will be familiar with fire restrictions, the more you have risks of disasters and problems difficult to resolve quickly. The perfect solution would be to strive for very little additional traffic over what currently exists for local usage (when the Canyon is open) and making minimal safety improvements to serve that usage. Just enough to prevent local accidents, and to ensure protection of property owners and wildlife along the route, and to preserve the character of the area.

- ◆ Road surface when wet. Serious safety issue. After the ITF meeting we drove the pass to confirm the issues we saw. It was raining and we were in a 4WD F150. The surface quickly turned to slick mud and water was running in torrents, creating instant ruts. Our tires were sinking down a couple of inches and not really making contact with a hard surface. I can't imagine driving the pass in the rain in the dark. Especially if not familiar. This is something that needs to be experienced first hand by the team. Thank you.
- ◆ I don't envy you all for trying to please as many as possible. But thank you for your efforts!
- ◆ Thank you all.
- ◆ Thank you for doing this.

CHAT QUESTIONS

(Answers added subsequent to the meeting for those questions that weren't answered within the meeting chat.)

- ◆ Is there a study as to who drivers are that are involved in accidents? Are they "locals" or those detouring off of the interstate?
 - ✧ Answer: That is part of the data the project team is currently gathering/assessing from the counties. More defined details will be presented at the next ITF meeting. It may be hard to discern where the drivers live and/or to where they were traveling.
- ◆ Will CDOT share initial design alternatives in the next Property Owner Residential Task Force meeting?
 - ✧ Answer: Yes.

Chat questions not responded to during the meeting (responses added following the meeting):

- ◆ Is there a study on volume when canyon is closed vs when it is open? Expected volume if improvements are made?
 - ✧ Answer: Traffic counts were collected on Cottonwood Pass Road during Summer 2021 (mid-July through August). The average daily traffic volume on Cottonwood Pass Road when Glenwood Canyon was open was about 400 vehicles/day. When Glenwood Canyon was closed, the average daily traffic volume on Cottonwood Pass Road was about 3,700 vehicles/day. The largest increases in traffic volumes occurred on weekdays (Monday-Thursday). The improvements being considered by this project would not allow year-round use of Cottonwood Pass or access



by vehicles over 45 feet. While the site improvements will improve safety at specific locations with smoothed curves and increased road width to accommodate two-way traffic, the overall corridor will remain mountainous with steep grades and low speeds. There are no expected changes in average traffic volume along the Cottonwood Pass corridor from what is experienced today, with the canyon open and closed, due to the site improvements.

- ◆ Are residents allowed to participate in Nat. Resources group? How does one sign up for the Natural Resources Task Force?
 - ◇ Answer: The Natural Resources ITF group membership was limited to regulatory agencies at this stage. Input from other groups may be helpful as counties move into design and implementation. These Property Owner/Residential ITF meetings are intended to facilitate coordination between the project team and residents between the general public open house meetings.
- ◆ Are you evaluating how the road is when wet?
 - ◇ Answer: Modifying the road surface (i.e., paving) is not currently being considered with the site improvement options. Mountainous rural road standards, which were developed considering varying road surface conditions, are being consulted in the concept design of the site improvements.
- ◆ Can you provide any information on the results of the environmental surveys and evaluations?
 - ◇ Answer: This concept design project includes a high-level review of environmental conditions in order to document issues to be considered by the counties in the future. Available data was compiled about conditions of streams, water quality, wetlands, wildlife/threatened and endangered species (T&E), and cultural resources. This information was presented at the first Natural Resources ITF meeting held in September 2022. The presentation is available in the agency coordination section of the project web page.
- ◆ Can you extend the comment period?
 - ◇ Answer: The public comment deadline of August 16, 2022 refers to the date by which comments must be received to be included in the summary of public comments received surrounding the first round of public open house meetings. Comments are welcome at any time via the project web page (<https://www.codot.gov/projects/cottonwood-pass-concept-design>) and will be included in the next summary document if received after August 16, 2022.

OPEN DISCUSSION

- ◆ Question: Is the project on schedule?
 - ◇ Answer: Yes, the project is on schedule as of right now.
- ◆ Question: Will Wilderness Workshop be invited to the Natural Resources ITF meeting?
 - ◇ Answer: Those agencies with expertise or that have done studies regarding wildlife and natural resources in the area will be considered. Please send suggestions for group members to dot_cottonwoodpassconceptdesign@state.co.us.



- ◆ Question: There were white painted dots on Catherine Store Road last week. Was that related to the aerial survey? If so, is there a way to give the residents notice of visible work? Next Door is used by a lot of people in Missouri Heights. Eagle County uses that platform, so even if CDOT doesn't use it possibly Eagle County could convey the information.
 - ✧ Answer: Survey was being conducted at that time. The project team will look into how the surveyors mark the pavement and mention this to the counties. This may be the end of the survey work at this time.
- ◆ Question: I read on the website that making Cottonwood Pass a full year open road is stated as a long-term goal. I don't think anybody here would like to see that. Who's long-term goal is that?
 - ✧ Answer: This was mentioned by the counties at one point as a potential. If all of these work areas were improved, the counties may choose to pursue that in the future. Right now, it isn't on the horizon.
- ◆ Question: Why is this plan ignoring the intersection of Cattle Creek and Hwy 82? It would make sense to put a stop light here as the first priority. Everyone coming off I-70 getting directed to Cottonwood Pass is going to take Cattle Creek since it is first. They aren't going to travel further to go to Catherine Store.
 - ✧ Answer: Garfield County selected the Catherine Store route as preferred. The Cattle Creek intersection with Hwy 82 is challenging and at a strange skew, which is part of the reason Cattle Creek wasn't chosen as the alignment. CDOT isn't considering it as part of this effort. CDOT discussed this with Garfield County. They don't intend to operate or flag it differently. They are trying to change Google Maps to send people in safe directions.
 - » Another resident noted she asked this question of Commissioner Jankovsky at the public meeting and he thought it would be a fifty million dollar expenditure and is out of the question.
- ◆ Comment: I live on Cattle Creek as well. I asked the same question about what will be done for Cattle Creek at the public meeting. Commissioner Jankovsky and a project team representative told me "people will be people". I don't think that is okay. I think we may need speed humps to allow cyclists to come through or some type of traffic calming/reduction on CR 113. Living here is like living on Grand Avenue in Glenwood Springs and the road isn't meant for it.
 - ✧ Response: Karen Berdoulay mentioned that she also talked with Commissioner Jankowsky at the public meeting and he noted the amount of widening that would have been needed along Cattle Creek Road would have required multiple full property acquisitions, which was one of the major considerations in choosing the Catherine Store route.
- ◆ Comment: The situation at the bottom of Cattle Creek is ridiculous and dangerous. The more people who come off I-70 onto Cattle Creek will get somebody killed. Four roads converge here. People come on Hwy 82 towards Glenwood and hit CR 110 to go to CR 114 and they don't stop at the turn. People come down Cattle Creek to get to I-70 rather than going to Catherine Store Road. People are turning off Hwy 82 and there are two frontage roads. It is ridiculous that they don't think a traffic signal is worth it but they will straighten Catherine Store Road. It doesn't make any sense.



- ✧ Response: These comments will be compiled and given to the counties.
- ◆ Question: What was the impetus to start this study?
 - ✧ Answer: Eagle County has been considering Cottonwood Pass improvements for a long time, especially for the Blue Hill section. The ability to move local traffic, commuters, and those such as hospital workers and emergency responders along this route is beneficial to the counties. The road system on the Garfield County side is mostly paved, but they also noticed issues impacting local traffic once additional traffic was using the pass. This became more apparent and impactful during the closures of I-70 through Glenwood Canyon during the flooding in 2021, when local traffic was using Cottonwood Pass as a local detour. Eagle and Garfield counties were spending a significant amount of money flagging and respond to incidents, and at one point the National Guard was involved. The 14 areas in this study were identified as problem areas during this time.
- ◆ Comment: I-70 through the Glenwood Canyon needs to be better improved/protected from rockslides, etc. so that the Canyon does not close as often.
 - ✧ Response: CDOT is focusing on making I-70 more reliable and has been doing that for the last year. However, CDOT realizes that there are safety issues on Cottonwood Pass now, so CDOT is partnering with the counties to find solutions to those issues. CDOT will step away from Cottonwood Pass once this concept design effort is complete and hand the progress to the counties to decide next steps. CDOT would help them apply for grants for the safety issues. This is a county road and CDOT wants it to stay a county road.
- ◆ Question: Could a definition of safety be added to the Core Values? For instance, additional traffic may increase fire danger with cigarettes or sparks and there is no cell service along the route. There are other things that are safety-related that aren't only going off the road.
 - ✧ Answer: This is a very good point and other safety aspects like this were also mentioned at the public meetings.
- ◆ Comment: At CR 113 and Full Throttle Ranch, Garfield County moved the yield sign to the road that goes to CMC. Now there is a non-yield coming up the pass that could cause a T-bone situation.
- ◆ Question: Surveyors left paper plates along the Eagle County portion of the road and they are blowing around. Should we start picking up their trash for them?
 - ✧ Comment: I stopped and asked a worker about the white circles. He confirmed it was for drones.
 - ✧ Answer: The project team will follow up on this with the survey crew. *[Subsequent to the meeting, it was confirmed these were drone markers for survey work. The material is biodegradable but surveyors are to collect as many of them as possible before leaving the work area. Surveyors were reminded to leave no trace as much as possible.]*
- ◆ Question: If the recommended improvements are too expensive for the counties to handle, will this become a state or federal project using infrastructure bill money?

