



CDOT

Online Meeting Summary

Westbound I-70 Peak Period
Shoulder Lane

July 2, 2018



Comment Tracking Overview

The table below provides a snapshot of total online meeting participants of the Westbound I-70 Peak Period Shoulder Lane Online Meeting that took place June 26 to July 1, 2018.

451

TOTAL NUMBER OF
ONLINE VISITORS

385

TOTAL NUMBER OF
**FULL MEETING
SESSIONS**

4:34

AVERAGE TIME
**SPENT ON EACH
PAGE**

142

TOTAL NUMBER OF
**SOCIAL MEDIA
REFERRALS**

(Facebook & Twitter)

208

TOTAL NUMBER OF
**VISITS FROM A
DESKTOP**

178

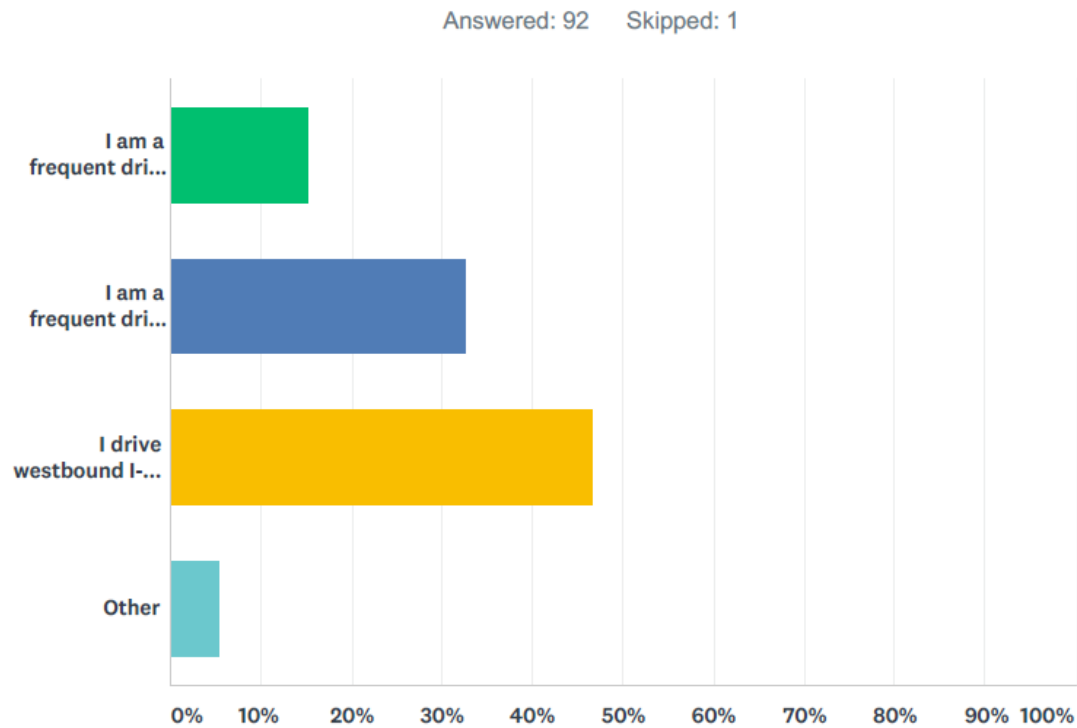
TOTAL NUMBER OF
**VISITS FROM A
PHONE OR TABLET**



Results by Question

Please note that not each visitor took the survey and not everyone answered each question of the survey.

Q1: How often do you travel on westbound I-70 in this area?

