

I-70 PEIS Collaborative Effort

Consensus-based Preferred Alternative

The Charge:

To reach consensus on a recommended transportation solution for the I-70 Mountain Corridor

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The Members:

CDOT (2)

FHWA

FTA

USFS

City of Denver

Metro Chamber

CEC

Trout Unlimited

Sierra Club (2)

CMCA

CPRA

CASTA

Ski Country

Vail Resorts

Summit Chamber

Clear Creek County

Idaho Springs

Georgetown

Summit County

Frisco

Eagle County

Vail

Garfield County

Pitkin County

RMRA

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The Vision:

- Multi-modal
- Improvements based on proven needs
- Enhance the corridor, its environment and communities
- Discussion to develop a long-range corridor vision for growth, transportation, and mobility
- Evaluation of capacity improvements

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All parties must take ownership in needed changes and continue to work together to achieve this vision!

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Criteria of Effectiveness

- The solution should improve safety and mobility for all users.
- The solution should be responsive and adaptive to broader global trends that will affect the way we make travel decisions into the future.
- The solution will meet the purpose and need and all environmental and legal requirements

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Criteria of Effectiveness

- The solution should preserve, restore and enhance community and cultural resources.
- The solution should preserve, and restore or enhance ecosystem functions.
- The solution should be economically viable over the long term.

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Recommendation

- A multi-modal solution including non-infrastructure components,
- A commitment to evaluation and implementation of an *Advanced Guideway System (AGS)*, and highway improvements.

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Recommendation

- A reassessment of the improvements' effectiveness and reviews of study results and global trends shall be conducted prior to implementing additional capacity improvements.
- Continued stakeholder involvement is necessary for all tasks conducted on the I-70 transportation system.

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Non-Infrastructure Elements

- Increased enforcement.
- Bus, van or shuttle service in mixed traffic.
- Programs for improving truck movements.
- Driver education.
- Expanded use of existing transportation infrastructure in and adjacent to the corridor.

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Non-Infrastructure Elements

- Use of technology advancements and improvements which may increase mobility without additional infrastructure.
- Traveler information and other intelligent transportation systems.
- Shift passenger and freight travel demand by time-of-day and day-of-week.

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Non-Infrastructure Elements

- Convert day-trips to overnight stays.
- Promote high occupancy travel and public transportation.
- Convert single occupancy vehicle commuters to high occupancy travel and/or public transportation.

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Non-Infrastructure Elements

- Implement transit promotion and incentives.
- Other transportation demand management (TDM) measures yet to be determined.

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AGS

An Advanced Guideway System (AGS) is a central part of the recommendation and includes a commitment to the evaluation and implementation of AGS within the corridor, including a vision of transit connectivity beyond the study area and local accessibility to such a system. As defined by the performance criteria identified by the I-70 Coalition.

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AGS Questions

- Feasibility of high speed rail passenger service.
- Potential station locations and local land use considerations
- Transit governance authority
- Alignment
- Technology
- Termini

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AGS Questions

- Funding requirements and sources
- Transit ridership
- Potential system owner/operator
- Interface with existing and future transit systems
- Role of AGS in freight delivery both in and through the corridor

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Highway Improvements

- Must be planned considering all elements of the recommendation
- Consistent with local land use planning. They are listed in two categories.
- Specific triggers for the Future Highway and Non-AGS Transit Improvements

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Specific Highway Improvements

- A six-lane component from Floyd Hill through the Twin Tunnels including a bike trail and frontage roads from Idaho Springs East to Hidden Valley and Hidden Valley to US 6.
- Empire Junction (U.S. 40/I-70) improvements.

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Specific Highway Improvements

- Eastbound auxiliary lane from the Eisenhower Johnson Memorial Tunnel (EJMT) to Herman Gulch.
- Westbound auxiliary lane from Bakerville to the EJMT.

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Other Highway Projects

- Truck operation improvements such as pullouts, parking and chain stations.
- Safety improvements west of Wolcott.
- Eastbound auxiliary lane from Frisco to Silverthorne.
- Safety and capacity improvements in Dowd Canyon.

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Interchange Improvements

Eagle County Airport (as cleared by FONSI & CDOT 1601 processes)

Hyland Hills & Beaver Brook

East Glenwood Springs

Gypsum

Eagle

Edwards

Avon

Minturn

Vail West

Copper Mountain

Frisco/Main Street

Frisco/SH 9

Silverthorne

Loveland Pass

Georgetown

Downieville

Fall River Road

Lookout Mountain

Morrison

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Auxiliary Lanes

- Avon to Post Boulevard (eastbound).
- West of Vail Pass (eastbound and westbound).
- Morrison to Chief Hosa (westbound).

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Future Stakeholder Engagement

- Improvements may or may not fully address the needs of the corridor beyond 2025,
- Recommendation does not preclude nor commit to the additional multi-modal capacity improvements.
- CDOT and FHWA will convene a committee that retains the Collaborative Effort member profile.

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Future Stakeholder Engagement

- The committee will establish its own meeting schedule based on progress made against the approved triggers,
- Check-ins at least every two years.
- Review the current status of all projects
- consider the following triggers in evaluating the need for additional capacity improvements.

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Triggers

The “Specific Highway Improvements” are complete, and an AGS is functioning from the front range to a destination beyond the Continental Divide, or

The “Specific Highway Improvements” are complete, and AGS studies that answer questions regarding the feasibility, cost, ridership, governance, and land use are complete and indicate that AGS cannot be funded or implemented by 2025 or is otherwise deemed unfeasible to implement, or

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Triggers

Global, regional or local trends or events have unexpected effects on travel needs, behaviors and patterns and demonstrate a need to consider other improvements, such as climate change, resource availability, and/or technological advancements.

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Triggers

In 2020, there will be a thorough assessment of the overall purpose and need and effectiveness of implementation of these decisions. At that time, CDOT and FHWA, in conjunction with the stakeholder committee, may consider the full range of improvement options.

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Additional Recommendations

Record of Decision for the PEIS require that Tier 2 studies comply with:

- The Section 106 Programmatic Agreement
- The Context Sensitive Solutions (CSS) decision making process and guidance manual.
- The Memoranda of Understanding for:
 - Stream Wetland Ecology Enhancement Project (SWEEP)
 - Minewaste and
 - A Landscape-level Inventory of Valued Ecosystem Components (ALIVE)

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CDOT and FHWA also will consider the principles of the Colorado Governor Ritter's Climate Action Plan within future environmental studies.