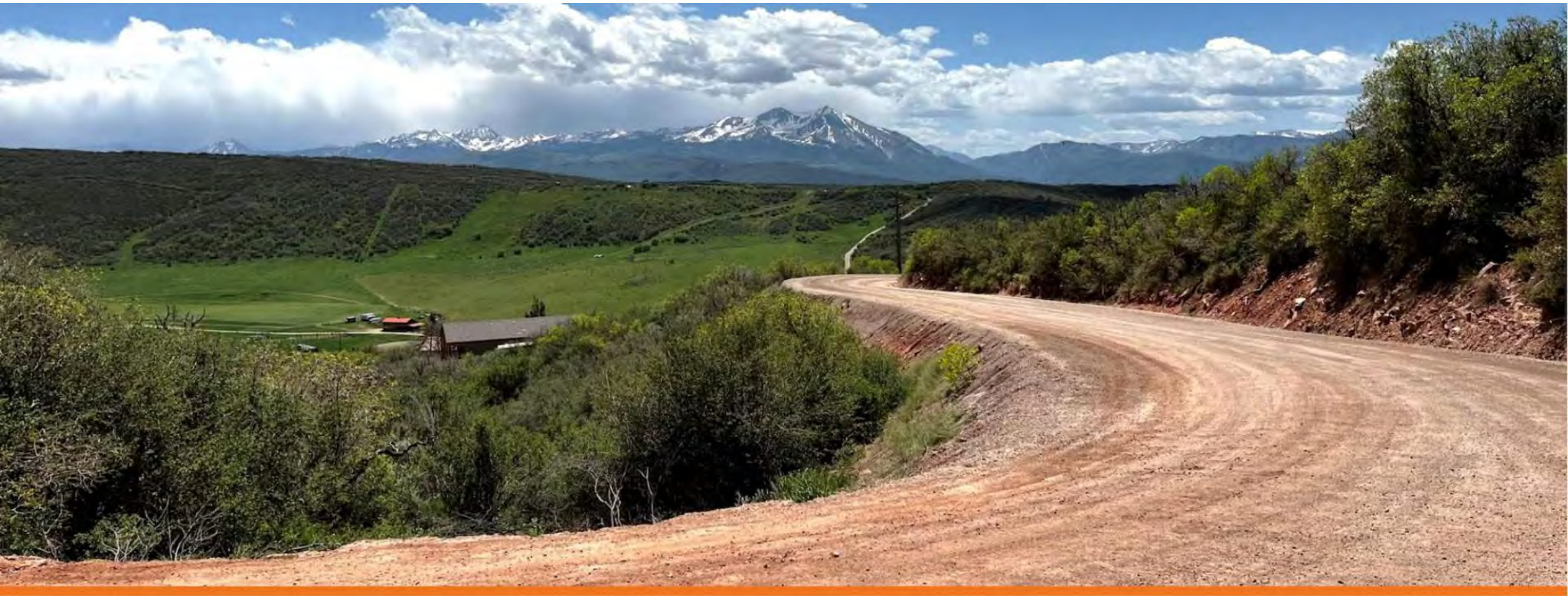


- ❖ Answer: The door is open for any type of funding the counties would like to pursue. Local agencies submit a very set scope and detailed cost estimates when they apply for grants. The Federal Highway Administration or CDOT wouldn't change the scope.
- ◆ Question: This meeting was in the middle of the workday. What will be shared with the public?
 - ❖ Answer: The meeting is being recorded and the recording will be shared on the web page as quickly as possible. The Mentimeter link will be active for an additional day. An email will be sent to the group members who missed this meeting with the presentation so they are aware of the opportunity to respond to the Mentimeter questions. In addition, this meeting presented very similar information to that presented at the public meeting and the exhibits have been available on the project web page for comment for nearly two weeks.
- ◆ Question: Do you feel comfortable that the people who will be most impacted have had an opportunity to participate? Have you matched up the people who have commented with addresses along the corridor?
 - ❖ Answer: Not everyone commenting or participating has shared their contact information. CDOT has followed a more robust outreach process than would typically be done for safety improvement projects such as this. This cross-referencing isn't planned since this would be a fairly substantial effort and the residents and property owners have been informed through multiple communication channels.
- ◆ Question: Do you still intend to shut off public comment tomorrow? Is that only for this part of the process?
 - ❖ Answer: The comment deadline of August 16 is only for comments to be included in the round 1 public meeting summary. Comments are accepted at any time but comments received after August 16th will be incorporated into the next engagement point summary.
- ◆ Question: Has anyone considered the impact on Crystal Springs Road? Once traffic is fed onto Catherine Store that will come into play.
 - ❖ Answer: This has been discussed with the counties.



Appendix A

Property Owner/Residential Issue Task Force Meeting #1 Presentation and Interactive Survey Results



COLORADO

Department of Transportation

Cottonwood Pass Concept Design
Property Owner/Residential
Issue Task Force (ITF) Meeting #1
August 15, 2022



Welcome!

AGENDA

- Project introduction
- Existing issues and opportunities by site
- Next steps
- Group discussion/Q&A

WHAT TO EXPECT

- Information presented similar to public meetings
- Focus on topics of interest to residents and property owners
- A mix of presentation and interactive polling
- Respectful communication
- ITF input used to develop concept designs at each site



Project team presenters



Karen Berdoulay
CDOR Region 3
East Program
Engineer



Jacob Rivera
CDOT Region 3
Project Manager



Kara Swanson
David Evans and
Associates, Inc.
Planner



**Sarah Rachal-
Dormand**
David Evans and
Associates, Inc.
Engineer



Leah Langerman
David Evans and
Associates, Inc.
Public Engagement

Have you been involved with this project before today?



Submitted comments on the project web page



Attended July 19th open house in Glenwood Springs



Attended July 20th open house in Gypsum



Called or emailed with a project representative



Visited the CDOT project web page



Other



Project Introduction





Project purpose

FOCUS

- Cottonwood Pass between Gypsum in Eagle County and CO 82 in Garfield County

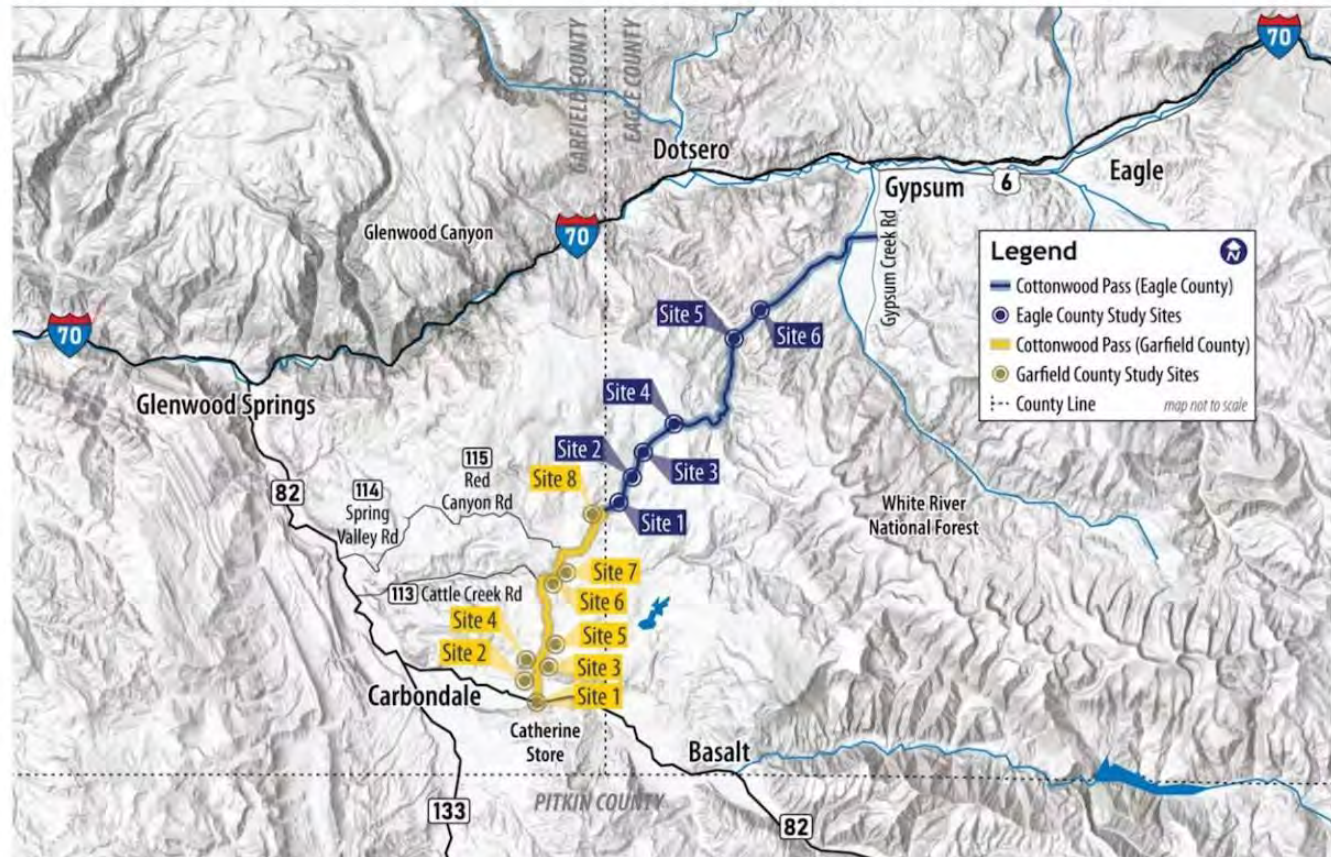
PURPOSE

- Safety improvements to make the county roads safer and more functional as a vital travel connection between the local communities



Project site key map

- Focus on 14 specific sites:
 - 6 in Eagle County
 - 8 in Garfield County
- Project sites account for 14% of total length of Cottonwood Pass
 - Corridor-wide improvements are not being considered with this project





Context Sensitive Solutions process

- Context Sensitive Solution is a process that involves all stakeholders to implement transportation improvements that keep in mind the context in which the project is located.
 - Context Statement
 - Core Values
 - Project teams
 - PLT/TT
 - ITFs

The I-70 Mountain Corridor Core Values
Decision Making

Methods for decision making must be fair, open, equitable, and inclusive. Collaboration moves decision making beyond individual and agency interests. New ideas will always be considered with respect and an open mind.

The I-70 Mountain Corridor Decision-Making Process is consistent with the Colorado Department of Transportation (CDOT) National Environmental Policy Act (NEPA) Manual, CDOT's Planning and Environmental Linkages (PEL) Program, and the Life

Project Leadership Team Checklist

The Project Leadership Team (PLT) is a multidisciplinary team that includes community representatives and experts in planning, design, landscape architecture, operations, environmental management, and public affairs. The PLT lead agency's project manager will facilitate the team through the project and is to lead the project, champion the project, and facilitate decision making. Each member of the team shares responsibility for the project's success.

The PLT does not make the final decision(s).

The following checklist should be used to ensure the PLT's responsibilities.

- All members will commit to the project throughout the project.
- Identify and review all relevant issues and concerns.

limited to:

The I-70 Mountain Corridor Context Statement

The I-70 Mountain Corridor is a magnificent, scenic place. Human elements are woven through breathtaking natural features. The integration of these diverse elements has occurred over the course of time.

This corridor is a recreational destination for the world, a route for interstate and local commerce, and a unique place to live.

It is our commitment to seek balance and provide for twenty-first-century uses.

We will continue to foster and nurture new ideas to address the challenges we face.

