IDAHO SPRINGS
AREA OF SPECIAL ATTENTION REPORT
MAY 2010

I-70 Mountain Corridor CSS
Partnerships Powered by Context

IDAHO SPRINGS - AREA OF SPECIAL ATTENTION REPORT

MOUNTAIN MINERAL BELT **MAY 2010**

Areas of Special Attention are locations or stretches along the I-70 Mountain Corridor that have been identified with multiple or unique issues. These areas were identified by stakeholders during the Aesthetic Working Group.

Addressing the various issues and integrating them into design solutions require further understanding of stakeholder concerns, the issues, and some of the suggested solutions. For each Area of Special Attention, these concerns, issues, and suggested solutions (when available) have been recorded and provided in a report.

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WHY IDAHO SPRINGS IS AN AREA OF SPECIAL ATTENTION

- *Historic mining community*
- *Proximity to Clear Creek*
- *Narrow canyon*
- *Mine waste*
- *Interchange improvements needed*
- *Potential AGS with station*
- *Potential I-70 improvements*

How To Use This Report

The intent of this report is to provide planners and designers of the I-70 Mountain Corridor a record of the discussions focused on the Idaho Springs Area. To that end, this report includes the concerns expressed by all stakeholders: citizens, business owners, property owners, organizations, and agencies. This report also includes a description of the area, the goals and objectives for the area, relevant plans that must be reviewed, and the process for moving forward.

The Idaho Springs Area has completed an in-depth planning effort and, therefore, this report includes the design principles and guidelines to be used, engineering design criteria, and specific concepts to be included in future evaluations of Idaho Springs.

For all studies along the I-70 Mountain Corridor, a primary source of information must be the Programmatic Environmental Impact Statement (PEIS). The Idaho Springs Area includes the PEIS elements of the Advanced Guideway System (AGS) and planned highway improvements. Further, the Idaho Springs Area has historic resources protected by the 106 Programmatic Agreement, is in close proximity to Clear Creek which is addressed in the Stream and Wetland Ecological Enhancement Program (SWEEP) Memorandum of Understanding, and is adjacent to A Landscape

Level of Integrated Valued Ecosystems (ALIVE) Memorandum of Understanding Linkage Interference Zone. These agreements can be found on the I-70 Mountain Corridor CSS website in Corridor Guidance.

Idaho Springs Information

How this Report Was Developed

The community of Idaho Springs approached CDOT to work collaboratively on creating a shared vision for transportation through Idaho Springs. In addition, Idaho Springs was identified as an Area of Special Attention by the I-70 Mountain Corridor CSS Aesthetic Working Group. To achieve the community's and CDOT's need to plan for this section of the I-70 Mountain Corridor, Idaho Springs and CDOT worked together to hold a Visioning Workshop. A Project Leadership Team (PLT), made up of the following members, developed an approach to defining the future vision for transportation in Idaho Springs:

- Dan Ebert, Idaho Springs Business Owner
- Peter Kozinski, Colorado Department of Transportation
- Mary Jane Loevlie, Member of the I-70 Mountain Corridor Collaborative Effort
- Bill Macy, Former Mayor
- Jack Morgan, Mayor
- Kevin O'Malley, Clear Creek County Commissioner
- Cindy Olson, Former Mayor
- The Authors of the Context Sensitive Solutions Guidance

The PLT met three times to clarify the desired outcomes and plan the logistics for the visioning workshop. The PLT acknowledged that changes will be made along the I-70 Mountain Corridor in the future and that it is important for Idaho Springs to develop a preferred vision for how the improvements should interface with the town. The visioning process is intended to build a partnership between CDOT and the Idaho Springs community, and coordinate with I-70 Mountain Corridor PEIS and Consensus Recommendation.

The visioning workshop was held on October 13-14, 2009 in Idaho Springs at the Elks Club. The workshop was structured to engage a broad community representation and meet the following goals:

- Capture community values and a vision to guide the future transportation system in Idaho Springs
- Develop and document strategies, approaches, and concepts that can be advanced into feasibility studies, preliminary design, or Tier 2 environmental documents so that the local planning studies are completed in advance of any corridor wide changes.