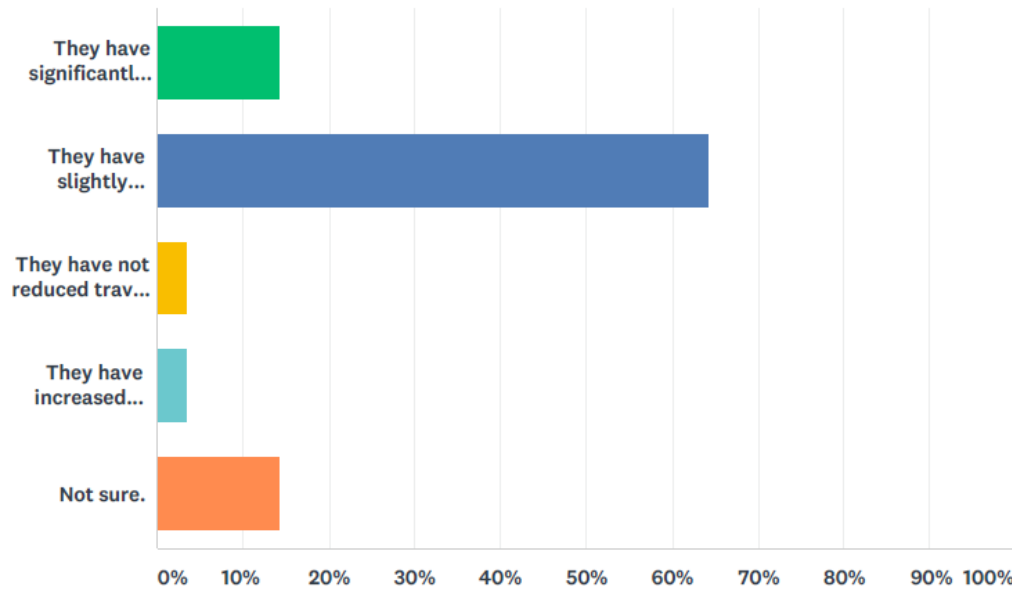


ANSWER CHOICES	RESPONSES	
I am a frequent driver on westbound I-70 (Clear Creek County resident)	15.22%	14
I am a frequent driver on westbound I-70 (non-Clear Creek County resident)	32.61%	30
I drive westbound I-70 mostly on weekends and/or holidays	46.74%	43
Other	5.43%	5
TOTAL		92



Q2: Please rate to what extent you feel that improvements made to I-70 have helped improve travel time.

Answered: 28 Skipped: 0

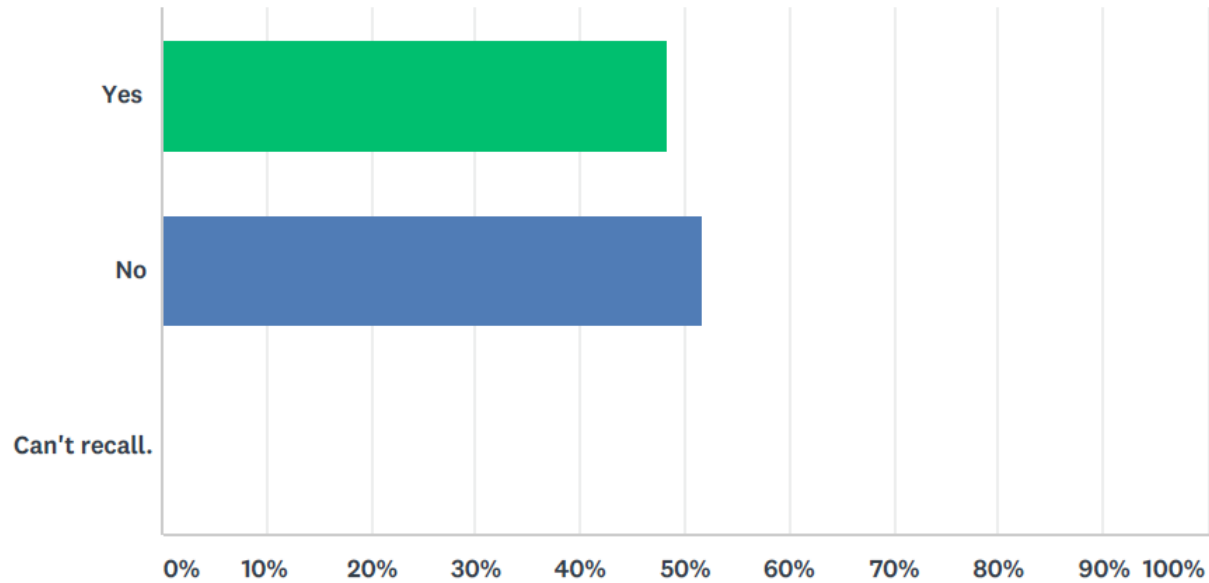


ANSWER CHOICES	RESPONSES	
They have significantly improved travel time.	14.29%	4
They have slightly reduced travel time.	64.29%	18
They have not reduced travel time.	3.57%	1
They have increased travel time.	3.57%	1
Not sure.	14.29%	4
TOTAL		28