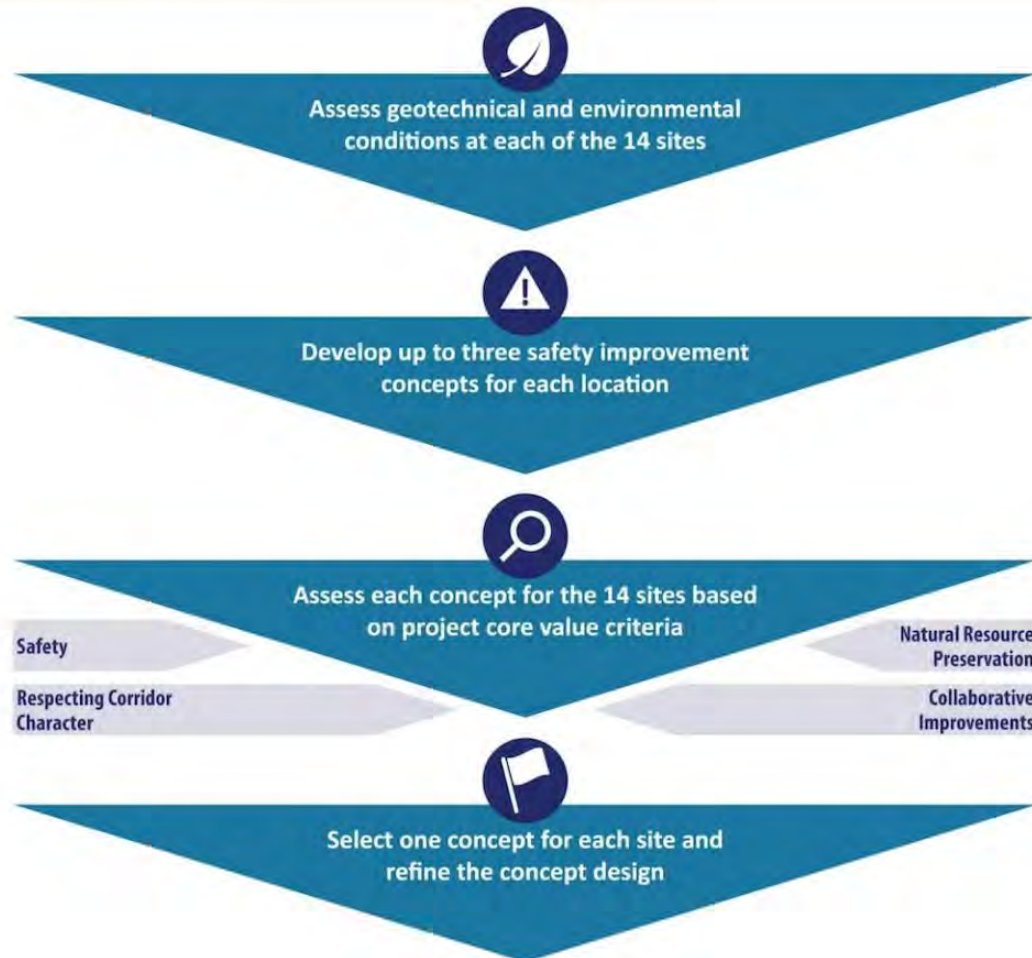
We respect the importance of individual communities, the natural environment, and the need for safe and efficient travel.

Well-thought-out choices create a sustainable legacy.

The I-70 Mountain Corridor Core Values



Project process



- Two general public engagement points:
 - In-person public meetings in Glenwood Springs and Gypsum
- Property Owner/Residential Issue Task Force:
 - 3 meetings
- Natural Resources Issue Task Force:
 - 2 meetings



July public open house meetings

- Attendees

- 59 - Glenwood Springs
- 44 - Gypsum

- Comment themes

- Safety and respecting corridor character are most important
- Speeding/trash/need for enforcement
- Concern improvements will draw traffic, increase speeds, and ruin the rural way of life
- Support for improvements to improve safety and/or provide a safe route when canyon is closed

Reminder!

Submit comments on open house materials by end of day Aug. 16 to be included in the round 1 public engagement comment summary





Core Values

Core Values

The core values identified below are intended to be used to evaluate safety improvements at 14 locations as part of this concept design project.

WHAT IS IMPORTANT?

SAFETY

Improve safety by making improvements at critical areas of geometric deficiencies

RESPECTING CORRIDOR CHARACTER

Maintain the rural feel of road
Minimize impacts to private property
Mitigate visual impacts from improvements

NATURAL RESOURCE PRESERVATION

Minimize impacts to nearby wildlife habitat and waterways

COLLABORATIVE IMPROVEMENTS

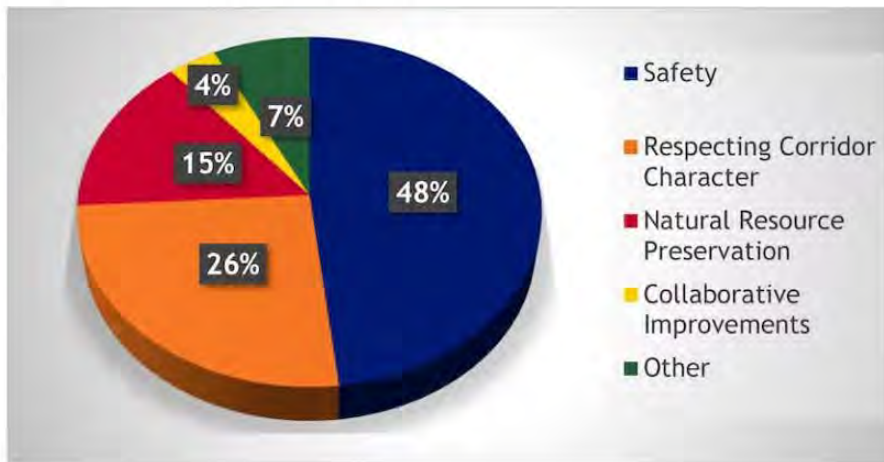
Engage public and stakeholders to provide meaningful input into the concept design process



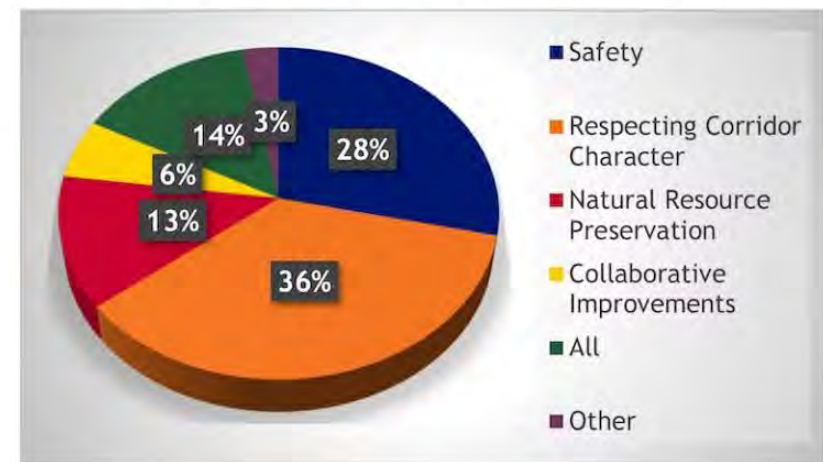
Core Values

- Core Values will be used to help evaluate design options
- Opinions shared during round 1 open house meetings:

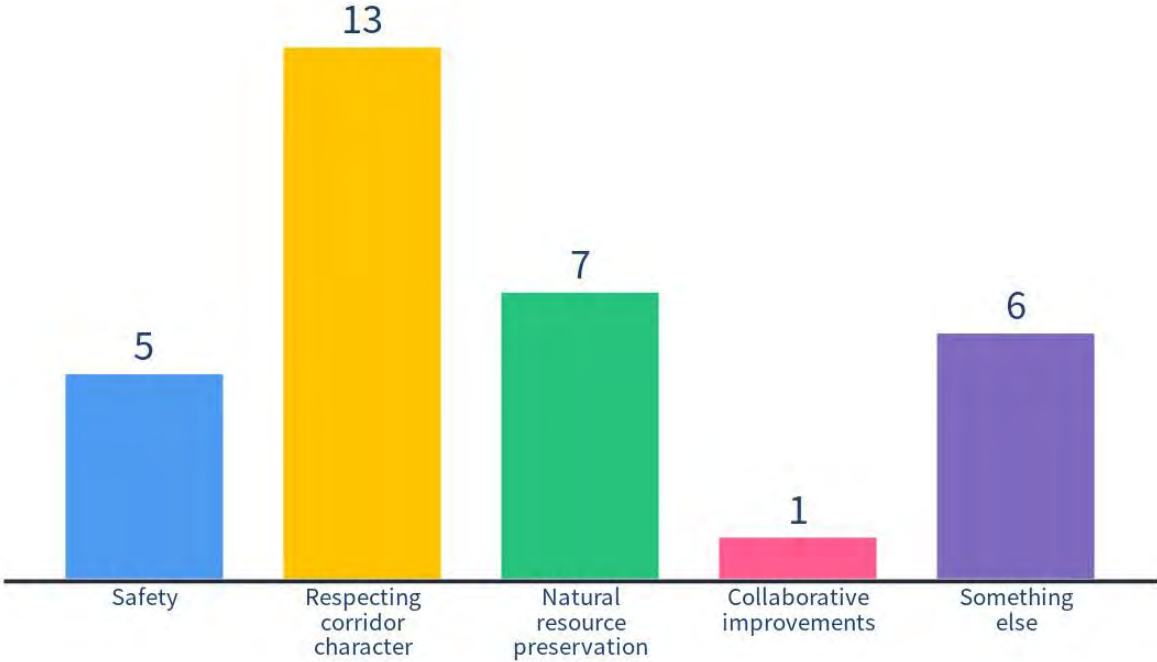
COMMENT FORMS



STICKERS ON DISPLAY BOARD



Which Core Value is most important to consider when determining improvements?



