

10 Year Plan Public Comment Form

The 10-Year Plan Strategic Project Pipeline, or "**10-Year Plan**", is Colorado's roadmap for prioritizing and investing in critical transportation projects across the state over the next decade. This 10-Year Plan is a targeted subset of CDOT's broader Statewide Transportation Plan, Your Transportation Plan, translating long-term vision into a clear, action-oriented investment strategy.

The projects identified in the 10-Year Plan were identified based on extensive public and stakeholder engagement, and are designed to help us meet our performance goals to fix our roads, advance transportation safety, and sustainably increase transportation choice.

We encourage you to review the following project list and share your feedback using our public comment form found below.

1. Name ●

2. E-Mail ●

example@domain.com

3. City or Town of Residence

4. Generally, does the 10-Year Plan correctly identify projects that will improve pavement, increase safety, and advance transportation choice for your area of the state?

Strongly Disagree ▲
Disagree
Neutral
Agree
Strongly Agree ▼

5. Do you have a comment on the overall 10-Year Plan?

6. Do you have a comment on a specific project in the 10-year plan?

example: project name and project ID (if available)

Comment on specific project

Submit

Draft Comment

CDOT 10-Year Plan Public Comment

Clear Creek County – I-70 Corridor Capacity, Safety, and Mitigation

Jurisdiction / Organization: Clear Creek County

Project / Corridor: Interstate 70 – Clear Creek County Corridor

Comment:

Clear Creek County submits this comment regarding the Colorado Department of Transportation's Draft 10-Year Plan and its proposed investments along the Interstate 70 corridor within Clear Creek County.

Clear Creek County is disproportionately burdened by Interstate 70. While our permanent population is small, the I-70 corridor functions as national and statewide infrastructure, supporting interstate commerce, tourism, freight movement, and regional mobility. The operational, fiscal, and public safety impacts of this corridor, however, fall primarily on Clear Creek County residents and local service providers, while the benefits of increased speed and capacity largely accrue to pass-through travelers.

The projects identified in the Draft 10-Year Plan for the Clear Creek County corridor are overwhelmingly focused on increasing speed and vehicular capacity. While these investments may improve regional travel times, they also create secondary impacts that directly increase local public safety demands. Clear Creek County is already operating over the limit of its ability to absorb these impacts.

Clear Creek County experiences the highest crash rates in CDOT Region 1, with documented crash rates 3 to 10 times higher than other counties in the CDOT Region 1. These crashes translate directly into increased emergency medical responses, law enforcement activity, fire response, roadway incident management, and extended corridor closures. These demands are borne almost entirely by local agencies with limited fiscal capacity and without proportional mitigation funding.

The Draft 10-Year Plan proposes additional capacity without a corresponding, fully funded public safety mitigation framework. Increasing capacity without addressing existing safety deficiencies will further elevate crash frequency and severity, leaving Clear Creek County unable to sustain the resulting public safety obligations. Without meaningful mitigation, these capacity projects risk undermining their own effectiveness as increased incidents and response demands degrade corridor reliability.

This concern is compounded by the lack of progress on previously identified mitigation commitments, including:

- **Idaho Springs Sound Wall (Floyd Hill Project Mitigation)** – noise mitigation for the Idaho Springs community was identified as part of the Floyd Hill project commitments to address increased traffic volumes and speeds. Despite this commitment, the sound wall has not advanced to construction, while capacity improvements associated with the Floyd Hill project continue to move forward.
- **Empire Wildlife Crossing Project** – while included in the Draft 10-Year Plan, this project is currently scheduled no earlier than 2030, despite its documented safety benefits and its role in reducing vehicle–wildlife collisions in a known high-incident segment of the corridor. Deferring this project while advancing capacity and speed improvements places additional strain on local public safety resources and undermines the effectiveness of those capacity investments.

The absence of progress on these mitigation projects undermines confidence that additional capacity investments will be accompanied by the safety infrastructure necessary to protect corridor users and host communities.