Q3a: Have you used the Eastbound I-70 Mountain Express Lane?

Answered: 29 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	48.28%	14
No	51.72%	15
Can't recall.	0.00%	0
TOTAL		29



Q3b: If yes, do you have any feedback on your experience using it?

Response 1: Very scary! Will not use it again if there's an option. Sets up a terrifying speed differential between the express and what should be the fast lane. Sometimes vehicles attempt to enter the express lane where they shouldn't. The lane is so narrow that the driver is right up next to the concrete barrier. Feels like the mirror will be sheared off. Every so often the center barrier bulbs into the express lane squeezing it even narrower. Barrier casts a shadow on the already narrow lane making it potentially icy and making sight line difficult. Finally, the price for using the lane is usually \$5. If you have a transponder. But for those of us who don't the cost is \$9.92. I understand a small fee -- say 10% -- but this is a nearly 100% markup. In short, I oppose the new express lane.

Response 2: More enforcement of vehicles weaving in/out of the lane, presumably attempting to avoid tolls, should be provided.

Response 3: It is extremely expensive for the 10 minutes you save, about a \$1/minute!

Response 4: It seems kind of narrow, and \$5 minimum is slightly too expensive.

Response 5: Feels claustrophobic with how close the median divider can be at times

Response 6: It has definitely helped when traffic is bad. My biggest concern is the people that jump back and forth between the regular and toll lanes.

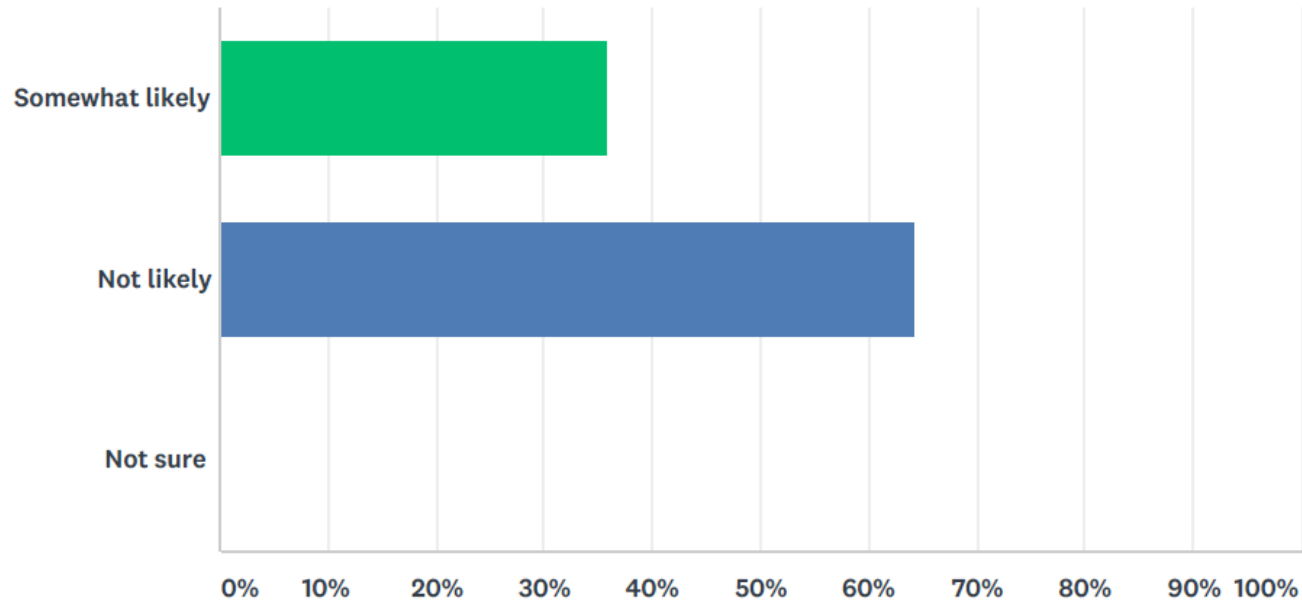
Response 7: I wish there was some sort of barrier, even if it's just a few of the plastic upright dividers.