During the workshop, participants reviewed an historic timeline that captured the history of Idaho Springs from its founding to present day; discussed global, regional and local trends that will impact the future; identified those things that make Idaho

Springs unique on the corridor and are valued by the community; and considered four different scenarios to test what they liked and did not like about different alignments and treatments of I-70, AGS, Clear Creek, and community related transportation elements. From this discussion, the participants were able to articulate the community values that should drive future solutions and some initial steps to begin moving toward a preferred future. The remainder of this report is based on the outcomes of the workshop. The notes and comments captured during the visioning workshop are included in the appendix.

Area Limits and Description

The city limits of Idaho Springs are west of Interchange 239 to east of Hidden Valley (approximately mile marker 239 to mile marker 243). The Idaho Springs development is generally bounded by the Twin Tunnels on the east and the interchange at the west end of Idaho Springs. These limits (mile marker 239 to mile marker 242) were used to focus the discussion on the existing town; however, some scenarios and potential solutions were considered as far east as the Hidden Valley (mile marker 243).

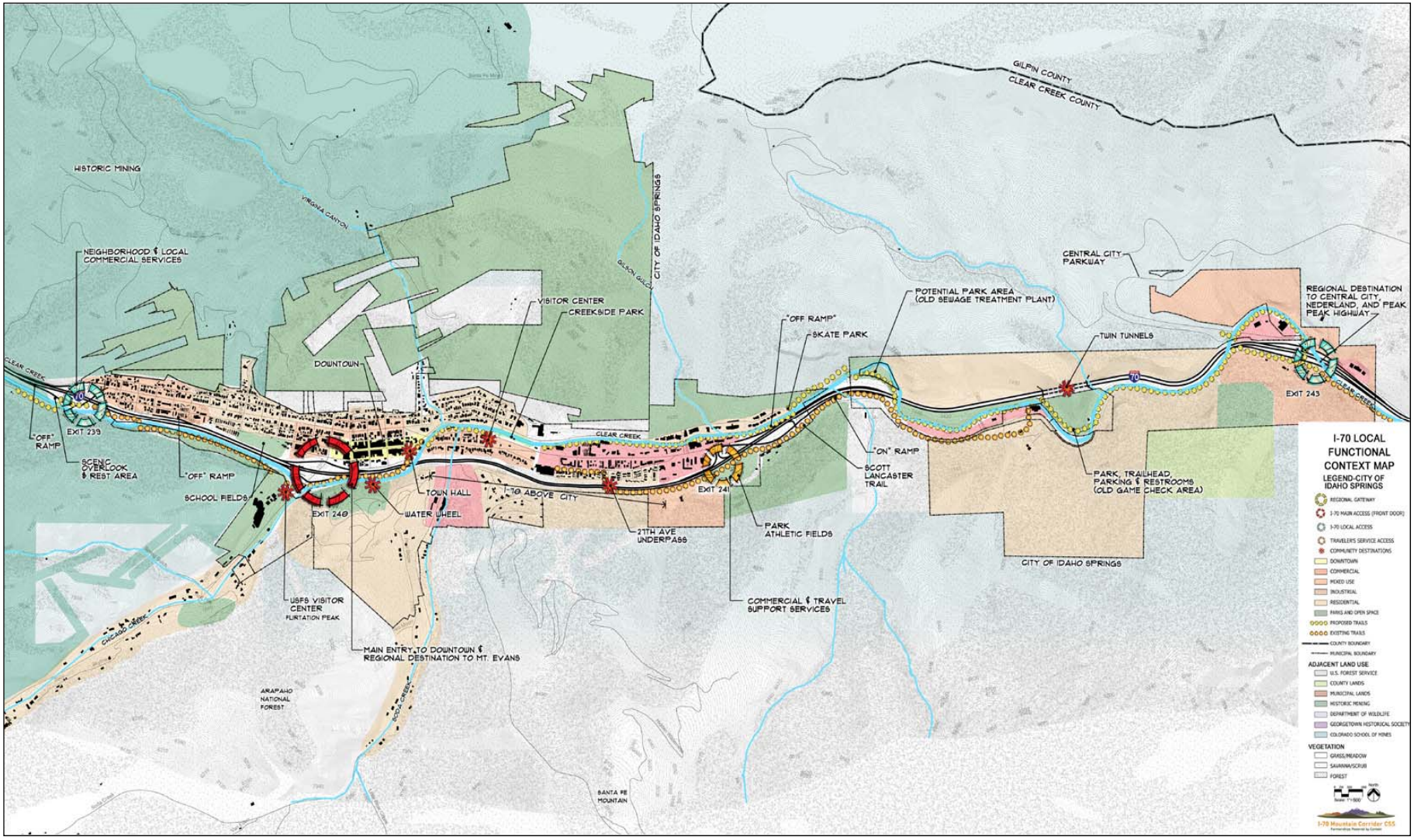
Idaho Springs Context

Established in 1859, Idaho Springs is the first historic mining town west of Denver on I-70, there are several important contextual features and places that add to the unique character including the Charlie Tayler Waterwheel, the Argo Mill and Newhouse Tunnel, National Historic Commercial District, plus over a dozen buildings and homes that have National Register status. Proximity to Clear Creek, local businesses, and State Highway 103, which is a National Scenic and Historic byway, add to the context. The byway begins in town at the junction of US 40 and Miner Street and goes to the top of Mount Evans.

Located in a narrow valley, I-70 through Idaho Springs was one of the first sections of I-70 constructed. Built in the late 1950's, before national interstate standards, the National Environmental Policy Act (NEPA), or the National Historic Preservation Act of 1966, construction of I-70 took nearly one-quarter of the community's historic structures, and relocated Clear Creek.

The layout and operational aspects of Idaho Springs are graphically represented on the Functional Context Map. Included in the diagram are land use, circulation and access interrelationships along with operational priorities.

