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Subtopic E7: Transportation Management

Thirty-one public and agency comments were received on the E7: Transportation Management subtopic. From those 31 comments, 12 common concern statements were created. Themes associated with the E7: Transportation Management subtopic include:

- Transportation management measures could be implemented immediately to proactively reduce congestion in the short term.
- Transportation management could be used to promote transit; to address accidents, weather conditions, and peak travel; to encourage the use of alternate routes; to encourage trucks to use different routes by offering credits for nighttime travel or offering off-peak travel incentives; to offer incentives to encourage off-peak recreational travel; and to increase public awareness..
- To promote higher occupancy vehicles, CDOT should encourage more car pooling, increase bus and van ridership incentives, and provide additional parking and advertising for car pooling.
- Implementing transportation management measures would better address travel capacity issues in the Corridor than the Highway alternatives and encouraging off-peak travel to Corridor destinations would be more effective than the Rail or AGS alternatives.
- Further development of Corridor airports and enhancing connectivity from airports to popular tourist/recreation destinations are ways to meet tourist travel demand.
- More intensive enforcement of existing laws is a way to improve traffic flow as is the implementation of congestion pricing.
- The Minimal Action alternative could include innovative incentives to reduce transportation demand from the recreating public during peak periods.

CCS No.	Transportation Common Concern Statements (CCSs)
Subtopic E7: Transportation Management	
E7-a	Transit Options Transportation management measures should include the following transit options: <ul style="list-style-type: none"> • Additional buses in existing lanes • Subsidized bus service from the Morrison park-n-ride to the Frisco park-n-ride, including connections to resorts • Bus transit between Denver and Vail • Better planned and implemented bus service, such as Denver to ski areas/resorts • Additional RTD bus service and additional Ski Train service • Increased bus and van ridership incentives • Priority lanes for mass transit • Monetary support for Corridor bus services
E7-b	Aviation Improvements Aviation improvements, using a transportation system approach, would make a significant contribution to meeting tourist travel demand. These improvements should include further development of Corridor airports and enhancing connectivity from airports to popular tourist and recreation destinations.
E7-c	Travel Capacity Issues Implementation of transportation management measures is all that is required to address travel capacity issues in the Corridor and would better address these issues than Highway alternatives. Encouragement of off-peak travel to major Corridor destinations would be more effective than the Rail or AGS alternatives.

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E7-d	<p>Travel Demand</p> <p>Increased highway traffic and travel demand should not be assumed for the future because transportation management measures and new technologies might significantly reduce highway traffic.</p>
E7-e	<p>Causes of Congestion</p> <p>The following are the primary causes of Corridor congestion; all of which could be addressed through transportation management measures:</p> <ul style="list-style-type: none"> • Accidents • Weather conditions • Peak travel
E7-f	<p>Use of Alternate Routes</p> <p>Transportation management measures should include the following:</p> <ul style="list-style-type: none"> • Encouraging the use of different routes • Improving local alternate routes • Providing a truck route using Highway 6 through Clear Creek Canyon
E7-g	<p>Ski Train</p> <p>Transportation management measures should include additional Ski Train service. RTD railcars could be pressed into Corridor service when not in use (when FasTracks is implemented).</p>
E7-h	<p>Driver Behavior</p> <p>Transportation management measures associated with driver behavior should include the following:</p> <ul style="list-style-type: none"> • Changing travel/driving behavior • Encouraging the use of different routes • Encouraging more carpooling • Conducting a public awareness campaign integrated with urban connection nodes • Increasing bus and van ridership incentives • Improving traffic information notification systems • Developing business sector plans to attract off-peak visitors • Developing a website that provides travel forecasts, • Encouraging off-peak travel • Providing additional parking and advertising for carpooling
E7-i	<p>Dynamic/Adaptive Traffic Management</p> <p>Transportation management measures should include the following:</p> <ul style="list-style-type: none"> • Improving traffic information notification systems • Using intelligent vehicles and intelligent transportation systems • Performing active traffic management during peak times (including posting of patrol people, a communication system, and response mechanisms) • Using dynamic speed limit signs • Implementing a speed management system that slows traffic prior to bottlenecks
E7-j	<p>Enforcement of Existing Laws</p> <p>More intensive enforcement of the following existing laws would provide for better traffic flow on I-70:</p> <ul style="list-style-type: none"> • Automobile inspection requirements • Auto and truck insurance regulations • Left lane law • Impeding traffic

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E7-k	<p>Minimal Action Alternative</p> <p>As analyzed, the Minimal Action alternative would cost \$1.31 billion, with the bulk of that cost for construction portions. The amount allotted to travel demand management is \$104 million, and this aspect of the alternative does not appear to have been modeled to determine how it might reduce demand. The estimate of travel demand shows that a significant component of the demand is recreational non-work days and overnight winter and summer weekends. The Minimal Action alternative could include innovative incentives to reduce the transportation demand from the recreating public during these peak periods. These ideas could be far less expensive than the suggested build alternatives.</p>
E7-l	<p>Immediate Measures to Implement</p> <p>The following transportation management measures could be implemented immediately and proactively to reduce congestion in the short term:</p> <ul style="list-style-type: none"> • Include ITS applications <ul style="list-style-type: none"> • A website that provides travel forecasts • Active traffic management during peak times such as the posting of patrol people, a communications system, and response mechanisms • Dynamic speed limit signs • A speed management system that slows traffic prior to bottlenecks Restrict truck movements to improve peak-period passenger car flow • Encouraging trucks to use different routes • Credits for nighttime truck travel • A truck route using Highway 6 through Clear Creek Canyon • Grade smoothing at Floyd Hill • Special permits for slow-moving vehicles, similar to oversize loads, for travel over mountain passes • Encouragement of off-peak travel • Limitations on truck traffic during peak travel times • Strict enforcement of auto/truck insurance laws • Enforcement of the left lane law • Travel time limitations for commercial vehicles at Vail Pass and EJMT • Incorporate ways to change travel/driving behavior <ul style="list-style-type: none"> • Business sector plans to attract off-peak visitors • Penalties for traffic impedance • Implement congestion pricing to solve I-70 congestion issues <ul style="list-style-type: none"> • Incentives for off-peak travel such as offering significantly reduced tolls or no tolls during those periods • Credits for nighttime truck travel • An electronic system, such as EZ-pass, to collect the tolls without significantly impacting traffic flow