Response 8: Not wide enough. Need more separation from GP lanes



Q3c: How likely are you to pay the toll to use the shoulder lane during peak periods?

Answered: 28 Skipped: 1

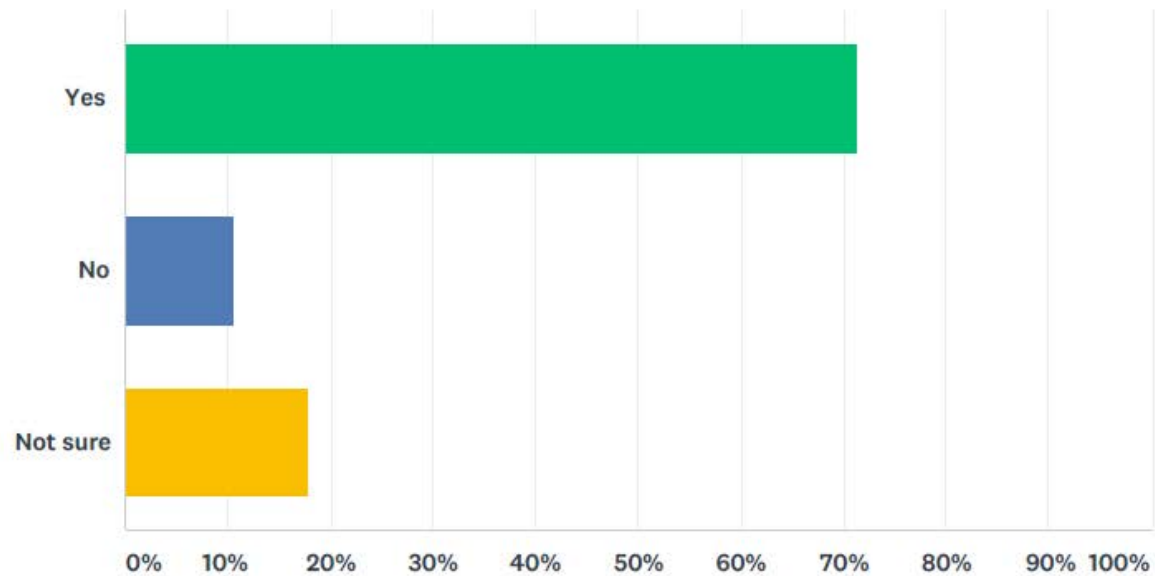


ANSWER CHOICES	RESPONSES	
Somewhat likely	35.71%	10
Not likely	64.29%	18
Not sure	0.00%	0
TOTAL		28



Q4: The Eastbound I-70 Mountain Express Lane reduced travel time by 20-50%. Do you think a peak period shoulder lane on westbound I-70 will result in the same outcome?