Idaho Springs Functional Context Map

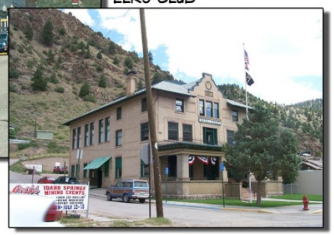


HISTORIC DOWNTOWN

CITY HALL

PARK ALONG CLEAR CREEK

ELKS CLUB

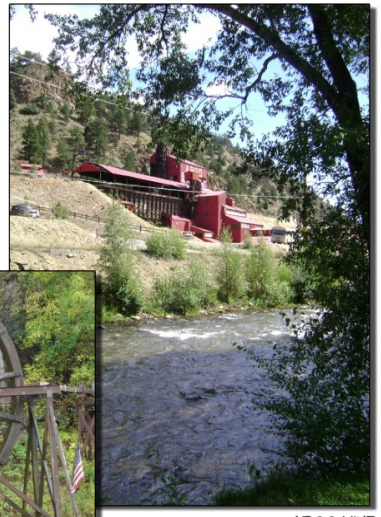


HISTORIC DOWNTOWN

LOCAL BUSINESSES

HISTORIC STRUCTURES

DOWNTOWN PARK



ARGO MINE

VIEW TO DOWNTOWN

VIEW TO THE DIVIDE

WATER WHEEL

IDAHO SPRINGS CONTEXT PHOTOGRAPHS

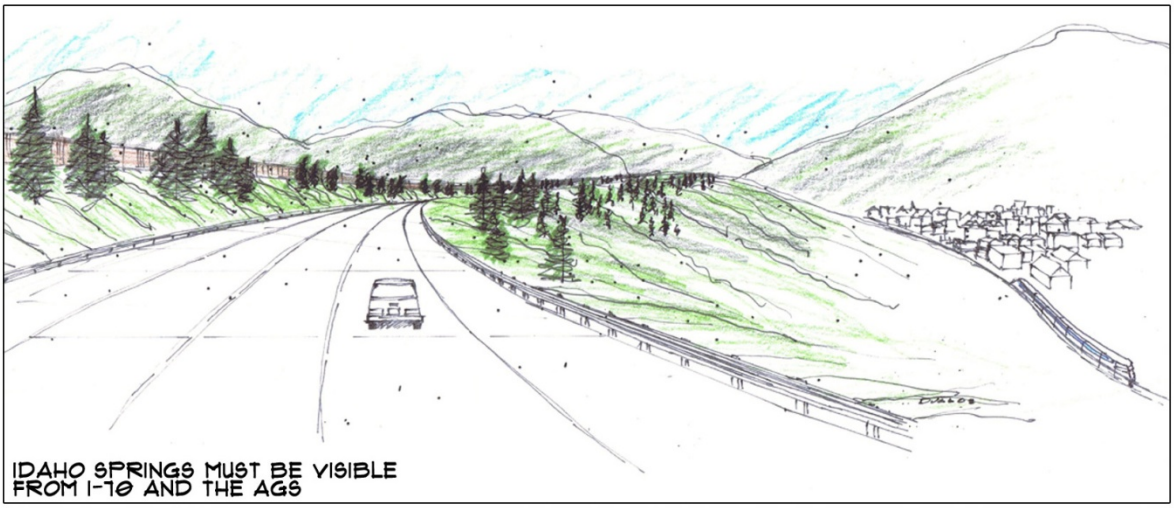
I-70 Mountain Corridor CSS

Values That Direct the Future

In the day-and-a-half workshop, the Idaho Springs Area stakeholders identified four value areas that define the goals for future improvements in the I-70 Mountain Corridor through Idaho Springs: Mobility, a Healthy Town, Environmental, and sustainability. For each of the values, objectives help define and clarify how these values should be realized in future design solutions.

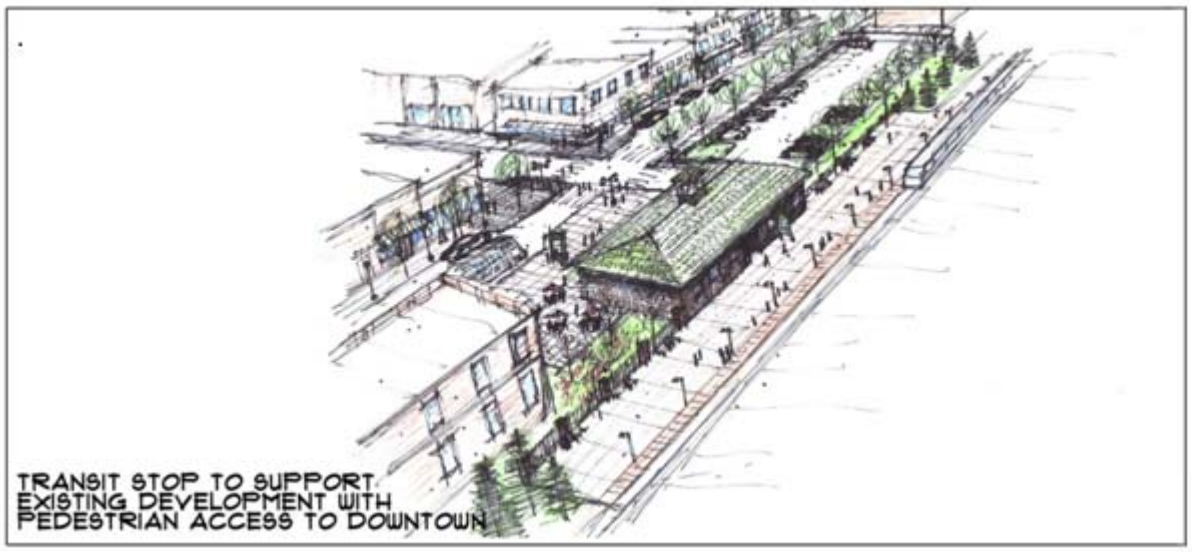
Mobility

- Increase mobility on the I-70 mountain corridor and throughout Idaho Springs
- Reduce cut-through traffic on Colorado Blvd
- Good emergency response - during and after construction
- Minimize construction impacts
- Better in-town circulation
- Improve the bike and pedestrian trails
- Enhance truck access and circulation



Healthy Town

- Idaho Springs must be visible from the AGS and I-70
- Downtown must be healthy
- Transit stop to support existing development
- Transit and pedestrian access throughout the town
- Increased economic vitality throughout the town
- Access
  - More than 1 interchange
  - Access at east end of town
  - Access downtown/gateway (SH 103)
- Increase opportunities for redevelopment throughout the town
- Increase parking
- Consider in the design the contrast between the highway, AGS ,and Historic Idaho Springs
- Minimize construction impacts on businesses
- Accommodate the Water Wheel
- Reconnect Clear Creek with the town to support recreation and business opportunities
- Minimize a monolithic approach to the design of the transportation facilities.