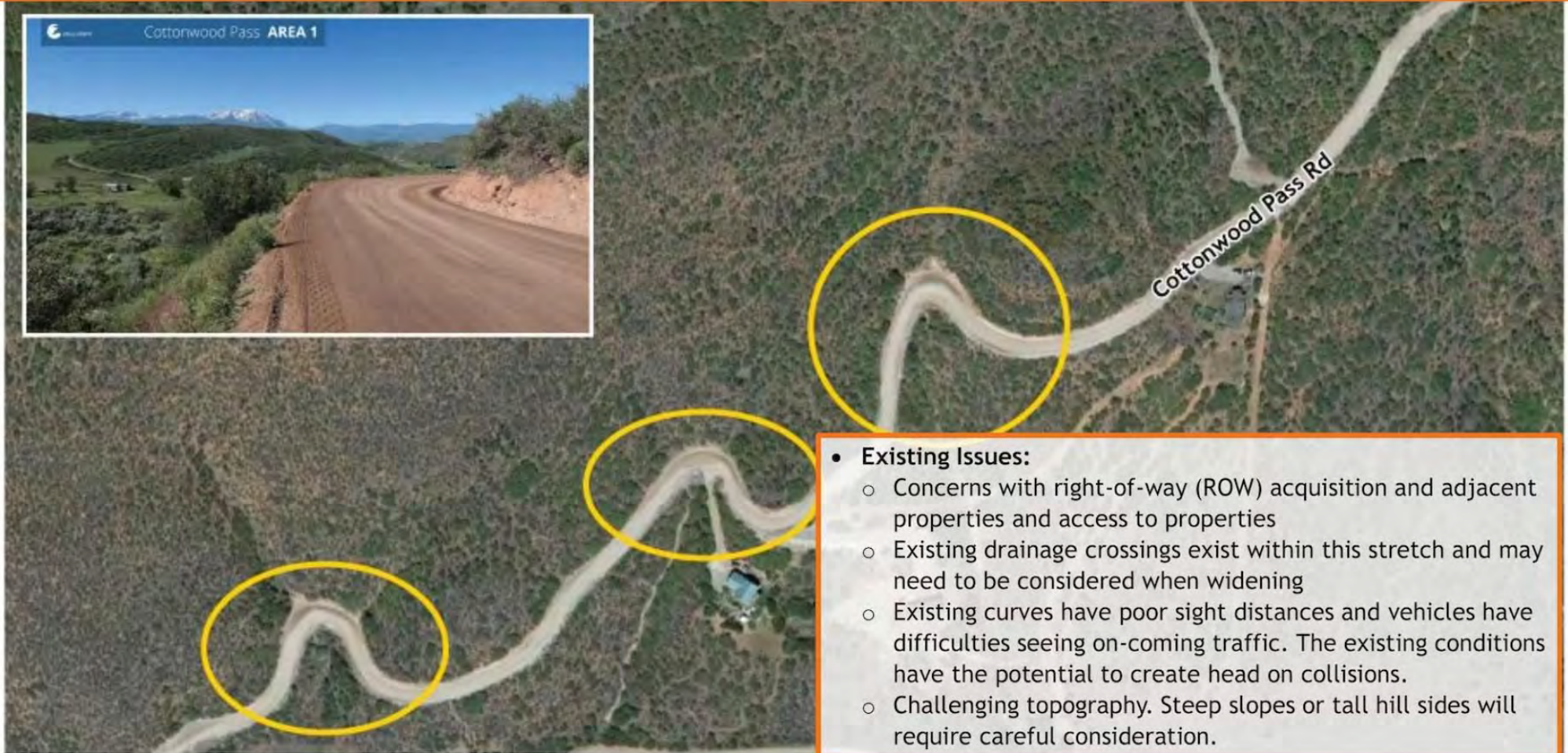


Issues and Opportunities by Site





Eagle County - Site 1



- **Existing Issues:**
 - Concerns with right-of-way (ROW) acquisition and adjacent properties and access to properties
 - Existing drainage crossings exist within this stretch and may need to be considered when widening
 - Existing curves have poor sight distances and vehicles have difficulties seeing on-coming traffic. The existing conditions have the potential to create head on collisions.
 - Challenging topography. Steep slopes or tall hill sides will require careful consideration.



Eagle County - Site 1



- **Opportunities:**
 - Realign curves to enhance sight distance and visibility of on-coming traffic
 - Smooth curves to improve overall user experience

How would the potential improvements being considered for Eagle County Site 1 benefit or impact nearby private properties?

Some people go too fast around the switchbacks but at least with the curves the majority of the cars go slower I'm concerned with the straightening out of the curves.

continued access to the property through access gate located off of Cottonwood Pass Road Protect and preserve ranchland.

No services-- cell, gas, restroom. Potential conflict with trespassing

Construction reclamation, protection of natural resources, ranch land health.

Potential acquisition of property adjacent to these areas would affect private landowners.

I just don't know how you can keep semis and trailers away. Independence wasn't a problem when it was gravel.

big curves might benefit from guardrails

The improvements are going to hurt the value of our properties when hundreds of cars are running through them every day.

Transport of materials to build up and augment the road is problematic. Driver speed is very problematic. Lack of concern for wildlife has been noted,

How would the potential improvements being considered for Eagle County Site 1 benefit or impact nearby private properties?

no issues

Isn't this the major elk migration area? When does the wildlife study happen?

Traffic Volume.

This area has a lot of four-wheeler traffic. I think the improvements will harm this recreational area.

None of this addresses the impact of increased traffic going through two school zones in Gypsum, I think you're missing a huge part of the community impact this project would have.

This area is an ATV/UTV/dirt bike and camping area. Increasing traffic on this area will have a huge impact on this way of life and enjoyment of the area.

No

Improvements are needed, widening the road for the increased traffic will increase speed, impacting home owners.

I am not informed enough to answer this question.



How would the potential improvements being considered for Eagle County Site 1 benefit or impact nearby private properties?

I am not informed enough to answer. I am just get getting this information for the first time

Not informed enough to answer

These curves often have washboarding that can cause some vehicles to lose traction.

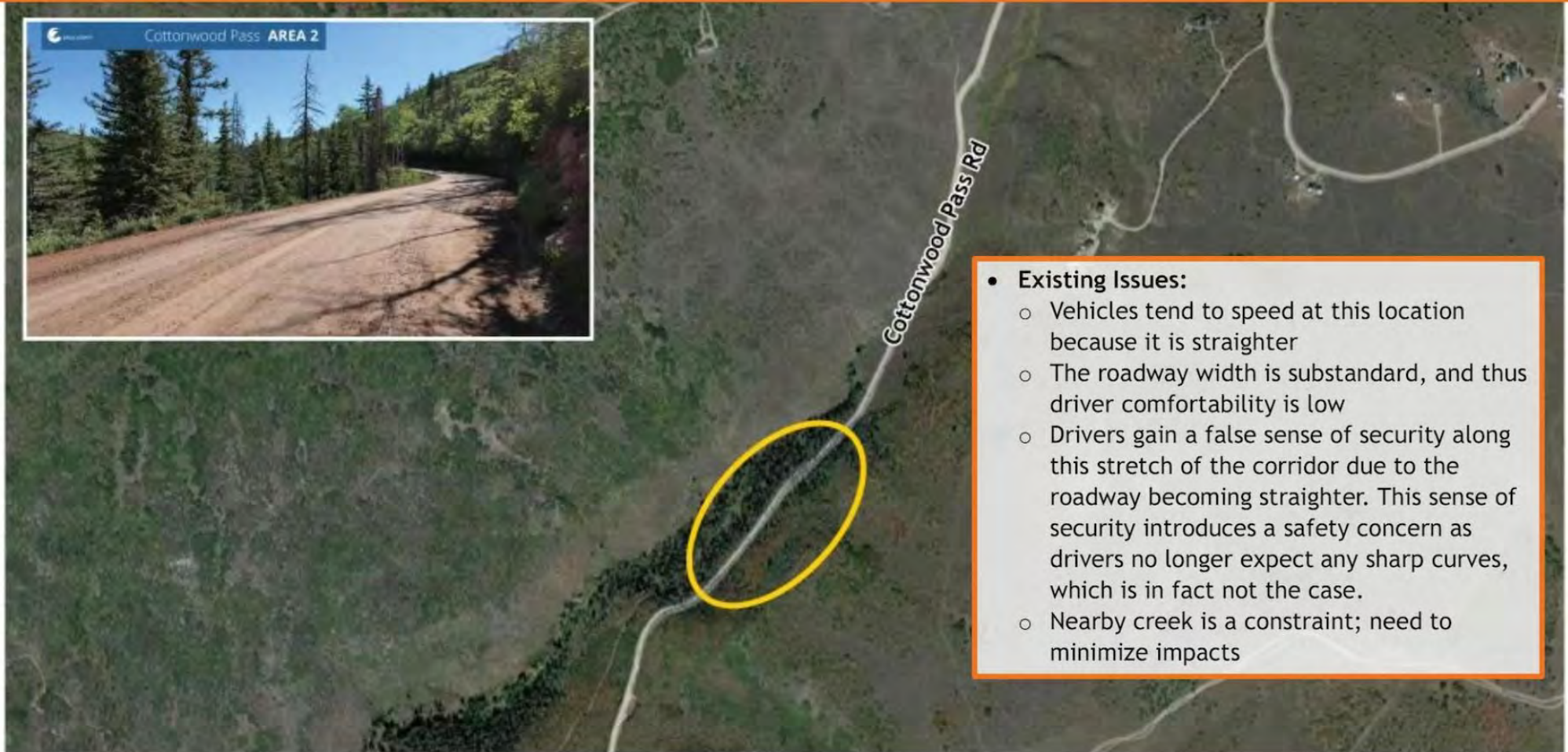
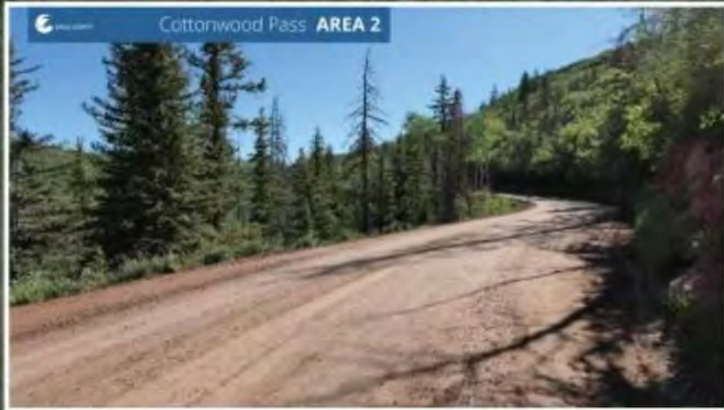
I live in El Jebel and absolutely support this access being paved or improved. Obviously traffic will increase with the canyon shuts down and that's ok for the benefit of the greater good.

When the curves are straightened my sense is that people will just drive even faster. My observation during a bike ride today is that vehicles are already speeding through there. Perhaps people just need to slow down.

Drainage is an issue on those curves. crowning would improve the durability of those areas.