Answered: 28 Skipped: 0

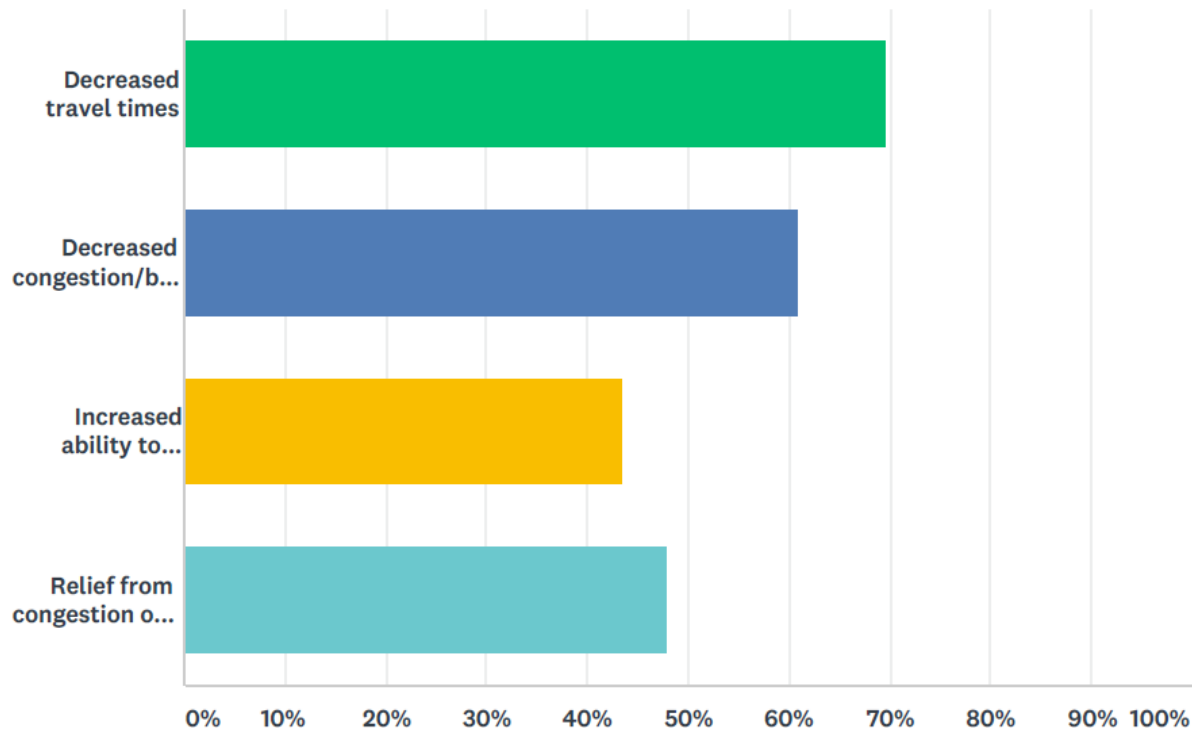


ANSWER CHOICES	RESPONSES	
Yes	71.43%	20
No	10.71%	3
Not sure	17.86%	5
TOTAL		28



Q5: Which of the following potential benefits provided by a westbound I-70 peak period shoulder lane do you think is most important for this corridor? (Choose all that apply)

