



I-70 Floyd Hill

Floyd Hill CMGC Project

Greenway Shuttle and Alt Route ITF Meeting Summary

February 13, 2024, 2:00 to 4:00 PM

Kraemer Floyd Hill Office: 35715 US-40 Building B, Ste 220, Evergreen, CO 90439

1. Introductions, Meeting Purpose and Project Updates

Daniel Estes, CDR Associates, opened the meeting and reviewed the agenda.

ITF Agenda 2-13-24

1. *Intros & Agenda*
2. *Shuttle Service Options Evaluation*
3. *Draft Communication Plan Presentation & Review*
4. *Wrap Up & Next Steps*

ITF members confirmed the meeting agenda with no changes.

1. Shuttle Service Options Evaluation

Daniel Estes, CDR Associates, provided the group with a recap of the issue and the decision from the previous [ITF meeting on 12-7-2023](#) that the shuttle service will be designed with long-distance travelers as a primary intended user group, but will be available to other users (including single-day riders and other forms of recreation). Daniel reminded the group that the closure is estimated to be in place for three years and is at US 6 (Exit 244) and Hidden Valley (Exit 243).

The shuttle service options being considered include:

1. A dedicated Floyd Hill project shuttle
2. An update to the Clear Creek RoundAbout bus service route
3. A hybrid option may exist to include both a project shuttle and the RoundAbout

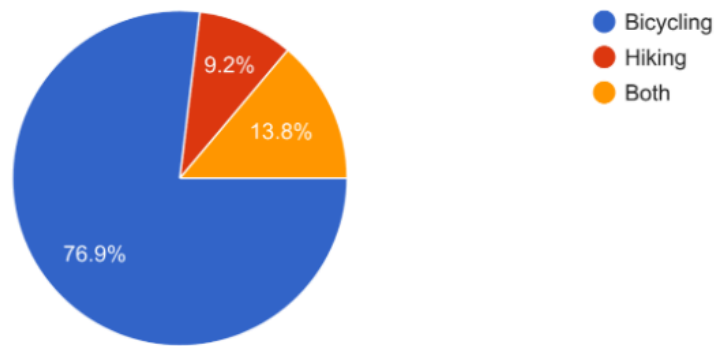
The conversation today will focus primarily on the first two options. The group will work to evaluate options 1 and 2 and have an in depth conversation about the pros and cons to help chart a path forward. If deemed worthwhile, the ITF can discuss whether a hybrid

option makes sense, noting that the Communications Team has expressed concerns related to the challenges of communicating a hybrid approach.

The CDOT Communications Team, with guidance from Amy Saxton, Clear Creek County, and Mike Raber, Clear Creek Bikeway User Group, created a community survey to gather input on alternative trail access solutions for the Greenway closure. The survey launched 2 weeks ago and has 65 responses so far. The Communications Team has publicized the survey in the weekly project update emails, on Nextdoor, with various PIOs along the corridor, and with bike groups. The Team will do another push for responses before the survey closes on February 23rd. Survey results so far included:

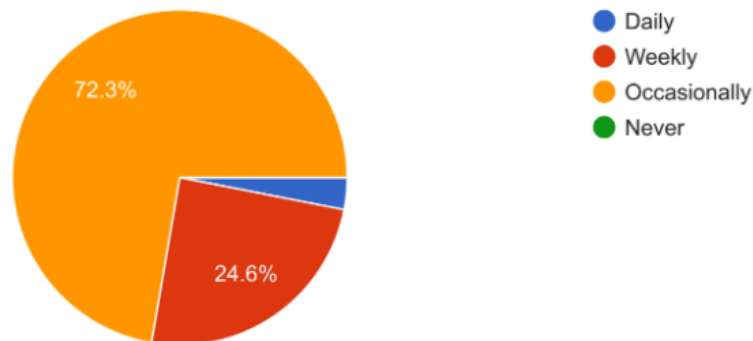
If you use the Greenway trail, do you use it for bicycling, hiking or both?