Environmental

- Improve air quality
- Reduce noise
- Respect wildlife habitat
- Consider lighting impacts (both roadway and AGS)
- Improve water quality
- Enhance Clear Creek

Sustainability

- Minimize maintenance by design

Suggested Evaluation Criteria

The community values provide the basis for suggested criteria to be used to evaluate and refine alternatives during future studies. All of the suggested criteria should be considered and compared for each alternative.

Criteria for Evaluation of Alternatives	Values that Direct the Future
Mobility	
Increased throughput on the I-70 mountain corridor; reduced congestion	Increase mobility on the I-70 mountain corridor and throughout Idaho Springs
Traffic volumes on Colorado Blvd. with and without the improvements	Reduce cut-through traffic on Colorado Blvd
Number of access points with and without the improvements	Good emergency response - during and after construction
Rate construction impacts as high/medium/low for all alternatives	Minimize construction impacts
Calculate Level of Service for key in-town intersections with and without the improvements	Better in-town circulation
Measure length of new trails and access points with and without the improvements	Improve the bike and pedestrian trails
Rate access as good/fair/poor for each alternative	Enhance truck access and circulation
Healthy Town	
Layout sightlines from the AGS to Idaho Springs for each alternative alignment	Idaho Springs must be visible from the AGS and I-70
Complete an economic/land use assessment with and without the improvements	Downtown must be healthy
Include transit stop in the economic/land use assessment	Transit stop to support existing development
Layout transit and pedestrian access routes for each alternative	Transit and pedestrian access throughout the town
Complete an economic/land use assessment with and without the improvements	Increased economic vitality throughout the town

Rate access as good/fair/poor based on these three elements of the alternative	Access
	More than 1 interchange
	Access at east end of town
	Access downtown/gateway (SH 103)
Complete an economic/land use assessment with and without the improvements	Increase opportunities for redevelopment throughout the town
Ask the question: "Does this alternative provide opportunities for additional downtown parking?"	Increase parking
Ask the question: "Can the design of the highway and AGS meet the Aesthetic Guidelines?"	Consider in the design the contrast between the highway, AGS, and Historic Idaho Springs
Ask the question: "Can business access be maintained during construction?"	Minimize construction impacts on businesses
Ask the question: "Does this alternative acceptably accommodate the Water Wheel?"	Accommodate the Water Wheel
Ask the question: "Is this alternative consistent with a Clear Creek greenway?"	Reconnect Clear Creek with the town to support recreation and business opportunities
Environmental	
Compare air quality with and without the improvements	Improve air quality
Compare noise levels with and without the improvements	Reduce noise
Ask the question: "Does this alternative provide for wildlife crossings and protect habitat?"	Respect wildlife habitat
Map lighting impacts from AGS and roadway improvements	Consider lighting impacts (both roadway and AGS)
Ask the question: "Does this alternative improve the Clear Creek water quality?"	Enhance Clear Creek
Sustainability	
Provide life cycle costs that include maintenance costs, for all alternatives.	Minimize maintenance by design

