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M E M O R A N D U M

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TO: Members of the Transportation Legislation Review Committee
FROM: Ryan Long, Fiscal Analyst, 303-866-2066
SUBJECT: Transportation Demand Management

Summary

This memorandum describes transportation demand management strategies and explains the implementation of these strategies on a bridge construction project in Glenwood Springs, Colorado.

Transportation Demand Management

Transportation demand management refers to a set of strategies utilized to reduce or redistribute the demand for road travel by encouraging commuters to use alternative modes of transportation. This memorandum discusses transportation demand strategies and their implementation in Glenwood Springs to manage roadway demand during the reconstruction of the State Highway 82 Grand Avenue Bridge.

Grand Avenue Bridge Replacement

The Colorado Department of Transportation (CDOT) is currently working on a 30-month, \$125 million construction project to replace the Grand Avenue road and pedestrian bridges on CO 82 in Glenwood Springs. From mid-August to early December, the bridge will be closed for 95 days to accelerate the bridge's completion. After this period, it will open with one lane going in each direction.

CDOT anticipates that the bridge closure will significantly increase travel times for commuters in Glenwood Springs and the surrounding valley during peak travel times. With no reduction in traffic, the construction could create an additional one-hour delay for commuters.

Figure 1
Grand Avenue Bridge Replacement Rendering



Source: Colorado Department of Transportation.

Traffic Mitigation

To reduce the traffic delay caused by the bridge closure, CDOT has a goal of reducing traffic volume by 35 percent during the construction period. To achieve this goal, CDOT is working with the surrounding communities and businesses to encourage and implement a number of transportation demand strategies, including:

- transit incentives;
- carpooling and vanpooling;
- biking and walking;
- changes to work schedules;
- rush hour avoidance; and
- school-pools.

Transit incentives. Encouraging the use of public transit alternatives for single-occupancy vehicles is one strategy that can help reduce traffic volume. This can be accomplished by offering reduced transit fares or creating fare passes. For the duration of the bridge closure, the Roaring Fork Transportation Authority is providing free fares on three downtown shuttles and its bus service between Parachute and Glenwood Springs. CDOT has a goal of encouraging 100 people to stop driving and switch to public transit.

Carpooling and vanpooling. Encouraging people to ride together, rather than riding in single-occupancy vehicles, can reduce the overall number of vehicles on the road. To help reduce the number of vehicles on the road, the Glenwood Springs Police Department will issue vanpool permits for six or more passengers. Vanpools will be allowed access to high-occupancy and emergency traffic lanes on routes that are otherwise closed to general traffic.

Biking and walking. Encouraging people to ride their bike or walk can also help to mitigate peak-time congestion. CDOT has a goal of encouraging 100 people to bike or walk instead of driving to their destination during the project. To assist in this effort, CDOT is working with local businesses to secure empty spaces in their parking lots with the goal of creating parking spots at the edge of the bridge detour that will allow people to walk or bike the rest of the way.

Changes to work schedules. Changing work schedules can take cars off the road and reduce traffic at peak traffic times by spreading car travel throughout the day. CDOT is encouraging anyone who is able to adjust his or her start or end time and drive during non-peak commuting hours. Another option related to this strategy is telecommuting. When possible, traffic congestion can be alleviated when people stay home to work.

Rush hour avoidance. In addition to changing work hours, traffic can be alleviated by avoiding peak times during other activities. This can be accomplished by running errands after peak times, or combining different trips to reduce the amount of time on the road.

School-pool. Carpooling, biking, or walking to school can help reduce school traffic at peak times. To assist in mitigating school traffic, the Roaring Fork School District will defer their start date until after Labor Day. High schoolers have also signed a pledge not to drive during the bridge closure period.

Voluntary Congestion Management

The strategies discussed in this memorandum are all voluntary strategies, and the reduction to traffic congestion will depend on community participation. To minimize traffic congestion, one-third of the cars in the community (approximately 700 cars) will need to be removed from the road during peak traffic times.

More information about the Grand Avenue Bridge project can be found at:
<https://www.codot.gov/projects/sh82grandavenuebridge/>.

The map outlining the detour during the bridge closure can be found here:
<https://www.codot.gov/projects/sh82grandavenuebridge/assets/phase-3/gab-detour-map>.