65 responses



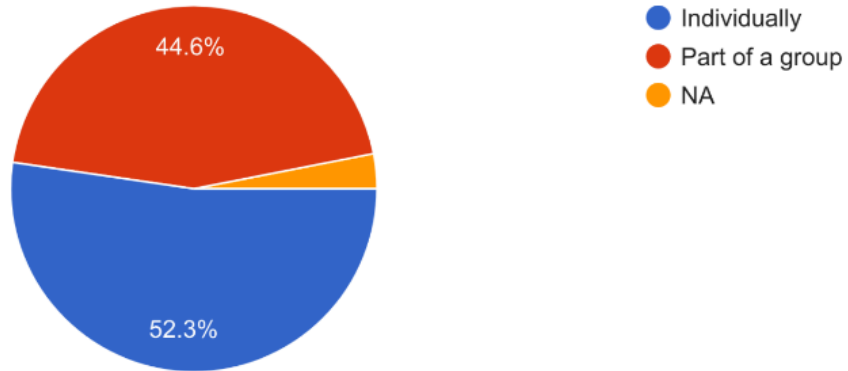
How often do you use the Clear Creek Greenway Trail?

65 responses



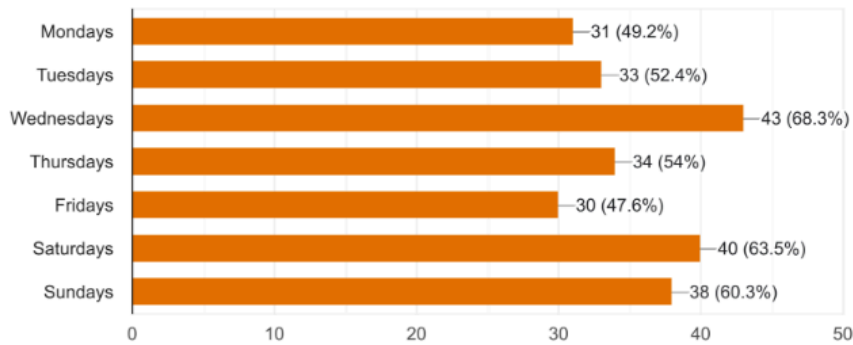
Do you ride individually or part of a group?

65 responses



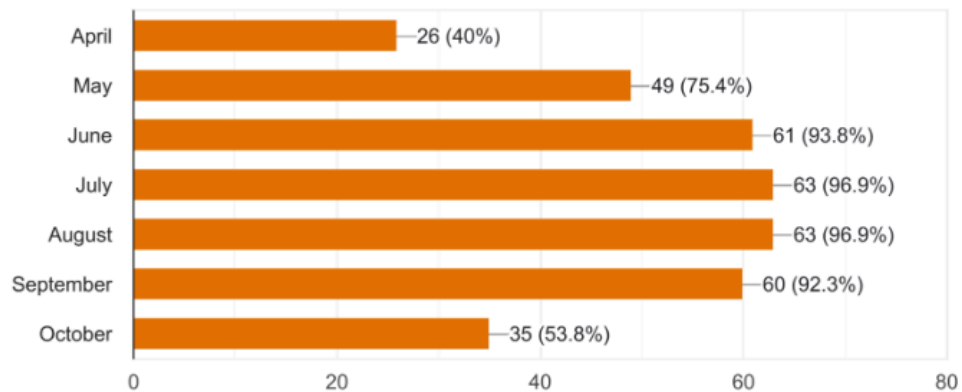
What days of the week do you typically use the Clear Creek Greenway Trail? Please check all that apply.

