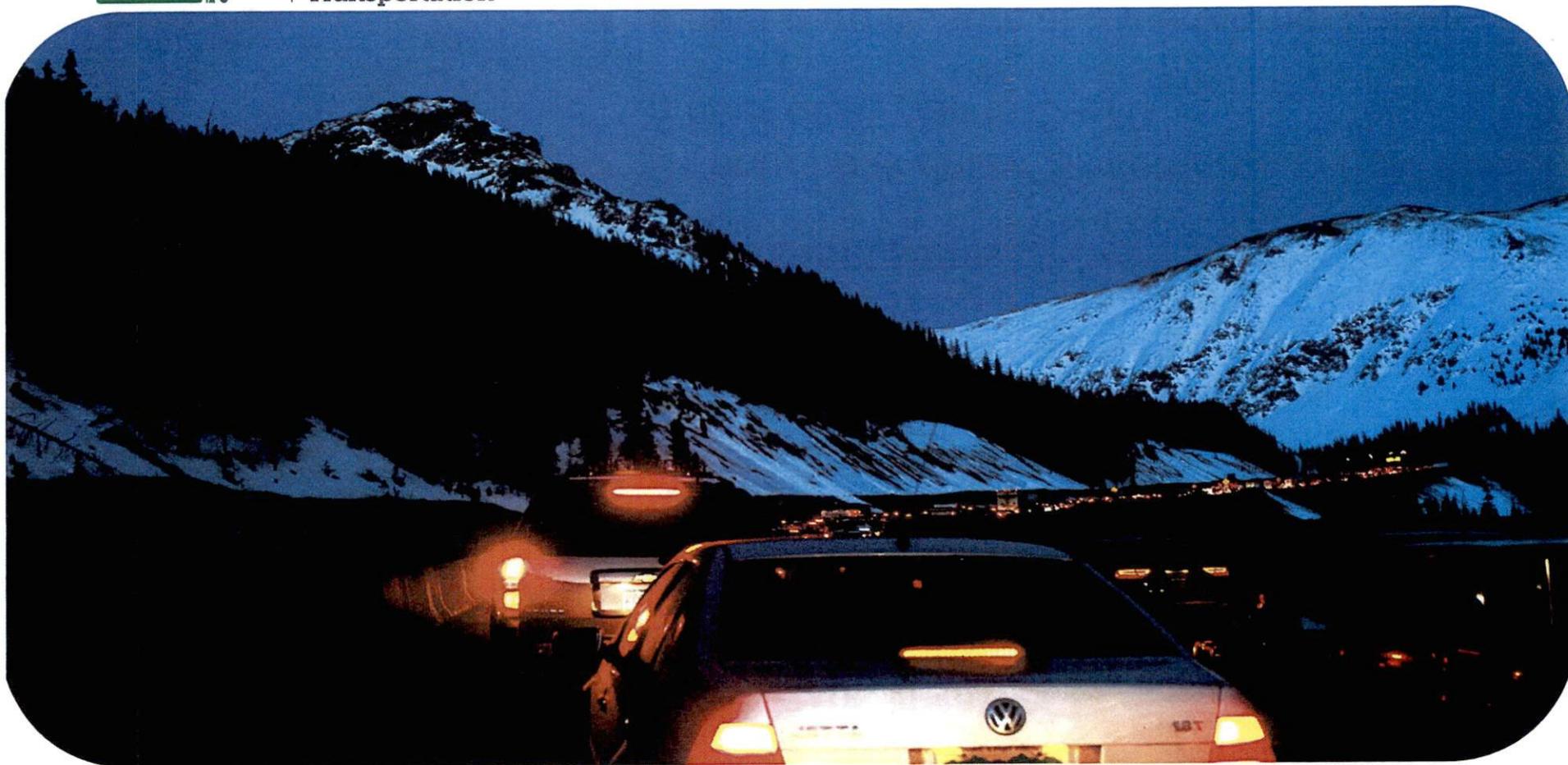




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Colorado Department of Transportation