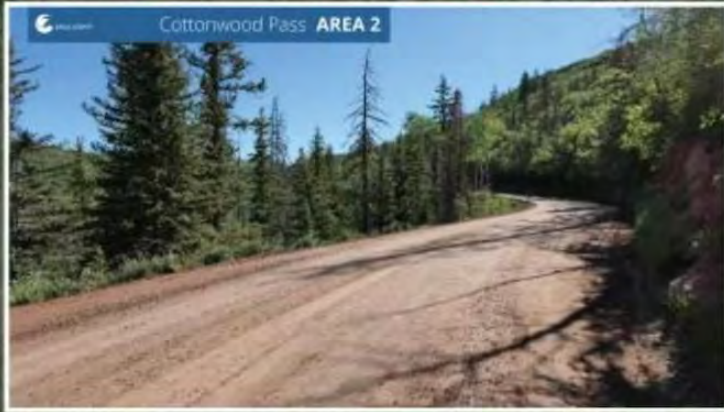
Eagle County - Site 2



- **Existing Issues:**
 - Vehicles tend to speed at this location because it is straighter
 - The roadway width is substandard, and thus driver comfortability is low
 - Drivers gain a false sense of security along this stretch of the corridor due to the roadway becoming straighter. This sense of security introduces a safety concern as drivers no longer expect any sharp curves, which is in fact not the case.
 - Nearby creek is a constraint; need to minimize impacts

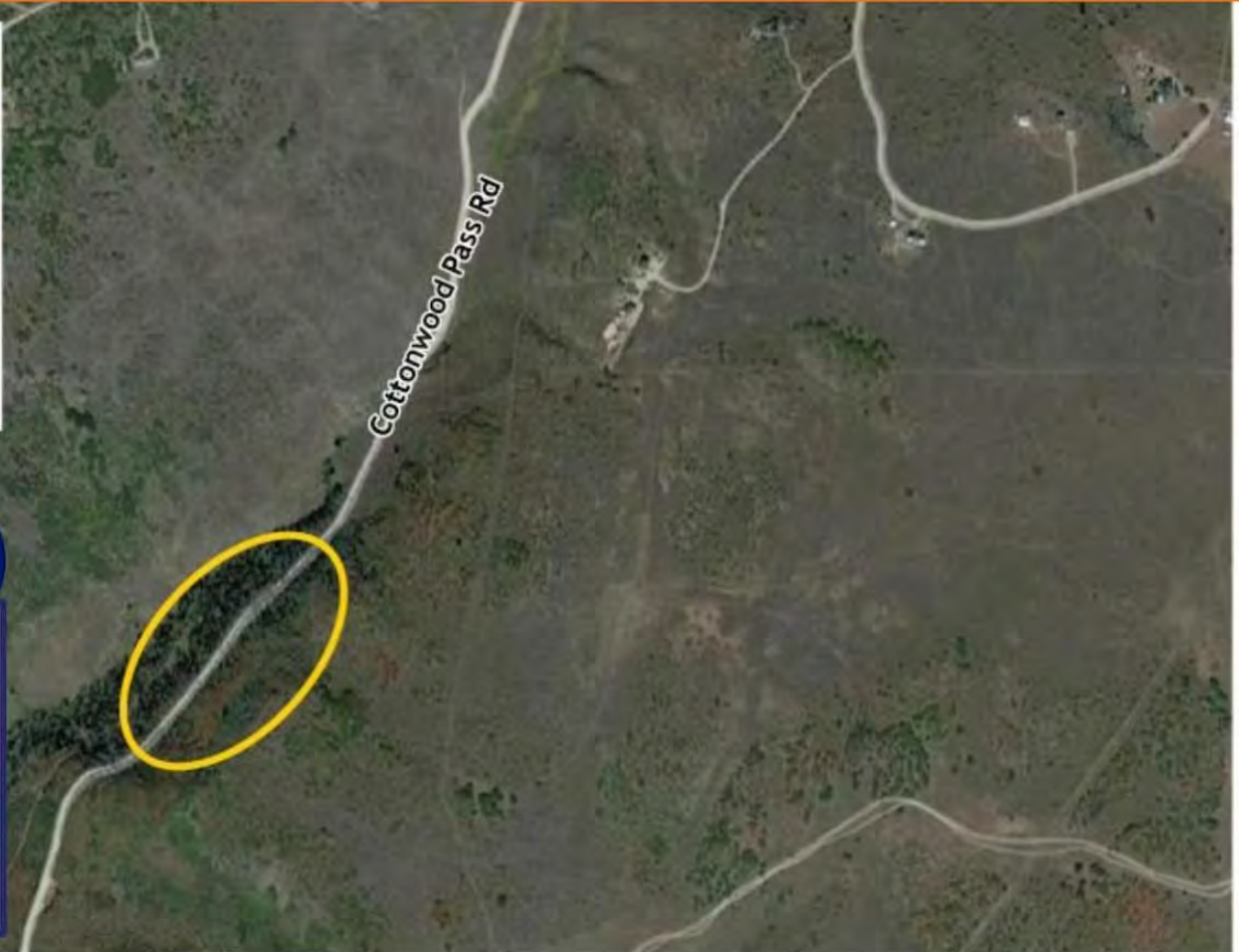


Eagle County - Site 2



- **Opportunities:**

- Introducing guardrail will protect errant vehicles from going off the road. Additionally, guardrails promote safer driving speeds.
- Placing signs or other visual cues could result in drivers being more aware of the upcoming road conditions (curves).



How would the potential improvements being considered for Eagle County Site 2 benefit or impact nearby private properties?

Guard rails needed. Speed limit signs. Speed bumps?

Make sure the road is graded throughout the summer/fall so motorists have a level road.

Guardrails, signage, are both good remedies that don't have significant negative impacts. Speed is the most concerning. Speed bumps or dips might be worth considering at this and other sites.

Protection of East Coulter Creek, East Coulter Creek Headwaters, and the riparian ecosystem surrounding the creek

Concerns about the conditions when wet is also something to consider

Protect,, East Coulter Creek Headwaters, and the riparian ecosystem surrounding the creek. Protect and preserve ranch land.

Speed humps are a great idea in more than one section of the route!

Site 2 is wide enough for two cars however it could use a guardrail especially on the end that is narrow. That is where a majority of the cars go off the road. I've even seen an Eagle county police car go off there.

Rails



How would the potential improvements being considered for Eagle County Site 2 benefit or impact nearby private properties?

Again it's just going to hurt our values

Protection of the aspen vegetation community on the northwest slope of the road.

Protect and preserve ranchland

Isn't this the elk migration corridor? Close it during migration?

na

Keep speeds low and accident prevention

Guardrails are not the answer in my opinion and will make clearing snow off the road very difficult for the road and bridge crew. I think they will just increase speed as the guardrail will give drivers a false sense of security. ENFORCEMENT.

When people drive fast they raise more dust.

If traffic flows smoothly people get less impatient and less likely to make stupid passing decisions

How would the potential improvements being considered for Eagle County Site 2 benefit or impact nearby private properties?

THis question has been asked a few times :) I'm in support of improving the access and safety. I do live in El Jebel and it's needed for the greater good when the canyon is closed even if it is uncomfortable a few times a year.

Somehow you need to figure out how to get drivers to slow down!



Eagle County - Site 3



- **Existing Issues:**

- Existing utilities such as an overhead power line run adjacent to the roadway and may conflict with potential widening or re-alignment
- East curve has low visibility and is narrow
- Adjacent property owner is concerned with well permits and potential easements that may need to be established



Eagle County - Site 3



- **Opportunities:**

- Smooth curves and/or re-align roadway to enhance visibility and safety



How would the potential improvements being considered for Eagle County Site 3 benefit or impact nearby private properties?

maintain and enhance existing culverts

The first curve is too narrow and needs widened even the second could be widened but again keep the curves

Pullouts for slow/disabled vehicles

no issue just to advance to the next question

How will realignment slow traffic down?

I feel just limiting access to cotton wood pass to locals only will eliminate most of the safety issues.

These do not discuss the impact of the traffic on property values from all the way up Valley road as well as Cottonwood Pass.

No

Speed is already a concern as traffic from the South is already exceeding the posted 25mph as the road is a downhill grade and straight. Any further straightening would have a negative impact on my property as I believe it would increase accidents.



How would the potential improvements being considered for Eagle County Site 3 benefit or impact nearby private properties?

Widening the road but keeping the curves and enforcement would have the least impact on my family and property. The approach from the North is already a 3/4 mile straight away, if the curves go away the speeds will stay fast past BuckPointDrive

Just learning about this I can't answer.

The previous road section is straight and, according to the slides, encourages speeding. If you ease these curves you will create more opportunities for speeding. I doubt the adjacent landowners will appreciate speeding cars.



Eagle County - Site 4

- **Existing Issues:**

- Several crashes have occurred in the downhill direction
- Road tends to get wash boarded and eroded as vehicles are frequently braking in the downhill direction
- If a re-alignment is proposed, right-of-way will be a primary concern





Eagle County - Site 4



- **Opportunities:**
 - Potentially re-align to the SE and/or widen and smooth out curve



How would the potential improvements being considered for Eagle County Site 4 benefit or impact nearby private properties?

maintain and enhance culverts

Site 4 It will cause cars to continue speeding and there is a private drive in the area that is had to see out of

How will realignment slow traffic down?

n/a

Na

curves slow down traffic

If they impact property owners, I would not agree unless the owner consented

I don't know

As noted, the wash boarding is a concern.

How would the potential improvements being considered for Eagle County Site 4 benefit or impact nearby private properties?

Once again, I have to point out that road improvements encourage drivers to go faster. Impacts on nearby properties from speeding drivers include noise, dust, dangerous intersections.