63 responses

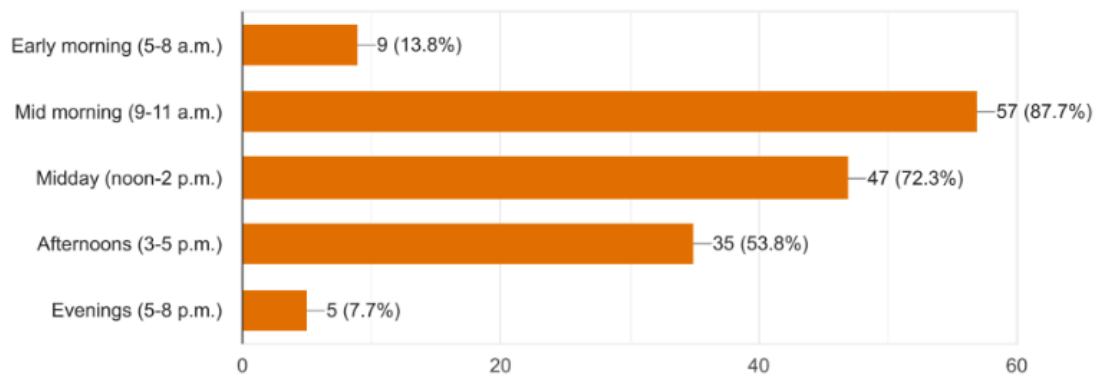


Which months do you typically use the Clear Creek Greenway Trail? Please check all that apply.

65 responses

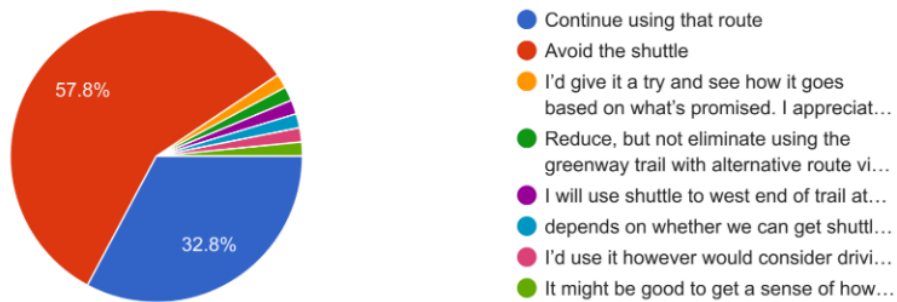


What time of day do you typically use the Clear Creek Greenway Trail? Please check all that apply.
65 responses



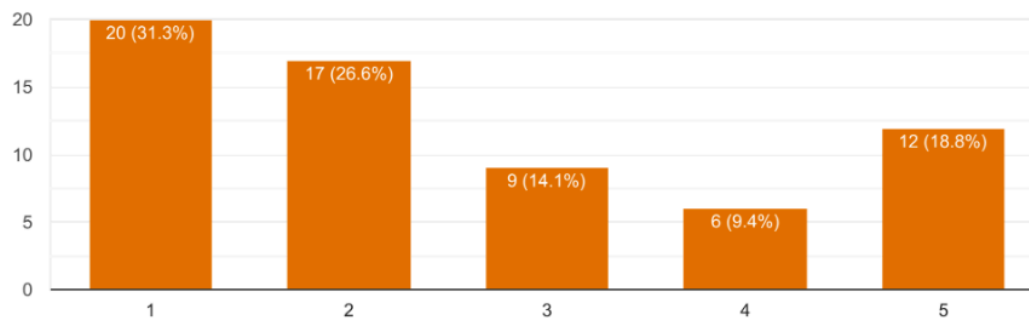
If your planned route depended on a shuttle, would you continue to use that route or plan another route to avoid the shuttle?

64 responses



If a shuttle were available, how likely would you use it?