Chain Law Overview

July 8, 2015



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Winter Operations Plan

Sunday, February 9th, 2014



- Slow EB traffic east of EJMT caused metering at tunnel for 5 hours
- Stopped vehicles on EB approach to EJMT lost traction as snow increased
- 56 spun-out passenger vehicles
- 11 spun-out semis
- 2+ hour peak delay: Silverthorne to EJMT;
5 hour delay Vail to C-470
- 3 hour hard closure at Silverthorne; 8 hour
hard closure of EB I-70 at Vail



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I-70 Winter Operations

2014/2015 Performance

	Performance Measures	Winter 2013/2014	Winter 2014/2015	% Change from last winter
1.	Reduce injury and fatal crashes between Vail and C-470 (as of March 31, 2015)	263	166	-36%*
2.	Reduce weather related crashes between Vail and C-470 (as of March 31, 2015)	805	461	-42%*
3.	Reduce I-70 Unplanned Closure Time between Vail and C-470 (as of May 25, 2015)	226 hours	189 hours	-16%
4.	Reduce hours of Sunday eastbound delay in excess of 90 min Vail to C-470 (as of May 25, 2015)	14 hours	8 hours	-43%
5.	Snow Events	264	243	-8%

• Winter is the period of October 1st to May 31st

* Subject to change-crash data is only available through the end of March 2015 due to the natural lag time in agencies reporting data to CDOT.



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I-70 Winter Operations

2014/2015 Performance

	Key Performance Indicator (October through April)	Winter 2014/2015
1.	CDOT Courtesy Patrol Spinout Assists that blocked a lane	267
2.	Passenger Vehicle Chain Law Activations	4
3.	CDOT Heavy Tow Spinout Assists that blocked a lane	115
4.	Commercial Vehicle Chain Law Activations	200
5.	Commercial Vehicle Chain Law Citations (\$581.50 or less)	96
6.	Commercial Vehicle Chain Law Citations (\$1159.5 Citations)	19



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Successes

Media Campaign Results:

- After one year, 42% of I-70 travelers were aware of the Change Your Peak Drive campaign
- 50% of I-70 travelers were aware of **Operation TireSafe**
- 70% of I-70 travelers checked their tires for adequate tread, 46% purchased new tires
- 44% of I-70 travelers were aware of Bow to the Plow. 62% of those said campaign helped them better understand how to drive safely around plows, and 41% of them changed how they drove
- Over 50% of the public felt like CDOT's efforts either improved or kept conditions the same
- In first year, I-70 Mountain Radio reached up to 40% of corridor in one weekend, average of 15%
- Impressions: More than 117 million (including TV, Online, Print and In Car)



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Chain Law Summary

Code 15

- Separate from Code 17 and 18 which only apply to Commercial Vehicles
- One of two codes for Passenger Vehicle Chain Law
- 1.05 "Code 15" shall mean an implementation of the chain law which restricts all motor vehicles from travel on the state highway unless the vehicle has snow tires or is equipped with tire chains or **Alternative Traction Device (ATD's)** or is a four wheel drive vehicle with adequate tires and all four wheels engaged.
- 1.01 "Adequate Tires" shall mean tires with conventional tread with a minimum tread depth of 1/8 inch.



or



or



or





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Chain Law Summary

Code 16

- One of two codes for Passenger Vehicle Chain Law
- 1.06 "Code 16" shall mean an implementation of the chain law which requires the use of chains or ATD's by all vehicles. Under this code, autotransports shall be restricted from travel unless able to use chains or ATD's.



or





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Chain Law Summary

When are Code 15 and 16 used?

- Implemented rarely in the past
- Implemented 4 times in winter 2014/2015
- Better real-time data on road condition will help us make better decisions on chain law implementation/deactivation
 - Friction Sensors
 - Connected Vehicle applications





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Chain Law Summary

Clarifications that would be useful in a future piece of legislation:

- Codes are reactive - having the proper equipment is proactive
 - *Similar to Commercial Vehicle Chain Law*
- Statewide implementation can be phased in when we have quantifiable triggers based on real time road conditions
 - *Additional friction sensors and other devices & systems*
- Clarification of 42-4-106 could be helpful in ensuring that CDOT has the ability to develop effective and enforceable chain laws





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Questions?