Answered: 23 Skipped: 3

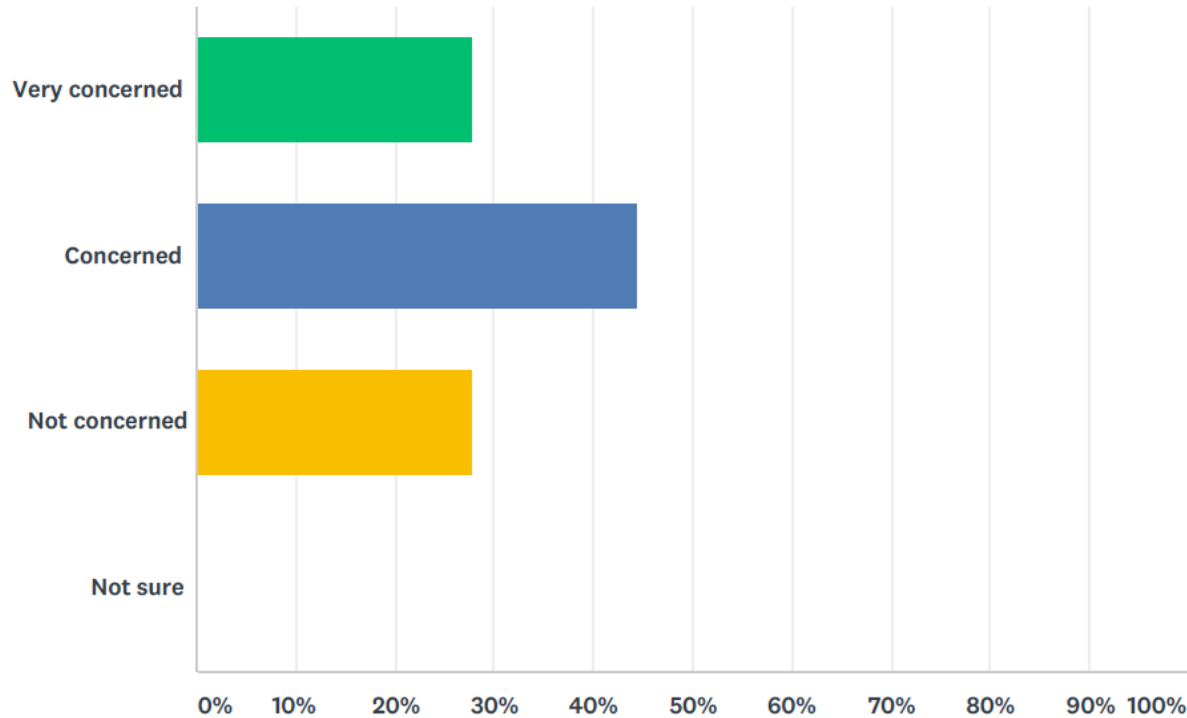


ANSWER CHOICES	RESPONSES	
Decreased travel times	69.57%	16
Decreased congestion/back-ups	60.87%	14
Increased ability to clear accidents	43.48%	10
Relief from congestion on local roads and frontage roads	47.83%	11
Total Respondents: 23		



Q6: How concerned are you about the environmental impacts of the project?

Answered: 18 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very concerned	27.78%	5
Concerned	44.44%	8
Not concerned	27.78%	5
Not sure	0.00%	0
TOTAL		18



Comment Form Responses

These comments are from online meeting visitors who used the general “Comment” form to submit feedback. These are as of the launch of the meeting (May 29, 2018).

Timestamp	Zip Code	Comment
5/29/2018 16:22	80436	For rockfall mitigation - how about a picture that shows rockfall mesh that blends with the rock face
5/29/2018 19:54	80202	The eastbound toll lane construction project was completely mismanaged and made the area a nightmare for several years. You caused traffic jams with signs saying lane closed ahead when no lane closure was going on. This project should not go forward because CDOT has shown it can't manage this type of project competently.
5/29/2018 20:52	80444	The express lane is closed the VAST majority of the time, and it costs a ridiculous amount of money for a single trip!!!! What a waste of time and money!!!! More lanes means MORE people in the stressed mountain environs - why do it????
5/30/2018 7:12	80444	I live in Georgetown and last Saturday, given it was Memorial Day weekend, I went down to Evergreen. I headed back to Georgetown around 2 pm. It took me an hour to go from Evergreen to Idaho Springs then probably another half hour to get back to Georgetown this is unacceptable for those of us who live in these Mountain communities. We are literally trapped on weekends unless we want to sit in traffic.
5/30/2018 8:23	80452	Will the Fall River Rd connection to Stanley Road be developed during this project?
5/30/2018 12:43	80221	I think that Express (pay) lanes are lanes for the "rich." Those who cannot afford the high tolls get "stuck" in the regular lanes. If you do proceed, I suggest that like I25 from US36 to downtown, that the express lanes run in one direction depending the peak times. This utilizes the space more efficiently. It also stops people from avoiding tolls by dangerously crossing in and out of the lane
5/31/2018 0:12	80010	Thank you for trying to solve Colorado's infrastructure problems! I understand CDOT has a difficult time getting funding for road projects because of TABOR and has to resort to tolls. Please have the money generated from this toll to go towards adding more free access lanes. If we just keep adding toll lanes to keep up with Colorado's growth, we'll find ourselves with near private highways. People should be able to access the mountains and Denver metro with as little financial barriers as possible for increased commerce and quality of life. Thanks for listening.
5/31/2018 12:43	80444	With the millions of dollars being poured into this project, what other traffic mitigating ideas were considered. For how much less would a robust bus system cost? What about tolling the existing highway to pay for the roads?