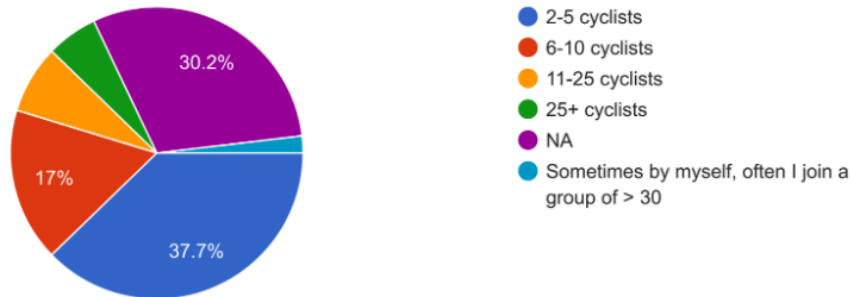
64 responses



1= not at all likely, 5= very likely

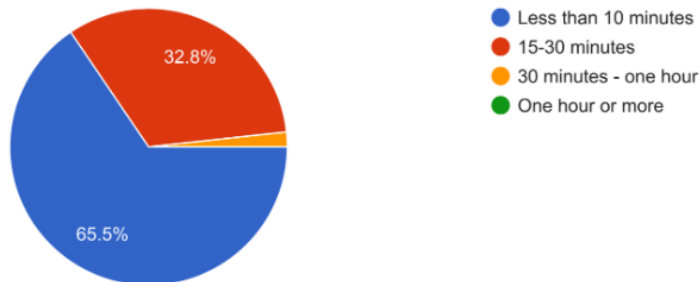
If you ride in a group setting, how many cyclists do you ride with?

53 responses



What is the max amount of time you would wait for a shuttle?

58 responses



TT Questions

- **Question** (Jon Cain, Idaho Springs): Does the survey have any differentiators between long distance riders and locally-based riders?
 - **Response** (Mike Raber, Clear Creek Bikeway User Group): Mike contacted Adventure Cycling who serves long-distance riders. They asked to be kept in the loop and that if a shuttle becomes available, to provide them with that information. Adventure Cycling also said they would update their maps to include the closure and any information about a shuttle as it becomes available.
- **Comment** (Mike Raber): The shuttle option would likely take too long for group riders who may be traveling in groups of 5-10 cyclists. There is an opportunity to message about other group ride locations in the county.
- **Comment** (Mike Raber): There is still some confusion amongst local riders, (between Boulder and Castle Rock) as to where this closure is.
 - **Response**: In the email to cyclists, the Team reintroduced the trail closure and set the expectation that there would be a wait time and that the shuttle would likely not be able to serve big group rides all at once.

- **Question** (Margaret Bowes, I-70 Coalition): Are we able to parse the data by group riders versus individual riders? Out of group riders, what is their interest in taking a shuttle?
 - **Response:** The survey is being conducted in Google forms. The Communications Team can go through and draw some conclusions based on individual responses.
- **Comment** (Amy Saxton, Clear Creek County): Amy noted that a less than 10 minute wait was likely not realistic for a shuttle to be able to provide.
 - **Response** (Mike Raber): When 314 was closed before, there was always a shuttle waiting. This shuttle will likely be structured differently.
- **Question** (Jon Cain): Is the goal to provide safe passage or to provide regular service around the site? How frequently does the shuttle need to operate to meet the goal of the project?
 - **Response** (Daniel Estes, CDR Associates): The goal is to provide access and to meet user needs within the constraints of the project.
 - **Response** (Mike Raber): CDOT has guidelines on providing alternative routes for cyclists.
 - **Response** (Amy Saxton): There is a level of service that needs to be achieved within the constraints since there is no way to remove the impediment and inconvenience. Part of this discussion is to determine what is possible based on what option(s) provide the most flexible, affordable service.

The group then walked through the considerations between Option 1 (project shuttle) and Option 2 (Clear Creek RoundAbout). These are summarized in the table below:

Mode	<u>Project Shuttle</u>	<u>Clear Creek RoundAbout</u>
Arrival & Departure Rate	On call	5-6 loops per day from Idaho Springs to Evergreen with the needed stops in between to accommodate the Greenway shuttle (e.g., Two Bears, top of Floyd Hill, El Rancho, etc.)
Hours of Operation	7 days per week, 10 hours per day	5 days per week (specific days dependent on Project needs)
Weekend Coverage	Yes	Yes (assuming weekend coverage is included in the 5 selected days per week)
Operation Duration	April 2024 - October 2028, April to October each year	April 2024 - October 2028, April to October each year
Shuttle Start/Stop Location	From CDOT: <ul style="list-style-type: none"> Between Game Check and US 6 lot near quarry (or shorter) - ITF recommendation Idaho Springs to Genesee 	Can accommodate the stops needed for the Greenway shuttle - whether the Game Check Station, Two Bears, Floyd Hill or Evergreen
Vehicle Type	Latest Quote: "Passenger Vehicle" (Other options discussed: Van with bike rack, Truck with bike rack and tailgate pad)	Roundabout currently has 4 cutaway style buses and 2 transit vans coming in the spring of 2024.
Rack/Trailer Type	???	All buses/vans are fitted for bike racks for 2 bikes. The Roundabout is open to a larger bike rack or trailer with the financial assistance from CDOT
Cost to Project	\$401,250 for 3 years or 642 days (assuming seasonal operation) Previous quote: \$297k/yr (including insurance)	\$552,000 for three years (\$184,000 per year) (assuming seasonal operation) Above figure estimated by extrapolating data from recent CCC transit assessment From Clear Creek County: <ul style="list-style-type: none"> Cost to expand service would include cost of driver, bus, fuel, and maintenance
Rider Capacity Per Trip	4	14 + wheelchair capacity (Roundabout also provides service to other passengers, not just trail users)
Bike Rack Capacity	4 bikes	Buses currently hold 2-3 bikes (with additional finances, a larger bike rack could be installed as well as a possible tow-behind trailer)
Does it have a trailer hitch? If so, what size?	Yes (size needed)	Some vehicles have a hitch, some don't (could be added with additional funds)

TT Questions/Comments

- **Comment** (Margaret Bowes): For the project shuttle, would the cost change dramatically if a van with a trailer was needed versus a passenger vehicle?
 - **Response** (Matt Hogan, Kramer): Matt will work on getting an estimate.
- **Comment** (Amy Saxton): The RoundAbout would not be a service exclusive to the project, so at times there would likely be other passengers on it. This could affect the bus's capacity. Amy can provide data on current ridership if needed. It would be ideal to add a trailer with a 14 bike capacity to accommodate any rider with bikes.

- **Question** (Jon Cain): If we had an event through the corridor, like a bike race, would it be easier to use the RoundAbout?
 - **Response** (Amy Saxton): We won't be doing any events in the project area.
 - **Response** (Matt Hogan): If it had to happen, we would try and find a way to accommodate this.
- **Question** (Mike Raber): Will the Construction Team be working on Sundays?
 - **Response** (Matt Hogan): We do not know yet if the Team will be working on Sundays. Even if the Team is not working on Sundays, stopping construction for a day and preparing the site to be able to have people pass through the construction site for a day are two different things. It would be challenging to do this.
 - **Response** (Communications Team): Providing consistent messaging that the trail is closed 7-days a week is the best way logistically to communicate the closure.
- **Question**: Is it possible to see how things work over the first season and then adapt for future seasons?
 - **Response** (Matt Hogan): We can run the project shuttle for the 2024 season and see how often it is used. Then in October, we can have a thoughtful discussion and adjust the project shuttle for 2025 if needed.
- **Comment** (Amy Saxton): In a lot of ways, the project shuttle option is more simple and sustainable. The RoundAbout option may get the Clear Creek community to become reliant on new stops that would go away after the Trail reopens.
- **Comment**: There is a fairly predictable traffic pattern in the summer, so we likely wouldn't plan routes during times of predictable heavy traffic.
- **Comment** (Matt Hogan): The pricing for the project shuttle reflects one full time employee available 10 hours a day with a cell phone number for cyclists to call. There would be messaging stating that if the shuttle isn't there to call the phone number.
 - **Response** (Mike Raber): This is more what people would expect and reaches CDOT guidelines for providing an alternative route. Having an on-call shuttle would also help accommodate cyclists that hadn't received the messaging before. It is easier to fine tune this option than the RoundAbout as well. A disadvantage would be that the wait might be more than 10 minutes.
 - **Response** (Matt Hogan): If someone were to make a phone call and know that the shuttle is on the way, they are more likely to wait.
- **Comment** (Amy Saxton): Amy thinks that the project shuttle has more benefits in the comparison.