Clear Creek County's fiscal reality further constrains its ability to absorb additional impacts. The County's historic boundaries, limited tax base, and extreme visitor-to-resident ratios mean that increased I-70 demand directly stresses local services without generating proportional local revenue. Emergency response to I-70 incidents already represents a disproportionate share of County public safety activity, and continued escalation without mitigation is not financially sustainable.

Clear Creek County urges CDOT to recalibrate the Draft 10-Year Plan for the I-70 corridor to:

1. **Prioritize safety and mitigation projects at the same level as capacity projects**, rather than treating them as secondary or discretionary.
2. **Fully fund public safety mitigation measures** necessary to support any increase in corridor capacity, including wildlife crossings, noise mitigation, emergency response infrastructure, and incident management improvements.
3. **Demonstrate measurable progress on existing mitigation commitments**, including the Idaho Springs Sound Wall and Empire Wildlife Crossing, before advancing additional capacity expansions.
4. **Recognize that capacity without safety is not a viable long-term strategy**, and that failure to address this imbalance will ultimately compromise both corridor performance and local government sustainability.

Clear Creek County supports transportation investments that improve safety, reliability, and resilience. However, additional I-70 capacity without concurrent, funded safety mitigation places an untenable burden on local governments and public safety providers and risks undermining the very goals the 10-Year Plan seeks to achieve.

Comment #2

CDOT 10-Year Plan Public Comment

Clear Creek County – Bakerville Climbing Lane and Context Sensitive Solutions

Clear Creek County submits the following comment regarding the proposed Bakerville climbing lane, which is identified in the Record of Decision (ROD) and is listed as the lead improvement in the Draft CDOT 10-Year Plan for the I-70 corridor.

The Bakerville climbing lane would expand Interstate 70 in one of the most constrained, environmentally sensitive, and operationally complex locations in Clear Creek County. This segment of the corridor is characterized by steep grades, limited right-of-way, sensitive natural resources, and existing public safety challenges, including high crash rates, difficult emergency access, and frequent incident-related closures.

As currently positioned, the Bakerville climbing lane represents a significant capacity expansion in a location where Clear Creek County already experiences disproportionate public safety and operational impacts from Interstate 70. As documented in prior County and CDOT analyses, Clear Creek County has the highest crash rates in CDOT Region 1, and increased capacity in constrained mountain segments has the potential to exacerbate crash severity, response times, and emergency service demand if not paired with robust mitigation.

Clear Creek County intends to fully participate in the Context Sensitive Solutions (CSS) process associated with the Bakerville climbing lane. Given the scale and sensitivity of this project, the County believes it is essential that a formal, well-defined CSS process be established early, with clear expectations for local government involvement, mitigation development, and sequencing.

The County should be engaged as a partner at the outset of the CSS process, not merely as a commenting agency after key design assumptions have been set. Early coordination is necessary to ensure that public safety impacts, emergency response needs, community concerns, environmental constraints, and cumulative corridor effects are meaningfully incorporated into project development.

Clear Creek County further emphasizes that advancing the Bakerville climbing lane as the lead project in the 10-Year Plan without concurrent and prioritized safety and mitigation investments risks repeating past challenges along the I-70 corridor. Capacity improvements in isolation place additional strain on local governments and can ultimately undermine corridor performance if crashes, incidents, and response demand increase.

Accordingly, Clear Creek County requests that CDOT:

1. **Ensure a formal CSS process is established for the Bakerville climbing lane**, with early and sustained County participation.
2. **Engage Clear Creek County in initiating and shaping the CSS process**, including identification of mitigation needs and public safety considerations.
3. **Align the timing of the Bakerville climbing lane with prioritized safety**, mitigation, and incident response improvements, rather than advancing capacity ahead of mitigation.
4. **Recognize the Bakerville segment as a high-risk**, high-impact location where additional capacity must be carefully balanced with safety, environmental protection, and local service sustainability.

Clear Creek County supports thoughtful, collaborative transportation planning. However, given the sensitivity of the Bakerville location and its designation as the lead improvement in the Draft 10-Year Plan, it is critical that this project proceed only with strong local partnership, a rigorous CSS process, and clear commitments to safety and mitigation.