Eagle County - Site 5

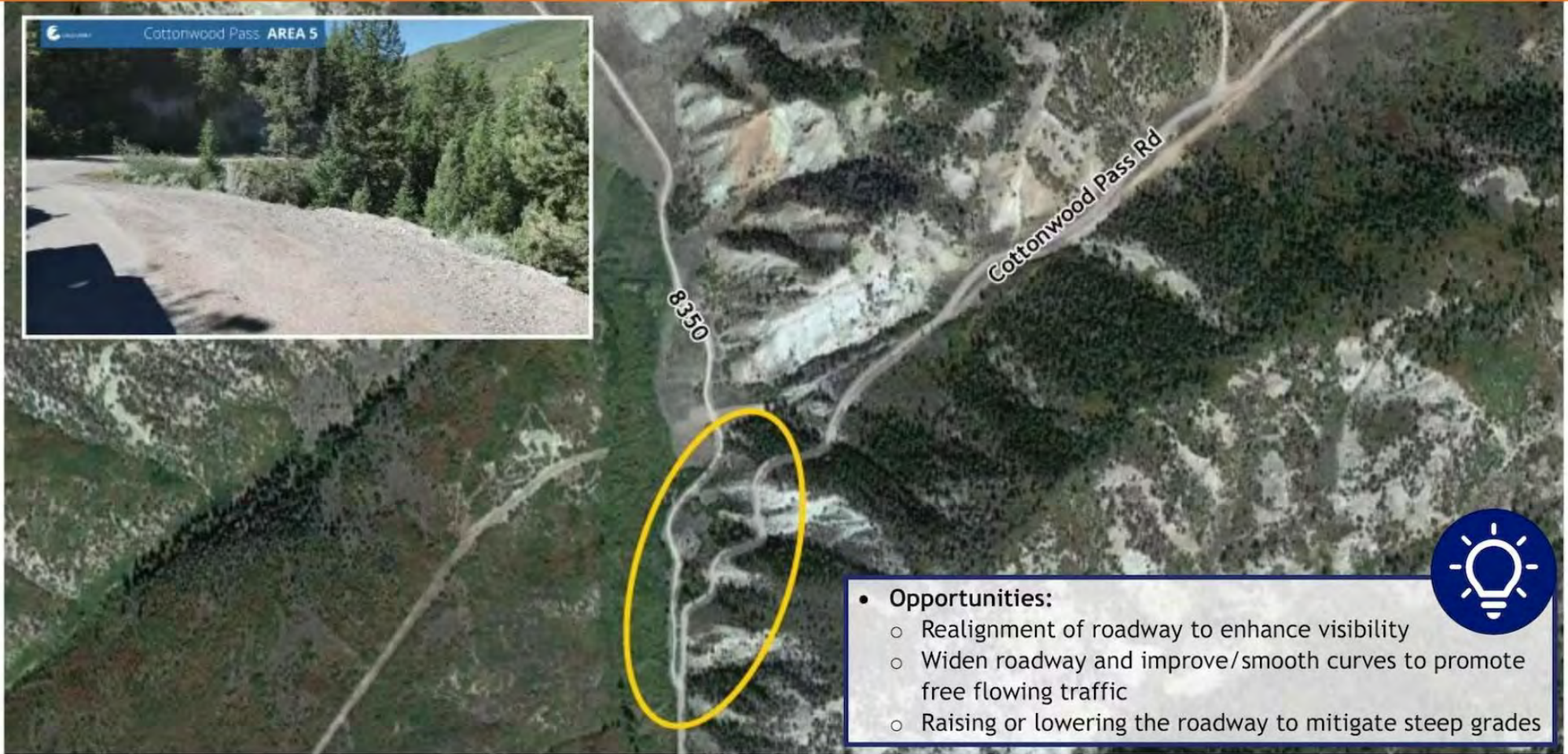


- **Existing Issues:**

- Incredibly challenging slopes. One side of the existing road is very steep and the other is a very large hill side.
- Existing materials are insufficient to construct a roadway on; constructing this section of roadway would require a substantial earthwork/hauling effort
- Existing roadway is both narrow and steep, which presents with passing vehicle nearly having head on collisions as a result of insufficient sight distances and width
- Obstructions and the substandard roadway don't allow for continuous traffic flows resulting in the need for flaggers and traffic control
- A high-pressure gas line is near the roadway and will need to be considered during the evaluation of the earthwork



Eagle County - Site 5



- **Opportunities:**
 - Realignment of roadway to enhance visibility
 - Widen roadway and improve/smooth curves to promote free flowing traffic
 - Raising or lowering the roadway to mitigate steep grades



How would the potential improvements being considered for Eagle County Site 5 benefit or impact nearby private properties?

n/a

Hard to comment on "widening roadway" when we don't really know how that is done, when there are geological issues and steep slopes on both sides.

This area is probably one of the only areas that needs a lot of work. It is the most dangerous area on the road. It does need widened and needs guardrails.

the lights they have put on Independence pass are working well for limiting 1 lane of cars, but may not be feasible here. And might be a negative idea for local homeowners.

Over-fixing this particular area really opens the option for this to be a mini-I70. Keep adjustments minimum.

I think the best improvement would be to make this a permanent traffic light site. One way traffic and slowing things down.

agree keep improvements minimal so as to balance need for safety but not draw extra traffic

n/a

Is it possible to bring material from Gypsum side as it is more "industrial" and open?

How would the potential improvements being considered for Eagle County Site 5 benefit or impact nearby private properties?

Na

There is a valley between Dotsero and blue hill. Would it be better to build a road through that area. There would be less impact to the town of gypsum traffic.

Guardrails.

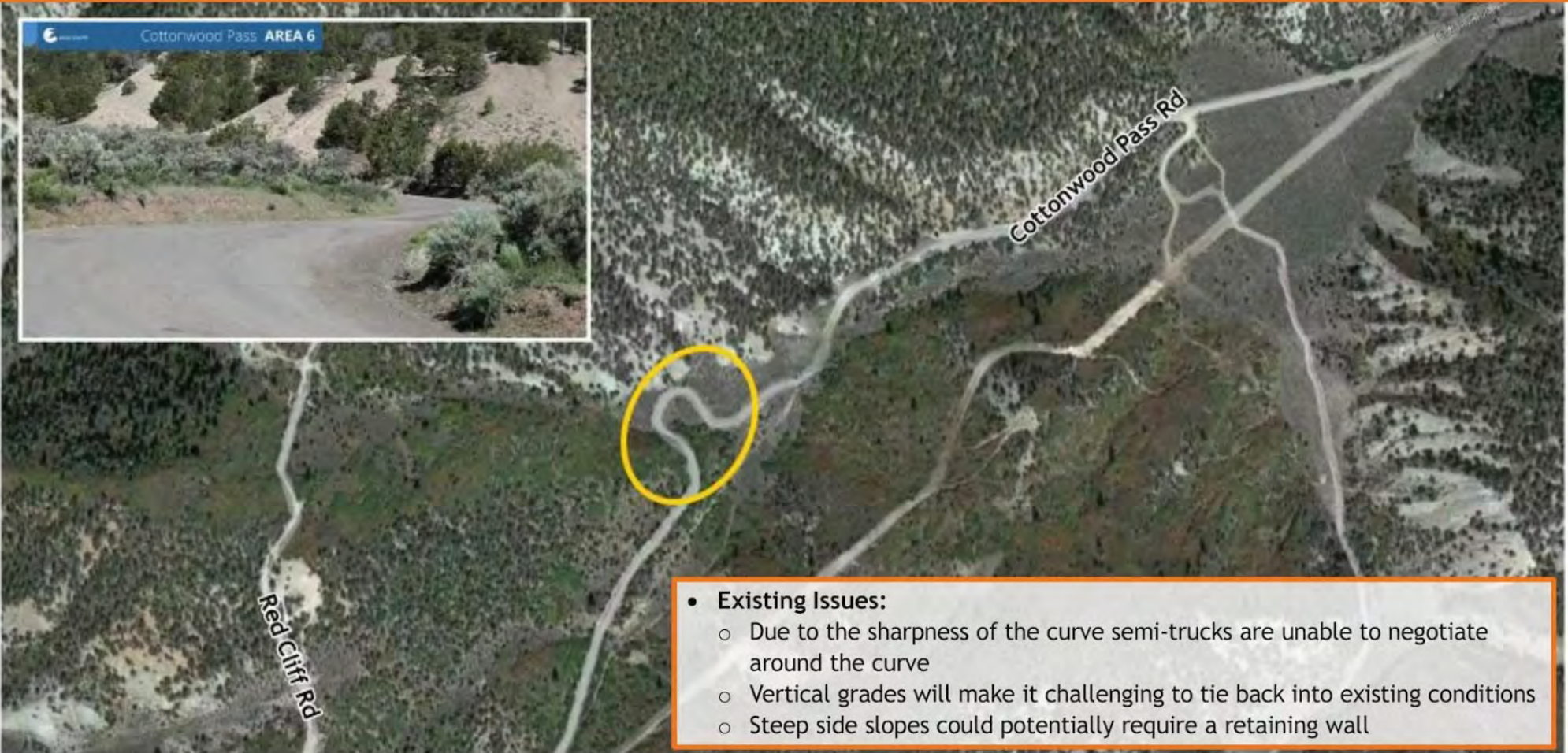
I don't know

This is extremely challenging when there is traffic. Minimally sight lines need to be improved.

Good luck with this site. The road was not designed to be a highway. It is what it is, a rural county road. The cost of construction/realignment/improvement far outweighs the benefits of a seasonal bypass.

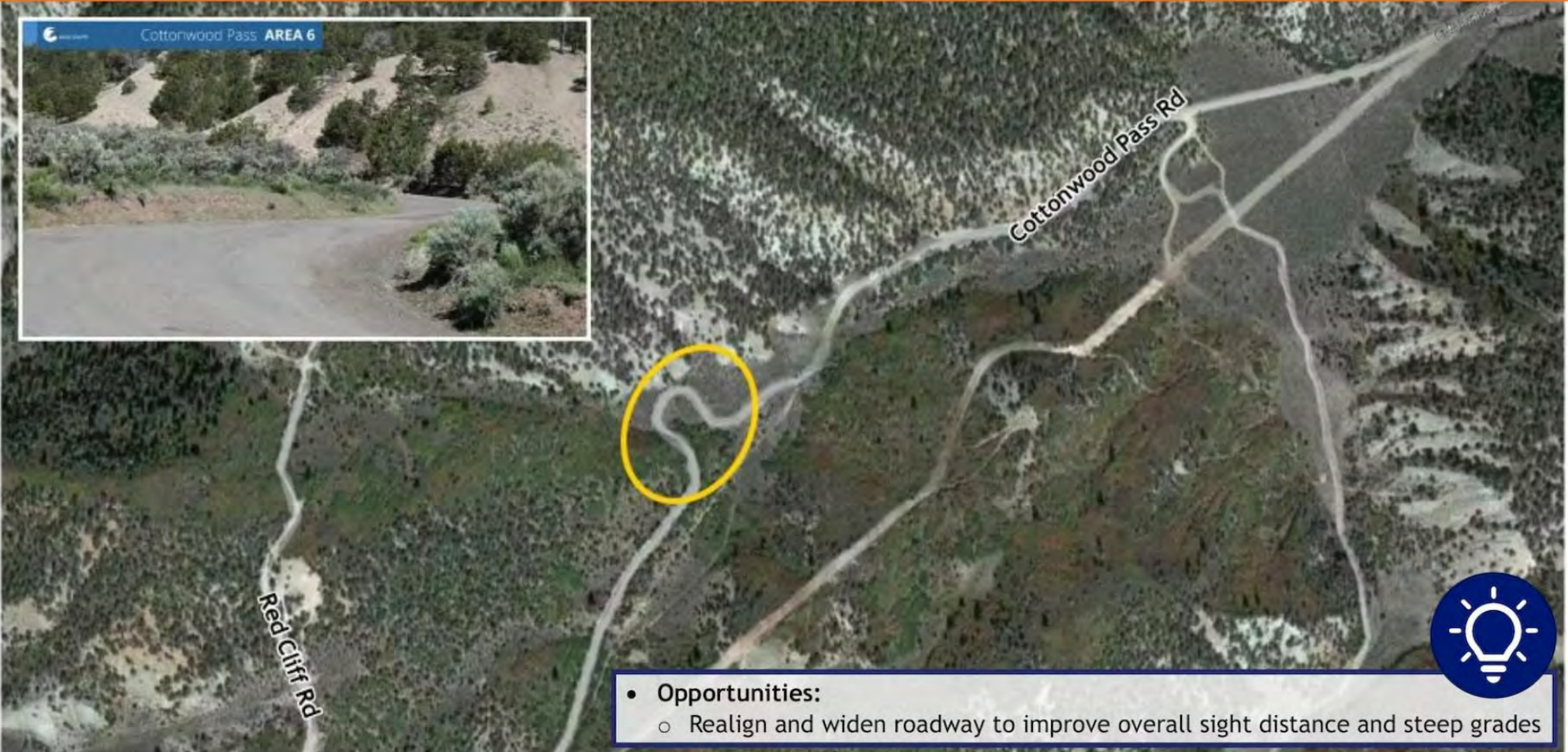


Eagle County - Site 6





Eagle County - Site 6



- **Opportunities:**
 - Realign and widen roadway to improve overall sight distance and steep grades

How would the potential improvements being considered for Eagle County Site 6 benefit or impact nearby private properties?