- **Response:** (Margaret Bowes): Margaret agrees that the project shuttle provides for a higher level of service with more trips a day and greater convenience. It also provides for scalability and is cheaper. Neither option has great space for bikes and value could be added with additional bike space.

ITF Recommendation: Move forward with the project shuttle option going between Two Bears and Hidden Valley or Game Check, with the opportunity for adaptive management based on the 2024 season.

ACTION: Matt Hogan will coordinate with Tyler Brady and others offline on next steps for the shuttle.

6. Draft Communication Plan Presentation & Review

The CDOT Communications Team then presented the Communications Plan for the Greenway Trail closure and alternate route. The Team hopes to communicate as broadly as possible, and has been messaging about the Trail closure since the fall of 2023. In April, the Team will start to communicate about the shuttle and CO 103 alternate route so that users know what to expect and can plan ahead. The overall goal is to provide clear, accurate, and consistent communication.

The list of audiences for this communications plan includes:

- Trail users and bicycle groups
- Community resource locations
- Cities/towns and counties
- Emergency first responders
- Local bike shops, gear rental companies and outdoor recreation stores
- Residents
- Media
- Mapping and recreation apps

The main communications messages include:

- A one-mile segment of the Clear Creek Greenway trail will be closed and the rest of the trail will remain open for use.
- It is unsafe to use that segment of the trail while it is closed.
- The Project is exploring a shuttle option to allow trail users to bypass the one-mile stretch of trail closure. The shuttle will not accommodate large group rides, so they must be planned accordingly.

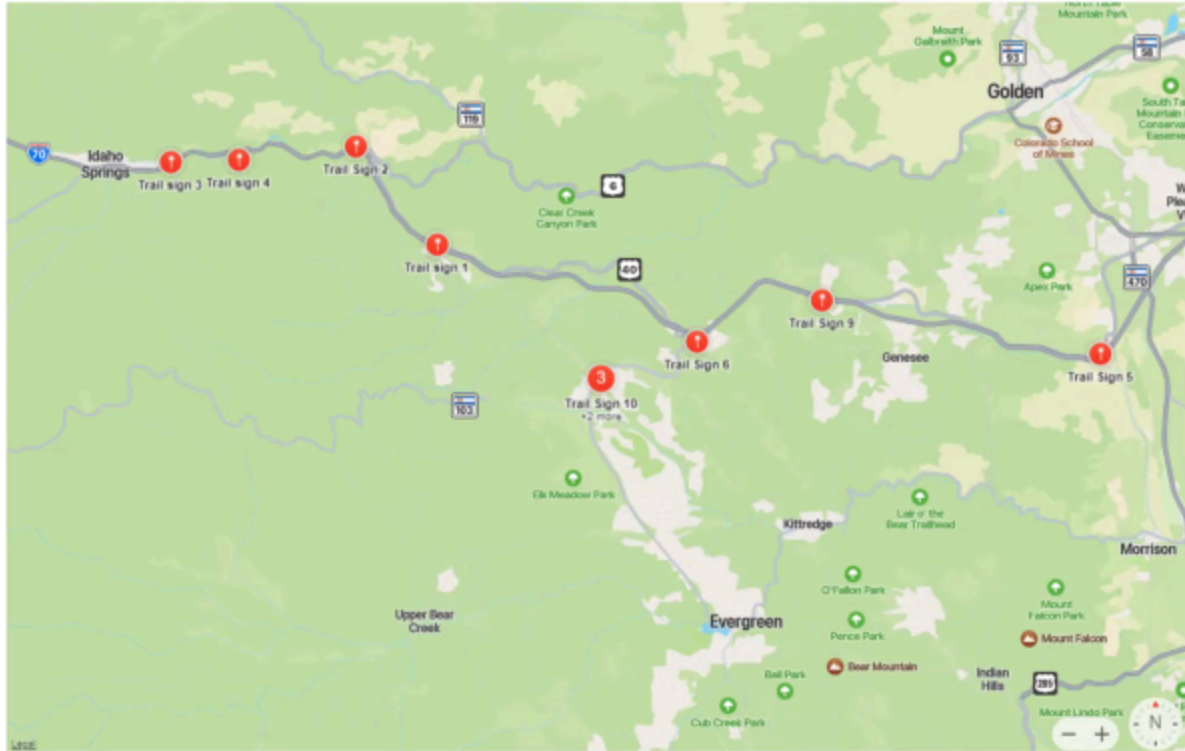
- Cyclists may use CO 103 between Idaho Springs and Bergen Park. This is one of the most scenic rides on the western slope, however, it will add 30 miles and 3,000 feet of elevation gain to the trip so plan accordingly.
- Clear Creek County is home to many scenic trails at varying skill levels. Visit Clear Creek County's website to find your next adventure.
- Once complete, the I-70 Floyd Hill Project will improve recreational travel in Clear Creek County and throughout the I-70 Mountain Corridor. Trail improvements include a newly paved trail for a smoother ride and provide improved emergency first responder access.