6/4/2018 21:00	80452	Very important that the Fall River Bridge be included in plan and funded to allow vehicle and bike access for the Fall River residents to frontage road. Thank You
6/5/2018 21:07	804525	<p>Why use data about improved travel times from Georgetown to US 40 when the Express Lane doesn't run to Georgetown. Presuming Express Lane and Peak Period Shoulder Lane are the same. If not, it would have been helpful to explain the difference.</p> <p>So glad CDOT is holding public meetings to get community input. However, having the consultant tell the people his recommendations before getting much input from those people is getting old. Gives the impression, especially to those who still don't trust CDOT, that decisions are already made. It will be interesting to see what sort of barrier we end up with through Idaho Springs after last night's meeting.</p>
6/7/2018 20:30	80452	While I understand people want to get to the ski areas faster to spend their \$150 on a ticket. But the City of Idaho Springs has been under some kind of construction since 2005. Is there ever going to be an end? How about giving the residents a 2 or 3 year break. I was the city clerk in Idaho Springs from 1997 to 2007. The same exact conversation was happening then. So, that means 21 years of conversation. Please give these small mountain city and towns a break.
6/9/2018 2:28	80210	<p>I'm not in favor of an west Express lane because it is going up the mountain in elevation and speeds and more lanes are already needed for heavy load and various lanes of slower traffic to keep right and the faster lanes open for other traffic. Education for how to drive on the roadway would really help everyone be safe and stop the stupid stop go impact and backups that occur when the demands of logic don't meet up in the current common attitudes of drivers which isn't what is best for everyone around you on the road or will help people go by you....instead people lane "hog" and back traffic up. I am often left scratching my head in disbelief that so many people are in willing to change lanes or let other pass them. The chain reaction of traffic driving blunders on I-70 make it much worse that it needs to be. I understand that the East bound express lane seems to be working -expect over 60 percent of the time I use the road it seems closed. My overall concern for an Express lane is trucks with heavy loads and economy cars are very different go up in elevation compares to down. Vehicles that are not keep up the speed cause issues & breaking/congestion issues that can. very unsafe.</p> <p>Another reason I don't support this express lane is that it because a class economic issue that once again hold back lower income and working class people who don't have the resources most of us who can afford the extra fees do.</p> <p>It's a federal hwy...it shouldn't be unfairly taxed with "express lane charge fees"</p> <p>I can't in fair consciousness allow a lower income earner or fixed income budget person to be delayed because they are not as important those who are willing to pay.</p> <p>Coming down the mountain heading east on I-70 is enough of charging fees.</p> <p>Educate people how to drive or make a designated truck and small engine car lane. Let me repeat that...MAKE A SMALL ENGINE, TRUCK & LOAD CARRYING VEHICLE LANE!!! I think it might be more valuable than a paid Express Lane/Toll road.</p>



6/17/2018 0:57	80226	I feel as though traffic backup is the biggest concern, being a native to Colorado going to mountains isn't fun anymore, and I do believe a toll lane on the way up could really help alleviate traffic and back ups. As well as the money going to fund future interstate improvements to i70 only.
6/21/2018 23:36:37	80122	We need commuter rail service from DIA to Grand Junction. Thank you to all the CDOT workers! We appericate you. Please be safe!
6/22/2018 10:58:24	80202	I was wondering, won't the Westbound shoulder lane mostly become obsolete if CDOT moves forward with the major reconfiguration of Floyd Hill and putting I70 in the area in a tunnel?
6/29/2018 17:32:08	80220	Please, no more consideration of toll lanes, we need a real expansion of the highway that factors in future growth. We are way behind here and every time an expansion happens it is already outdated before it is completed.
7/2/2018 7:41:36	80123	Yes! Anything you can do to improve the congestion is appreciated. We use the Express lane during heavy traffic days, but something on both sides is needed.