Site 6 I thought the idea was to keep semi's off of this road.

Keep the curve-- no semis

Keep semis off road

No semis

The ditches do help keep the water off the road

Keep the character, just make it a little safer. If people go slow, it's not unsafe.

Slowing things down with bumps and dips.
Speed measurement signs etc etc....

Need a right turn lane or fix the existing one (which is State authority) regardless of whether this project ever materializes.

Signage about no semis

How would the potential improvements being considered for Eagle County Site 6 benefit or impact nearby private properties?

The only good thing I can see out of improvements to Cottonwood pass road is so that Fire fighters can make it up there easier.

so much construction would be needed that would hugely impact nearby properties and wildlife

Forbid semi traffic and ENFORCE IT!

People tend to enter this curve pretty fast and go over centerline, so maybe a center visual cue.

The road is not open to semi-trucks. So why design for them?



Garfield County - Site 1

- **Existing Issues:**

- Irrigation ditch on west side of roadway will need to be re-routed or piped
- Inadequate storage and lane assignments for anticipated traffic volumes
- Existing utilities on east side of roadway could require relocations or adjustments





Garfield County - Site 1



- **Opportunities:**

- Install dedicated right turn lane to accommodate volumes



How would the potential improvements being considered for Garfield County Site 1 benefit or impact nearby private properties?

How do you force the traffic to go to this location. Everyone still is turning on cattle creek this year even after the signage was put up

It's going to throw a huge volume of cars in this area which is already dangerous. Cattle creek could use a light at 82 which would alleviate some traffic at Catherine store.

Anything you do that will increase traffic will effect properties along the corridor negatively. The only improvement that you can do that would be positive for neighbouring properties if you can slow things down rather than improve roads.

I think this intersection is already maxed out at "rush hour"

Increased traffic making it harder for locals to get places. I don't see a benifit to those who live and use this road regularly.

There is no benefit to property owners from an improvement to intersection, only benefit to drivers headed south on Catherine Store turning west onto HWY 82.

Signage clearing up NOT to utilize Cattle Creek that exist at highway 82 and County road 113. We can't undo the history of folks who know about this route but removal of the current signs and coordinate with google maps, cotrip & mapping vendors

Would take away property and re route water ditches. Increasing traffic and noise pollution.

Wildlife impacts have been really high the last couple of years

How would the potential improvements being considered for Garfield County Site 1 benefit or impact nearby private properties?

The only people who will use this access are coming from CR 100 up valley to Aspen, the bulk of the traffic being re-routed will be coming from I-70 and will take Cattle Creek

Google blindness hasn't worked for hagerman or independence

Cyclists also use this. VERY dangerous. You'd likely have to re-route, taking ROW of private property.

It would be a WIN-WIN. The pass becomes safer but less attractive to use. Less traffic = safer in itself, plus slower is safer all well.

The right turn lane needs to be fixed regardless of this project. It's a State issue so the county wont do it.

I don't know

First, an irrigation ditch can't always. Simply be realigned or relocated. Secondly, how many people will drive an extra 13 miles to go up Catherine Store Road? Maybe upvalley folks will use it but those coming from GWS will continue to use CR 113.

People don't read

Stacking at this light is an issue at times with it backing up into the travel lanes.

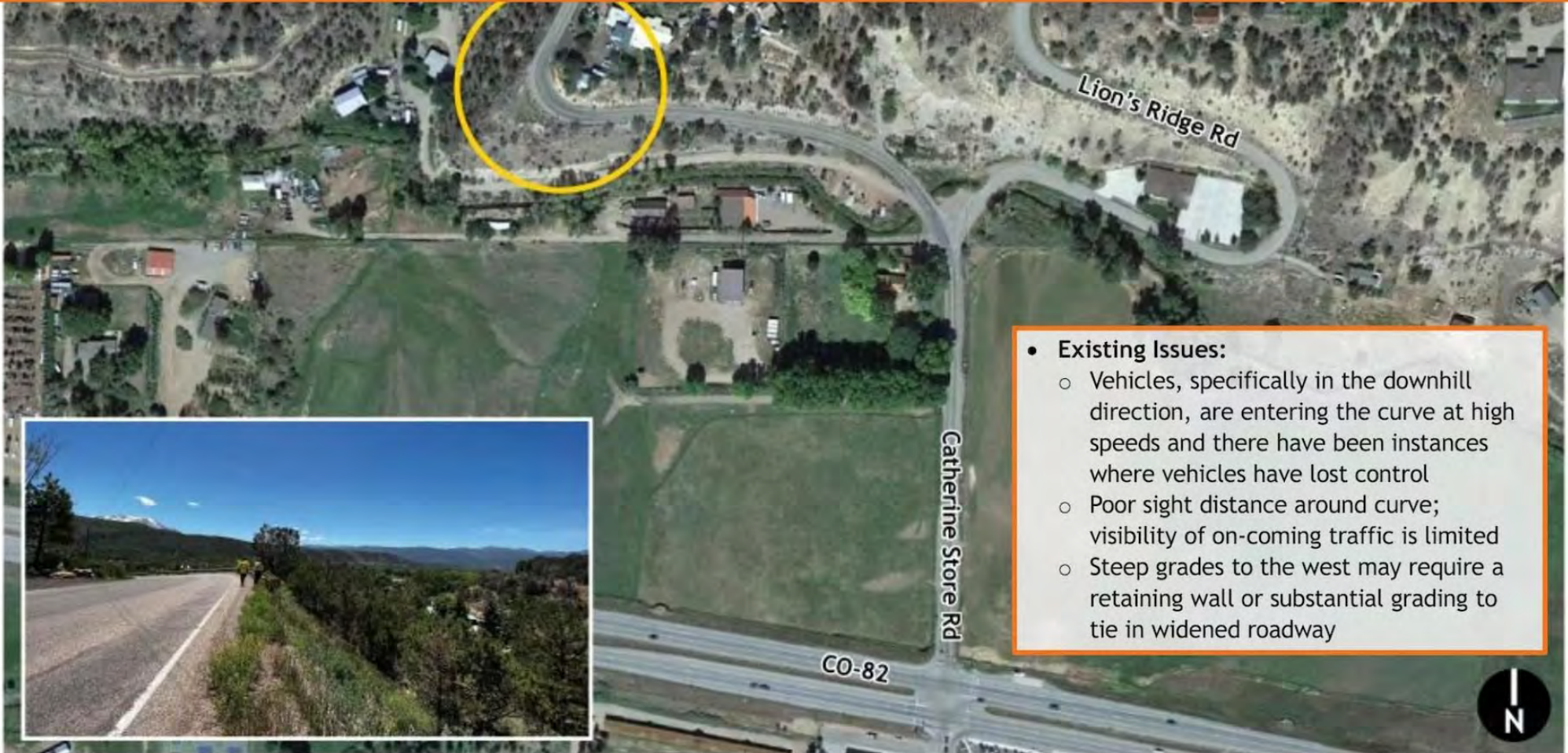
How would the potential improvements being considered for Garfield County Site 1 benefit or impact nearby private properties?

This is one of the most dangerous intersections on highway 82. Needs blinking signs to help drivers anticipate light changes/red lights as they speed down the straight section.

Putting more cars onto 82 is not in anyone's best interests. The highway corridor is already over-travelled.



Garfield County - Site 2



- **Existing Issues:**
 - Vehicles, specifically in the downhill direction, are entering the curve at high speeds and there have been instances where vehicles have lost control
 - Poor sight distance around curve; visibility of on-coming traffic is limited
 - Steep grades to the west may require a retaining wall or substantial grading to tie in widened roadway



Garfield County - Site 2



- **Opportunities:**
 - Introduce curvature on the downhill approach to reduce speeds, similar to a roundabout design
 - Widen curve and shoulder to improve safety of curve as well as provide emergency vehicle access

How would the potential improvements being considered for Garfield County Site 2 benefit or impact nearby private properties?

If people are going the speed limit it isn't challenging.

Even at 5mph, going up, it's hard to stay in lane if you haven't driven this before.

I don't care if people run off the road if they are driving too fast. The curve keeps cars moving slower.

Cars flip on this curve and the drives are hidden and there is a lot of foot traffic between the store and here

Re-designing Catherine Store road is a waste of taxpayer money. Spend the money to fix the canyon.

Seems to be slopes on both sides, hard to make better. they just did this road. wouldnt they have tried those ideas?

A roundabout?! How would that be constructed there?

Again you are talking about taking local property owners property away to benefit i-70 traffic. that's horrible.

No benefit at all

How would the potential improvements being considered for Garfield County Site 2 benefit or impact nearby private properties?

Looks like there would be significant impact to private property to widen road. Locals know this road and know that they need to slow down. Only those who don't live in the area don't have requisite knowledge.

Electronic signs showing the speed does slow people down. Again its about getting people to drive slower rather than adjusting the road to the speed people like to drive.

Site 3 has a big drop off inside the curve and a house on the other side. Seems like it would be very hard to widen. Site 4 has private property on both sides that might not enable improvements so easily.

There is not much room for change there without huge impacts on the house above the corner.

I don't know

I don't think people coming downhill are prepared for that curve, maybe guardrail?

If the curve is eased or changed landowners will lose land. Cars will still speed down the hill. Better signage indicating sharp curve and steep grade. The guardrail seems to work. Geography makes it difficult to widen the road.



Garfield County - Site 3 & 4

- **Existing Issues:**

- Residents are concerned with speeding within the area
- Large culvert and drainage crossing may conflict with proposed widening
- ROW will be a concern at these sites as there are several adjacent driveways and homes along each site





Garfield County - Site 3 & 4



- **Opportunities:**

- Realignment and/or widening to improve geometry and sight distance



How would the potential improvements being considered for Garfield County Sites 3 & 4 benefit or impact nearby private properties?

Reflectors and or widening much like everywhere along the way. Not sure additional guard rail would help for the home owners or some abatement technique for light and noise?

There was an actual flood down the more eastern curve within a couple of years

This area has a high impact on property owners. Could be a deal breaker.

You keep using the term 'improvements' but to home owners that isn't an improvement to increase traffic for others benefit.

