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Subtopic G8: Recreation

Twenty-one public and agency comments were submitted on the subtopic of G8: Recreation. Those 21 comments generated 14 common concern statements. Themes for G8: Recreation include:

- The greenway plan should be considered as part of the Tier 1 PEIS process. Without a proper evaluation of the effects of the alternatives on the greenway plan, those items identified as priorities in the plan may be adversely affected or precluded from future implementation.
- CDOT should work with the greenway committee to integrate the greenway plan into any solution for I-70.
- Highway widening will undermine the greenway plan.
- CDOT should construct the greenway as soon as possible.
- The preferred alternatives are not friendly toward bicyclists.
- The PEIS focused on organized recreational opportunities without addressing nonstructured activities such as fishing.
- The PEIS lacked a discussion on the range of cumulative impacts on fishery-based recreation.
- Numerous recreation areas, trails, and trailheads within the 3-mile inventory were not documented.
- The PEIS did not discuss whether or not the alternatives would have a significant impact on recreation resources.
- It was unclear whether sustainability of the recreation resources was taken into consideration.
- The PEIS should analyze impacts on fishing and boating resources. To remain suitable for rafting and kayaking the creek bed and banks must remain at or similar to their current conditions.
- The solution for capacity should preserve the quality of beautiful places for visitors and residents.
- Public recreation cannot handle the number of cars highway widening will bring.

CCS No.	Community Values Common Concern Statements (CCSs)
Subtopic G8: Recreation	
Clear Creek County Greenway Plan	
G8-a	Despite CDOT's awareness and participation in the development of the Clear Creek County Greenway Plan, there is no specific mention of its development in the I-70 Mountain Corridor Draft PEIS under Section 3.10.2.5, Clear Creek County. Likewise, the greenway is referenced only in its conceptual format as the greenway initiative in regard to the Clear Creek Master Plan of 2030, in Section 3.14.2, Recreation Resources.
G8-b	Because the Greenway Plan is expected to provide the basic groundwork for significant investments toward economic and social improvements, considering the limited terrain in the county, it is encouraged that impacts on the Greenway Plan be considered as a part of the Tier 1 PEIS process.
G8-c	Without proper evaluation of the environmental, cultural, and construction impacts of all proposed project alternatives on the Clear Creek Greenway Plan during the Tier 1 PEIS process, economic, social, and recreational investments identified as priorities in the Clear Creek County Master Plan 2030 run the risk of being adversely affected or prematurely precluded from future implementation.
G8-d	Highway widening will undermine the Clear Creek Greenway Plan.
G8-e	CDOT should work directly with the Clear Creek County Greenway Committee in developing the Greenway Plan and integrate the plan into any solution for I-70.

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CCS No.	Community Values Common Concern Statements (CCSs)
G8-f	Clear Creek County Open Space Commission requests that CDOT construct the Clear Creek Greenway as soon as possible for (a) mitigation of future highway improvements, (b) emergency access, and (c) mobility and safety during highway construction by providing a multimodal corridor through Clear Creek County.
Bicyclists	
G8-g	The Corridor and the favored alternatives are not friendly toward bicyclists. There are stretches where bicyclists are required to enter the freeway to Evergreen Parkway to Genesee and then from Bakerville up to the Tunnel entrance to Loveland Pass. The selected alternative should provide safety for bicyclists through dangerous sections. There should be assurance that current bike paths will remain compatible with the I-70 Corridor and that future bike paths will be designed to follow the constructed changes.
Nonstructured Recreation	
G8-h	The PEIS needs to include the full range of cumulative impacts on nonstructured recreational opportunities. From a cumulative perspective, impacts on fishery-based recreation, particularly when compiled with past losses, are substantial. It is a well-known fact that original construction of I-70 has had substantial impacts on fish and fishery based recreation. Impacts on stream habitat, contamination of water from transportation-based events, and loss of access have all negatively affected the resource. Yet the definition of the recreation issue ignores all of these facts.
G8-i	The PEIS discussion of recreation focuses on organized developed recreational opportunities and does not address nonstructural recreational activities such as fishing along the Corridor, which is a major use in each watershed affected by the project.
Discrepancies	
G8-j	Numerous recreation areas, trails, and trailheads are located within the 3-mile inventory area that are not documented.
G8-k	The PEIS should discuss whether or not the alternatives would have a significant impact on recreation resources. It is not clear whether the sustainability of the recreation resources was taken into account in attempting to meet this transportation need. Ski resorts and other recreation activity sites are already at capacity. The PEIS does not clearly explain why the Combination alternatives would almost double the annual change in destination trips as compared to the sum of the annual changes from Transit-only and Highway-only alternatives.
G8-l	The solution for capacity of I-70 should preserve the quality of the beautiful places for visitors and residents.
G8-m	Public recreation resources cannot handle the number of cars that highway widening will bring.
G8-n	The PEIS should analyze impacts on fishing and boating resources. The Clear Creek County Master Plan identifies major recreation areas along the I-70 Corridor where fishing, trail access, boating, and recreational opportunities occur. In addition, the creek bed and banks need to remain at or similar to their current conditions and remain suitable to rafting and kayaking tours.