Transportation Vision Elements to Be Considered

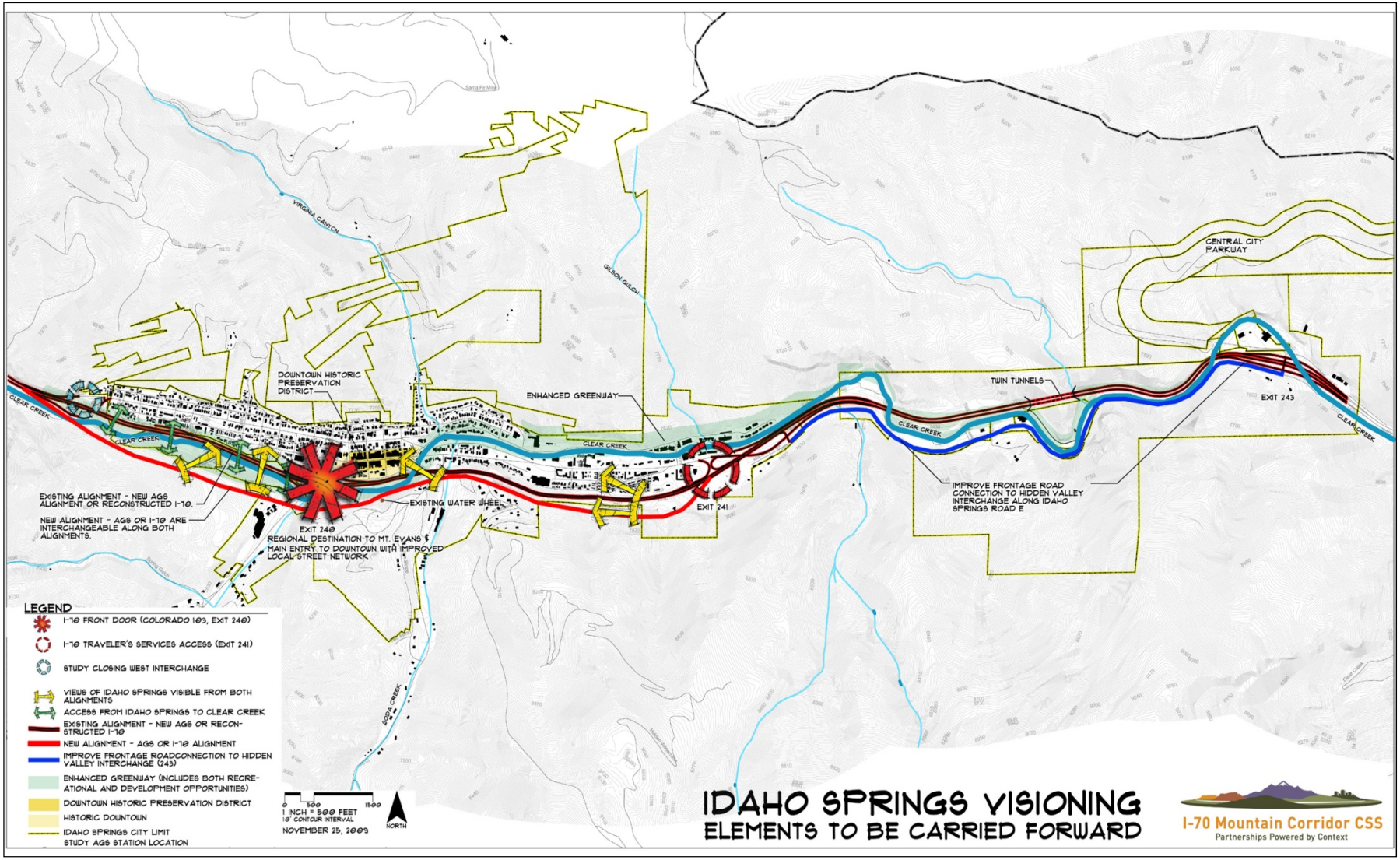
Future improvements and studies in the I-70 Mountain Corridor through the Idaho Springs Area should consider each of the elements outlined below. These elements were included and tested in the visioning workshop scenarios. The alignment scenarios, discussed during the workshop, that reflect the transportation elements below are provided in the appendix of this report.