Huge impact bringing more traffic to a rural area

Property owners must be in on the plans and able to participate in the design. Also wildlife use this area...

N/A

Again you are talking about taking away peoples properties to improve for others who don't live there or pay taxes there.

Large impact to private homeowners with any improvements and locals know these roads.

How would the potential improvements being considered for Garfield County Sites 3 & 4 benefit or impact nearby private properties?

My answers for this went to Site 2.

Would this be an eminent domain issue?

Big slope/ hole inside curve at site 3 and home on other side

Even if I repeat myself. Making improvements that will allow higher speeds will have negative noise impacts, higher traffic impacts and will overall not increase absolute safety with the higher traffic load. SLOW TRAFFIC DOWN not improve roads ;-)

Very large impact and who is benefiting?

Is the only reason this is preferred because of the stoplight on 82?

Last week there was a fire (I believe) here. How can we prevent human caused hazards outside of basic road use? Increase in traffic increases fire danger.

those curves slow people down. There is significant wildlife in that area due to orchard.

Keeping the centerline marked with the short sight distance may help.

How would the potential improvements being considered for Garfield County Sites 3 & 4 benefit or impact nearby private properties?

It will negatively impact my property. Construction will create noise and dust in the short term. Easing those curves would allow drivers to drive faster. It is already hazardous to pull out without looking up and down multiple times.



Garfield County - Site 5





Garfield County - Site 5



- Opportunities:
 - Introduce guardrail
 - Realign curve and/or widen to improve geometry



How would the potential improvements being considered for Garfield County Site 5 benefit or impact nearby private properties?

The curve where we had a fire last week? That curve?

Speed bumps.

Aka "dead horse curve."

'The large trees there should not be touched

Guardrail is a good idea here. Often think that when on this stretch. Speed is the only issue. Widening not really needed. Need to enforce or better sign for speed.

You have to find a way to slow down the traffic then there is no need for the so called improvements. It would help if we ever saw a police vehicle in the area but we don't.

This is rural country and not speeding country. Why does the character of these roads need to change? Its the users that need to made change. Moneys should be spent on these efforts. El Jebel road is now 30 mph.

Yes, fire wa s close to this spot last week. Fire is a big issue we havent addressed re: safety

A local group shut down an application for a n autistic youth camp recently mostly b/c of traffic concerns. Not sure the locals will stand behind the traffic influx of these changes...

How would the potential improvements being considered for Garfield County Site 5 benefit or impact nearby private properties?

These are working ranches around here. Increased traffic and ranch life do not mix

I agree with what was stated.

I can only repeat myself. Improvements will make it more hazardous for residents to pull out onto the road.



Garfield County - Site 6 & 7



- **Existing Issues:**

- Poor sight distance at Panorama
- Cliff on west side between Panorama and Lower Cattle Creek, causes vehicles to reduce speeds and limits capacity
- Narrow in some portions of the corridor between Panorama and Lower Cattle Creek
- Existing stream near Lower Cattle Creek will need to be considered during concept development
- Existing stream could present environmental concerns at this intersection





Garfield County - Site 6 & 7



- **Opportunities:**
 - Introduce guardrail to enhance safety along areas with steep side slopes and narrow cross sections
 - Realign intersection at Panorama to be a t-intersection to improve sight distance and overall intersection operations
 - Additional signage at Lower Cattle Creek would promote better way finding for vehicles unfamiliar with the area
 - Re-configure Lower Cattle Creek intersection to better direct traffic onto the recommended CR-100 route



How would the potential improvements being considered for Garfield County Sites 6 & 7 benefit or impact nearby private properties?

100 road and 113 road, realign the intersection and stop only traffic from 113? Creating a direct flow of traffic on the intended route with out the stop sign? Open a sight line for safety to allow 113 traffic to merge more safely? To little space?

This area often has bear crossing. Same with the rest of the road there are a lot of elk and Deer crossing between fender and crystal springs road

Nothing needs to happen in this area 6-7.

Bad horse trailer event back in the day.

Use of traffic flow (avoid stop signs on intended path) to mitigate reasons to turn down cattle creek?

Ridiculous speed as they come off the curvy road and hit the more open access at Panorama and gain speed to Hwy 82

Tons of bicycle traffic on a very narrow blind curve

If you are going the speed limit there are no issues here.... I've driven it every day for 6 years it makes no since to change it and waste money and ruining the esthetic of the area.

There is no sign pointing toward Glenwood

How would the potential improvements being considered for Garfield County Sites 6 & 7 benefit or impact nearby private properties?

Better signs

Cattle Creek does not need anymore stress on it as result of road construction. Also , maybe put a gate like ones used on I70 that closed off lower Cattle Creek Rd when the GW Canyon is closed so people coming from the East will not use CR 113.

I meant the actual creek that doesn't need stress. Roaring Fork Conservancy has done studies on it.

I am hearing MORE TRAFFIC. I thought the aim was to make safer and not to make the road to accommodate more vehicles. I am confused by your motives. No resident wants more traffic. And you are ONLY creating negatives for property owners.

Slow things down and you help everybody. Safety is improves, noise levels are lower. Traffic will not increase and property owners will be happy.

I agree with the stated suggestions.

The "stream" is our water source and need to stay uncontaminated and clean. Many bikers on this route that needs to be addressed as well

Has the river conservancy been brought into this seeing it is water shed?

If the existing grade caues vehicles to slow down, perhaps that is the answer! Other nearby 'properties' should include the aquatic environment and its inhabitants. The stream should not be disturbed. Riparian habitat is too important.



Garfield County - Site 8



- **Existing Issues:**

- Steep grade of east side of roadway. Additional pavement could require a wall or substantial grading
- Adjacent property very close to road on the west side
- Substantial hillside on the west, that would require a wall if widened into



Garfield County - Site 8



- **Opportunities:**
 - Vertical profile adjustment would help steep grades in area
 - Re-align roadway and smoothing curves could improve sight distance and overall drivability

How would the potential improvements being considered for Garfield County Site 8 benefit or impact nearby private properties?

Coming from Gypsom they're going to get lost and go toward the gravel pit.

Additional pavement isn't an improvement to those of us who own here... again benefiting others...

Avoiding acquisition of property adjacent to the road.

Bicycle traffic up here is ... in an opinion nightmarish. Mixing -i-70 over flow with 2 bikers taking up a full lane. We are inevitably going to have injuries and deaths with that. It is a very popular route, can it be removed from bike use?

Continued access to private property through access gate located off of Cottonwood Pass Rd.

Cattle is an issue too up here - need to keep those crossings safe for animals and owners/ workers

No pavement it only makes it more dangerous for the residents

All property owners should be given equal consideration regardless.

Not to mention the speed on pavement is much higher. This is a nightmare for residents.

How would the potential improvements being considered for Garfield County Site 8 benefit or impact nearby private properties?

Protect and preserve rangeland

Very damaging. It feels like we have no say at all on what is happening to our properties.

Cows, horses, dogs, they all get out on the road.

All this realignment will be a nightmare for residents and those traveling during construction.

No cell service up here too

it would make life miserable for those who live there.

Continued access to the ranch property through access gate located off Cottonwood Pass Road. Avoid acquisition of property adjacent to the road. Protect and preserve rangeland.

I agree that residents/property owners must have a role on design!

I agree with what was stated.



Next Steps

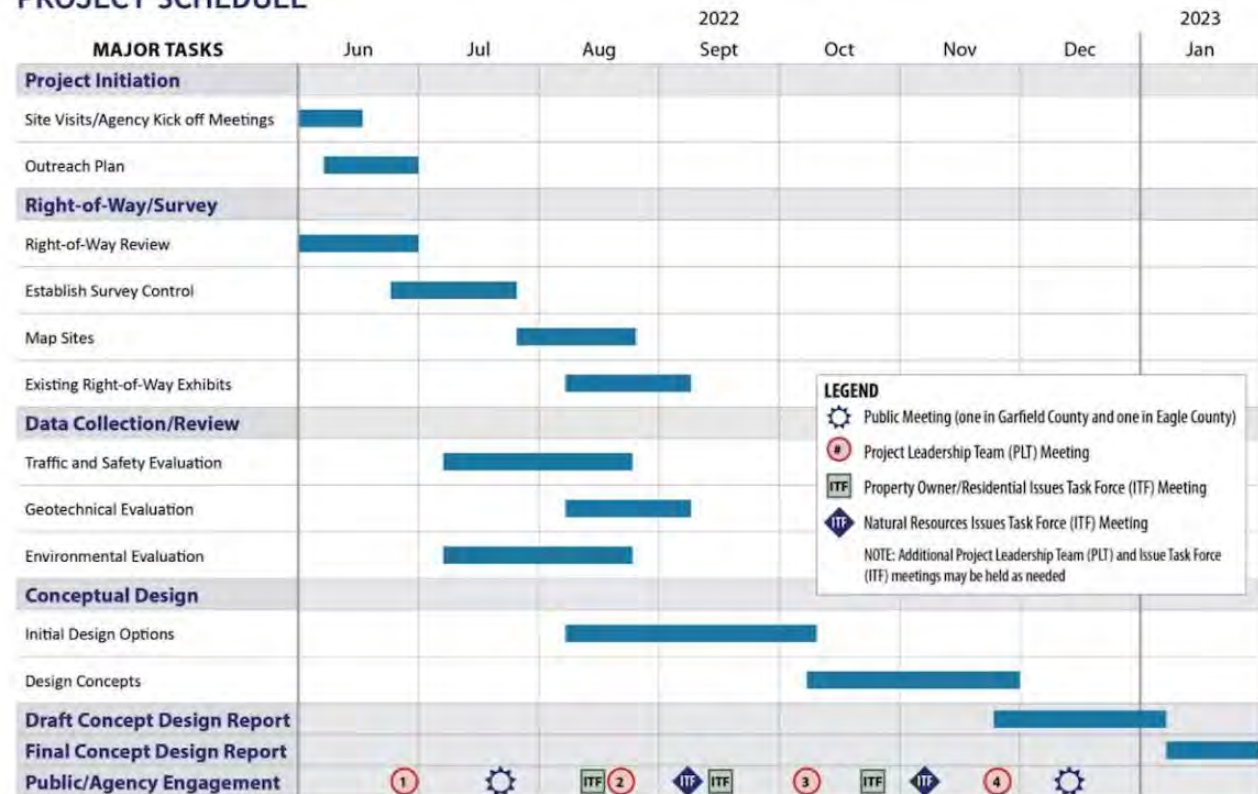




Next steps

- Site mapping by drone
- Geotechnical and environmental evaluation
- Use public input to develop initial design options
- Next meeting of this group in mid-Sept. to discuss initial design options

PROJECT SCHEDULE





Group Discussion/Q & A





Thank you!

www.codot.gov/projects/cottonwood-pass-concept-design