



Floyd Hill ITF Roundabouts and Parking #3 **MEETING SUMMARY**

Monday, November 15, 2021 - 2:00 PM to 3:30 PM

Google Meet Joining Info

Video call link: <https://meet.google.com/wwf-qffn-avg>

Or dial: (US) +1 617-675-4444
PIN: 348 514 553 2152#

1. Welcome, Introductions, Agenda Review

Taber Ward, CDR Associates, opened the meeting, reviewed the agenda and facilitated introductions. No changes to the agenda were made.

The ITF members welcomed the new Floyd Hill Project Director, Kurt Kionka, as well as Jenna Siegel and Michelle Hansen from Stolfus and Associates who are leading the final design for the two roundabouts and Homestead parking lot.

2. Review Updated Early Action Projects Schedule

During the Oct. 27, 2021 PLT #14 meeting, PLT members asked that the schedule be updated to include additional ALIVE meetings and clarify which meetings are for Genesee and which are for the Empire crossing projects. Matthew Smith, CDOT, reviewed the updated Early Actions Projects Schedule (shown below and also attached to this Meeting Summary)

Milestone Description	Meeting #	Project Team	2021			2022												2023									
			Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.		
ROUNDBOUTS AND PARKING																											
Floyd Hill Project Updates Review of Parking Memo & Commitments	14	Floyd Hill PITF	◆																								
Paving Layout, Accessibility and Landscaping/Aesthetics	3	Floyd Hill ITF		◆																							
Design Check-in	4	Floyd Hill ITF			◆																						
ITF Recommendations	TBD	Floyd Hill PLT																									
FOR																											
<div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 2px;">ROW Acquisition (Parking Lot)</div> <div style="border: 1px solid black; padding: 2px;">FOR (Parking and RABs)</div> <div style="border: 1px solid black; padding: 2px;">AD Period roundabouts</div> <div style="border: 1px solid black; padding: 2px;">AD and Construction - Parking Lot</div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="border: 1px solid black; padding: 2px;">Construction Period - Roundabouts</div> <div style="border: 1px solid black; padding: 2px;">Right of Way Process - Parking Lot</div> </div>																											
WILDLIFE CROSSINGS																											
Floyd Hill Early Project Updates	14	Floyd Hill PITF	◆																								
ALIVE wildlife crossings review and field visits (summer 2021)	6	ALIVE ITF																									
Confirm Structure, ROW, Approaches, Conflicts	TBD	ALIVE ITF			◆																						
Finalize Fencing	TBD	ALIVE ITF				◆																					
Design Check-in	TBD	ALIVE ITF																									
ALIVE recommendations	TBD	Floyd Hill PLT																									
FOR																											
<div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 2px;">FOR Genesee</div> <div style="border: 1px solid black; padding: 2px;">FOR Empire</div> <div style="border: 1px solid black; padding: 2px;">Construction Period - Wildlife Crossings</div> </div>																											
Transition to Construction	TBD	Floyd Hill PLT																									
Construction Updates/Field Review	TBD	ALIVE ITF																									

Notes:	Legend
CSS Facilitator: CHR	◆ CSS Activity/Milestone Meeting
ALIVE Facilitator: Fco Resolutions	✂ Project Milestones
Final Design: Parking and Roundabouts - CDOT and Staffus & Associates Wildlife Crossings - CDOT and Wood Eng.	
Acronyms: FIR - Field Inspection Review; FOR - Final Office Review; TBD - to be determined; PITF - Project Interdisciplinary Team; ITF - Issue Task Force	

Matthew noted that the Homestead parking lot might take more time to construct given the need for Right of Way land acquisition.

The ITF did not make any suggestions or changes to the schedule.

3. Review & Discuss Roundabout and Homestead Parking Lot Designs

Tyler Larson and Anthony Pisano, Atkins, walked through the Roundabout and Parking Lot Designs:

- CR 65 Roundabout

- Half-diamond
- There was not much benefit to a bypass lane. The design also discouraged drivers from leaving the mainline and jumping onto local roads.

ITF Question: This is part of a transcontinental bike route. What is going to happen during the winter when plows come through? How will snow build-up be handled when it is pushed up against the roundabout wall?

- **ACTION:** CDOT will meet with maintenance to discuss how to plow this roundabout.

ITF Question: Will the driveway to the west be right turn only?

- **Answer:** This area will be striped as a double yellow and technically it would be right in and right out, but there will not be a barrier.

ITF Question: What is the width of the bike lane coming in and out of the roundabout?

- **Answer:** There is no bike lane, no dedicated spot for cyclists. Best practices indicate that the safest way for bikes to travel in a roundabout is to use the full lane. There will be signage to instruct cyclists and drivers that cyclists should take the full lane.

- **The ITF concurs that cyclists taking the full lane is the best and safest option so long as there is appropriate signage.**

- **ITF Question:** If trucks need to go west if I-70 is closed and they use this roundabout, will the wall be a problem for them?

- **Answer:** A WB-67 truck (73.5 feet long) can make the turns even with a trailer tracking all the way to the center. There is also a truck apron/mountable curb to ensure trucks can maneuver through the Roundabout

- **ACTION:** Send out KMZ Files to ITF Members

ITF Agreement: ITF Members agreed that the CR 65 roundabout was ready to move forward in the design process.