- Advanced Guideway System (AGS)
  - **Possible Alignments**
    - Current I-70 alignment
    - South of the current I-70 alignment
  - **Potential Station Locations**
    - SH 103 Interchange area
    - East End
  - **To Be Studied But Not Preferred**
    - No AGS
    - Hidden Valley AGS station
    - No Station

- I-70 Improvements
  - **Possible Alignments**
    - Current
    - South
  - **Interchange Locations**
    - East
    - SH 103
    - West – consider closing existing interchange
  - **Frontage Road Improvements**
    - East end of Idaho Springs to Hidden Valley and on to US6

- Clear Creek Enhancements
  - Re-alignment
  - Amenities
  - Economic opportunities
  - Land Use changes
  - Recreation opportunities

- Other Elements
  - Frontage Road Improvements through Idaho Springs
  - Demographic reassessment
  - Develop community understanding and support


VIRGINIA CANYON
GILSON GULCH
CENTRAL CITY PARKWAY
DOWNTOWN HISTORIC PRESERVATION DISTRICT
ENHANCED GREENWAY
TWIN TUNNELS
EXIT 243
CLEAR CREEK
EXISTING ALIGNMENT - NEW AGS ALIGNMENT OR RECONSTRUCTED I-70.
NEW ALIGNMENT - AGS OR I-70 ARE INTERCHANGEABLE ALONG BOTH ALIGNMENTS.
EXISTING WATER WHEEL
EXIT 241
IMPROVE FRONTAGE ROAD CONNECTION TO HIDDEN VALLEY INTERCHANGE ALONG IDAHO SPRINGS ROAD E
EXIT 240
REGIONAL DESTINATION TO MT. EVANS & MAIN ENTRY TO DOWNTOWN WITH IMPROVED LOCAL STREET NETWORK
SOPA CREEK
LEGEND
I-70 FRONT DOOR (COLORADO 103, EXIT 240)
I-70 TRAVELER'S SERVICES ACCESS (EXIT 241)
STUDY CLOSING WEST INTERCHANGE
VIEWS OF IDAHO SPRINGS VISIBLE FROM BOTH ALIGNMENTS
ACCESS FROM IDAHO SPRINGS TO CLEAR CREEK
EXISTING ALIGNMENT - NEW AGS OR RECONSTRUCTED I-70
NEW ALIGNMENT - AGS OR I-70 ALIGNMENT
IMPROVE FRONTAGE ROADCONNECTION TO HIDDEN VALLEY INTERCHANGE (243)
ENHANCED GREENWAY (INCLUDES BOTH RECREATIONAL AND DEVELOPMENT OPPORTUNITIES)
DOWNTOWN HISTORIC PRESERVATION DISTRICT
HISTORIC DOWNTOWN
IDAHO SPRINGS CITY LIMIT
STUDY AGS STATION LOCATION
0 500 1500
1 INCH = 500 FEET
10' CONTOUR INTERVAL
NOVEMBER 25, 2009
NORTH
IDAHO SPRINGS VISIONING
ELEMENTS TO BE CARRIED FORWARD
I-70 Mountain Corridor CSS
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Design and Engineering Guidance

I-70 Mountain Corridor Design Criteria - Overview

The following principles apply to the entire I-70 Mountain Corridor. These principles are supported by the Aesthetic Guidance, which is divided into Design Segments and presents specific objectives and strategies. The principles are provided to the future managers and designers of transportation facilities within the corridor to guide the design of individual projects.

The following are overarching goals for the design of all transportation facilities in the I-70 Mountain Corridor:

A. Corridor Design Character
Modern, sleek, and elegantly engineered transportation facilities will reflect function, simplicity, and integrated design throughout the corridor. The landscape under, adjacent to, and beyond the structures supporting transportation facilities shall be rugged, natural, and made of natural materials. Designers will not attempt to make facilities appear "natural" with applications of materials; facilities will stand in contrast to the landscape. The linkage of land and transportation features will be visualized as a single design effort. Rendering a cohesive quality for the entire corridor is a unifying design principle. The alignment geometry should maintain a continuous flow and fit existing land forms.

B. Integrated and Complete Design
All planned facilities -- whether primary or auxiliary to the function of the corridor -- will be identified, programmed, and conceptually designed prior completion of 30% design. This will include consideration of the entire construction disturbance zone. A comprehensive design is necessary in order to plan for all construction disturbances and create an integrated corridor that accounts for each project. Aesthetic objectives and functionality are optimized when all elements are included in the design at inception. Integrated design includes considerations such as drainage and hydrology, water quality, wildlife crossings, rock cuts, life cycle costs, and long-term maintenance.

