



I-70 Floyd Hill

Floyd Hill CMGC Project

Greenway Shuttle and Alt Route ITF Meeting Summary

December 7, 2023, 3:00 to 4:30 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 12-1-23

1. *Intros & Agenda*
2. *Issue Background*
3. *Shuttle Service Discussion*
4. *CO 103 Detour*
5. *Wrap Up & Next Steps*

ITF members confirmed the meeting agenda with no changes.

1. Issue Background

Daniel Estes, CDR Associates, described the issue's background and decisions that led to the formation of the ITF. The ITF was recommended by the Technical Team to provide recommendations regarding the Shuttle Service & CO 103 detour, which combined will provide transportation access for bikes and other forms of recreation across the construction area while the Greenway trail is closed. The closure is estimated to be in place for three years. The trail closure is at US 6 (Exit 244) and Hidden Valley (Exit 243) as shown on the map below.



2. Shuttle Service

Overall Objectives and Intended Users

Daniel Estes prompted the group to first clarify the purpose and objectives of the shuttle service and determine intended users. Other factors to consider included routes and stop locations, timing, frequency, predictability, and constraints. To inform the discussion, Daniel shared the available data from Strava regarding bike trips through the Greenway area of the closure. Carrie Tremblatt, CDOT, noted that for planning purposes CDOT assumes 15% of rides are captured on Strava.

Available Strava Data

- Monthly counts:
 - In August of 2023 there were 205 users with 130 mid-day trips (75 forward, 55 reverse), 55 in the morning (10 forward, 45 reverse), and 10 in the evening.
 - May: 195 riders (daily low of 5 high of 20)
 - June: 460 riders
- Daily:

- 6/24/23: 10 trips
- 9/5/23: 5 trips
- Hourly:
 - 8/12/23 10 trips at 9 am

The group agreed on the importance of providing transportation access specifically for users who don't have access to alternate routes (e.g. cross-country bicyclists or long distance "bike-packers" who may not be equipped to take the CO 103 detour which is an additional 31 miles).

Comments related to intended users and objectives included:

- Amy Saxton, Clear Creek County, suggested the shuttle system should be first developed with long-distance travelers as the primary audience. The group generally agreed with this approach.
- Mike Raber, Clear Creek Bicycle Users Group, noted the biking community is expecting access through the project area for recreational single-day riders as well as communication about the closure. The group agreed that both outcomes are important for the ITF to consider.
- Tyler Brady, CDOT, asked the group if the shuttle would be available to users other than long-distance travelers. The group agreed that long-distance travelers are the primary group to consider when planning the service – but there would be challenges in limiting the service only to long-distance travelers, therefore the service shouldn't be limited to long-distance travelers only.

ITF DECISION: 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).

Shuttle Options

Daniel Estes shared the three current options being considered for the shuttle service:

1. *Clear Creek RoundAbout Shuttle*
2. *Dedicated Floyd Hill project shuttle*
3. *Hybrid option (RoundAbout + Staff Shuttle).*

More information about shuttle options:

1. *Clear Creek RoundAbout shuttle*
 - Running 6-8 months
 - Would use a series of scheduled stops
 - Would be free to use (CCC charges CDOT annually)
 - Potential option to extend the regular route to go to Two Bears and then go west. The regular route does 9 back and forths.
 - Also may be able to expand Evergreen route and add 3-4 more days per week. Evergreen route already travels through the area the shuttle would be needed.
 - Opportunity to put trailer on RoundAbout bus to transport bikes.
2. *Dedicated Floyd Hill project staff shuttle*
 - Use Twin Tunnels as example
 - Free to use (first quote: ~\$300k annually charged to project)
3. *Hybrid option (RoundAbout + Staff Shuttle)*

The group then discussed shuttle service considerations in more detail. Comments from this discussion included:

- Jonathan Cain, Idaho Springs, said another option is the Loan Tree Link, a microtransit service similar to Lyft or Uber that may be able to be adapted to the project's needs. Jonathan said he would share information about the service.
- Mike Raber said long distance cyclists are often in groups of less than 8 and bicyclists will be random arrivals at the closure and difficult to predict
- Amy Saxton and others noted the shuttle will have capacity limits (e.g. will not be able to accommodate large groups of riders)
- The shuttle service may need to be piloted and adjusted based on early lessons learned, but there will be limits to how much the service can adapt.

ACTION: Amy Saxton to get more information about RoundAbout option to share with group

ACTION: Jonathan Cain to share information about Lone Tree Link with project team

ACTION: Project Team to develop matrix to compare pros and cons of different options

Communication Planning

The group determined an immediate priority is to begin developing a communication plan specifically dedicated to informing the public about the closure and available options, while also soliciting input about user preferences for a shuttle service. The group agreed one component of the plan should be a survey targeting bicycle groups to get input about how they anticipate using a shuttle service and related issues. Other

ideas included using existing project communication strategies to aid in communication (website, newsletter, PILT). Emily Wilfong, PI Team, said her team was tracking the discussion and would begin working on the framework for a communication plan.

ACTION: Project Team to begin developing Greenway closure communications plan, including survey and identification of bicycle groups to engage

Wrap Up & Next Steps

Daniel Estes closed the meeting by reviewing action items (below) and noting that there will be follow up discussions in the coming weeks and months, including discussion of the CO 103 detour and next steps for the shuttle service.

Action Items

- **ACTION:** Amy Saxton to get more information about RoundAbout option to share with group
- **ACTION:** Jonathan Cain to share information about Lone Tree Link with project team
- **ACTION:** Project Team to develop matrix to compare pros and cons of different options
- **ACTION:** Project Team to begin developing Greenway closure communications plan, including survey and identification of bicycle groups to engage

6. Attendees

Amy Saxton (Clear Creek County), Jonathan Cain (Idaho Springs), Margaret Bowes (I-70 Coalition); Liz Cramer (FHWA); Vanessa Halladay, Mandy Whorton, Ashley Bushey (PEAK Consulting); Matt Aguirre (Atkins); Kevin Shanks (THK); Bill Coffin (Floyd Hill POA); Austin Knapp (Kraemer); Stefi Szrek (Jefferson County); Mike Raber (Clear Creek Bicycle Users Group); Emily Wilfong (Involve Collective); Rhegan Fernandes (CIG); Tyler Brady, Jeffery Hampton, Stacia Sellers, Carrie Tremblatt (CDOT); Daniel Estes (CDR Associates)