Homestead Roundabout:

- **ITF Question:** Are there any wall treatments that could help intensify light to help with melting snow?
 - **Answer:** CDOT will look into this question.
- ITF members noted that the slower the speed limits between the two roundabouts, the better. Currently, the speeds are 35mph at the intersections, 45mph in between the intersections.
- Some ITF members expressed the need for better emergency routes out of Floyd Hill. This issue is noted on the CSS Issues Tracking Sheet and will be further addressed in the Floyd Hill CM/GC project. There would need to be county leadership and partnerships in place with Clear Creek and/or Jefferson County to look into additional emergency routes and options.
 - Other ITF members that living in Floyd Hill creates an innate vulnerability and there is no perfect fix to emergency escape routes and access.
- Mitch Houston, Clear Creek School District, noted that there is a sign directing traffic to an emergency route through the high school. This sign is problematic because it doesn't give enough information to drivers and they come into the parking lot and then drive around. Mitch suggests either taking down the sign, or give additional information on how people should use the bridge.

It was noted that any walls or aesthetic treatments for the CR 65 and Homestead roundabouts would need to meet the I-70 Mountain Corridor Aesthetic and Engineering Guidance.

Homestead Parking Lot Improvements:

- The parking lot is multi-use, and in addition to parking, will provide a truck turnaround, school bus stop, a shelter, bicycle parking, an EV charging station and transit stops for shuttles and park and rides.
- The access road to the Antique Store will need to be re-routed.
- Kevin Shanks, THK Associates, shared some perspectives on landscaping for the parking lot. He noted that the landscaping plans depended on water usage. This could be dry landscaping (i.e nice rocks and gravel), or

low-water xeriscaping. If plants are used, there would need to be access to water (i.e. water truck or irrigation) to get the flora established. It was noted that landscaping can be a tough issue but will be addressed later in the design.

- **Highlights from ITF Discussion:**

- Some concern about moving the access to the antique store.
- Suggestion that this could be a good location to pilot bilingual signage
- CMCA would like to continue to review parking lot designs to make sure the lot is set up right for truck turn around.
- **ACTION:** Consider flipping the entrance and moving the ADA spots to make the truck turning movement better.
- Jenna Siegel and [Michelle Hansen](#), Stolfus and Associates, noted that this is a very preliminary design. The configuration will look different moving forward as the team begins to consider pedestrian movements, bicycles, trucks and transit. Long term maintenance and landscaping needs will also be looked at with local agencies and CDOT to determine details.
- It will be very important to consider lighting and shelter
 - Michelle Hansen noted that part of their scope of work is to look at lighting and shelter. All of these different types of elements might impact number of parking spaces but it will be approx. 100 spaces.
- The ITF agreed that there is a fair amount of “wobble room” on the number of parking spaces since the lot is balancing a lot of other functionality. It is a parking lot that is doing more than just providing parking spaces.
- All of these ideas will be applied to the final design, which is anticipated to be out in January.

Post-script: Bill Coffin, a TT member on the project, was not able to “unmute” during the meeting. He listened in, and provided the following commentary after the meeting:

The Homestead Parking Lot;

- Landscaping the parking lot: Water for landscaping is a problem as water up here is at a premium and we are all on wells and some have run dry over past years; zero- scape is a must and particularly now in very dry conditions midst climate changing.
- The open space use has really grown with mountain bikers being a big user and I have seen them use the lot "Hill lot" especially for overflow when they have special events. Signage is critical
- The 70+ seems big, probably needed for truck turning around (that is required for movers), school buses, and trucks from exterior locations..."increasing to new capacity and they will come")

Emergency access has always been a scary, bad joke, and now all that is done is adding ways to have more traffic, density and nothing really added for rapid exiting. Many realize this not a CDOT issue but as the county is represented it must be discussed for a realistic solution. I recall at the very early meetings Steve Harelson commented on this that there could even be a frontage road with the "right of way" on the south of I-70 that could be granted to alleviate this concern.

Overall: A very tricky project and hoping the design aspects will take in to consideration the growth under way; emergency egress that is easy to access not to go four wheeling when people are in a panic state; and that much thought will be given to how to accomplish with minimal impacts to the community.

Request for Floyd Hill Meeting: Maybe another Floyd Hill orientation should happen as these issue now are so focused and impacting to the community that continues to change.

4. CSS Next Steps

The Project Team will begin to fill in the CSS Issues Tracking Matrix and ensure that the CSS commitments are being met.

The next PLT or ITF will be held in January to review the final design and map CSS commitments to the designs.

ALIVE meetings will also be held to discuss and review the Genesee and Empire wildlife crossing structures.

Attendees:

Amy Saxton (Clear Creek County); Michael Raber (Clear Creek Bicycle Users Group); Mitch Houston (Clear Creek County School District); Tracy Sakaguchi (CMCA); Bill Coffin (Floyd Hill Property Owners Association); Martha Tableman (Clear Creek County Open Space); Yelena Onnen (Jefferson County); Christiana Lacombe, Tyler Brady, Kevin Brown, Vanessa Hallady, Ed Parks, Matt Smith, Jeff Hampton, Kurt Kionka (CDOT); Jenna Siegal. Michelle Hansen, Mike Butters (Stolfus and Associates); Kevin Shanks (THK Associates); Mandy Whorton (Peak Consulting); Anthony Pisano, Tyler Larson (Atkins); Taber Ward (CDR Associates)