ITF participants emphasized the need to communicate the safety message, the fact that there are other things to do and destinations to visit in Clear Creek County, and that the closure is short (only about a mile) so as not to deter bicyclists and tourists.

The Communications Team has an extensive list of tools and tactics to get the message out including:

- Hotline recordings and weekly e-blasts
- Website updates and social media posts on Facebook, Instagram & Nextdoor
- Media outreach
- Clear Creek County Forum and Clear Creek County Podcast
- Meetings/presentations
- Stakeholder toolkit with sample messaging
- Mapping and riding applications coordination
- Email communications with bicycle groups
- VMS and static signage
- Neighborhood newsletters

A key component of the communications strategy is making sure to utilize consistent language and relying on partners to help get the message out further as well.



Map showing where there will be static signage to communicate the trail closure.



Example signage

TT Comments

- **Comment** (Mike Raber): As the shuttle option gets finalized, it will be important to update the signs to include the new shuttle information.
 - **ACTION:** The Communications Team will further discuss if the signs can be replaced or updated later on to include the shuttle information.
- **Comment:** There was a suggestion to update the signage to message that this is a one mile closure and not a total closure, to have less words, and to rely more on the QR code/link where information can be updated more easily.
- **Comment:** Idaho Springs would like to have signs in the city too, at trailhead kiosks, parking lots, etc.
 - **ACTION:** Jon Cain and the CDOT Communications Team to connect offline.

ACTION: The Team will send out the full Communication Plan after the meeting.

Wrap Up & Next Steps

Daniel Estes closed the meeting by reviewing the action items (below) and the ITF recommendation to the TT to move forward with the project shuttle option

Action Items

- **ACTION:** The Communications Team to go through and parse individual versus group riders in the survey and see if they expressed interest in the shuttle.
- **ACTION:** Matt Hogan to look into a project shuttle estimate for a van.
- **ACTION:** Matt Hogan will coordinate with Tyler Brady and others offline on next steps for the shuttle.
- **ACTION:** The Communications Team will further discuss if the signs can be replaced or updated later on to include the shuttle information.
- **ACTION:** Jon Cain and the CDOT Communications Team to connect offline.
- **ACTION:** The Communications Team will send out the full Communication Plan after the meeting.

6. Attendees

Margaret Bowes (I-70 Coalition); Jonathan Cain (Idaho Springs); Stefi Szrek (Jefferson County), Liz Cramer, Julian Gonzalez (FHWA); Ashley Bushey (PEAK Consulting); Mike Raber (Clear Creek Bikeway User Group); Amy Saxton (Clear Creek County); Kevin Shanks (THK); Lindsey Daniels (CIG); Rhegan Fernandes, Matt Hogan (Kraemer); Emily Wilfong (Involve Collective); Stacia Sellers, Liz Viscardi, Carrie Tremblatt, Abbie

Modafferi, Kurt Kioinka, Tyler Brady (CDOT); Jonathan Bartsch, Daniel Estes, Julia Oleksiak (CDR Associates)