C. Partnerships to Create the Corridor
Corridor design will include consideration of a buffer and transition area between transportation facilities and community-oriented land uses in partnership with communities and other agencies. The landscape planting, earthwork, structural solutions, and location of the transportation facilities need to be fully examined in order to avoid potential visual and scenic impacts, buffer highway noise, and preserve community character and patterns. Connections within communities and multi-modal travel corridor opportunities that will strengthen mobility should be considered.

Reinforcement of alternative methods of travel such as pedestrian and biking paths should be incorporated and coordinated with community and recreational planning efforts.

Engineering the I-70 Mountain Corridor

Design Criteria

In addition to the overarching goals for the corridor, seven specific engineering design criteria have been developed for engineering the I-70 Mountain Corridor. The criteria have been developed to address the unique characteristics of the I-70 Mountain Corridor and CDOT has committed to the use of these criteria for the design of the corridor. These criteria are intended to direct the alignment of the transportation facilities and are an essential part of the engineering design:

Design Criteria Categories

The following design criteria direct both I-70 and the Advanced Guideway Systems (AGS)* development.

- Design Speed
- Alignment
- Slope Cut and Fill
- Disturbance
- Rock Cut
- Bridge Structures
- Sound Attenuation

*As the AGS for the I-70 Mountain Corridor is further defined, developed, and refined, the criteria may be updated to match the technology chosen.

Application of Design Criteria

In Life Cycle Phase 2 Project Planning, all the design criteria must be met. Alternatives may be refined in the Life Cycle Phase 3 Project Design, when the designer is able to determine which criteria may require an exception and why.

Design Exceptions will not be officially reviewed or granted by the Federal, State, and Local Agencies until Life Cycle Phase 3 Project Design.

Project Leadership Team Role

The Project Leadership Team (PLT) must be apprised of the criteria being used on their I-70 project.

Justification for any criteria that would not be met as determined during design must be presented, discussed and agreed upon by the PLT. Consideration will be given to the I-70 Core Values, safety operation, compatibility with the overall network, character of traffic, cost implications, and impacts to scenic, historic, and environmental features. Other variables to consider include the amount of change to the criteria, its effect on other criteria, and any additional impacts that one change may make.

Design Exception Process

There may be a situation, due to the challenges of the I-70 Mountain Corridor, in which the design criteria as laid out cannot be met or the impact of meeting the criteria would be too great. If this is the case, a design exception must be requested. Design exceptions could help a designer find a transportation solution that balances impacts to scenic, historic, environmentally sensitive areas, or culturally sensitive areas while still providing for safety and mobility. Designers should think innovatively, consider the I-70 Core Values, and take into account the flexibility available to them when designing a transportation solution for the I-70 Mountain Corridor.

Design exceptions may be granted for the following justifications:

- Complementing surrounding physical characteristics
- Enhancing safety
- Increasing capacity
- Reducing costs
- Protecting the environment
- Preserving historic and scenic elements
- Interfacing with multiple modes of transportation
- Utilitizing new technology or innovatice approaches
- Doing the right thing

I-70 Mountain Corridor Design Criteria

Design Criteria		Remarks
Design Speed	For I-70, 65 MPH design speed For AGS, Dependant on Technology	1) Posted speed of 55 MPH on I-70 2) FHWA 13 Controlling Criteria and CDOT design Criteria apply. 3) Technology appropriate design criteria will apply to AGS.
Alignment	Eastbound highway lanes, westbound highway lanes, and the AGS will be designed as separate independent alignments. The three alignments will maintain no less than the existing median width or create a clear zone that does not require a guard rail or barrier. No loss of existing vertical separation of highway lanes will occur in any section.	1) Provides a recovery zone. 2) Median required for snow removal and maintenance. 3) Separation prevents headlight glare improving safety and maintenance conditions. 4) Separate alignments will adapt to topographic conditions. 5) See illustration 1 for highway cross section.
Slope Cut and Fill	Limits of physical disturbance shall be less than 40 vertical feet from the top of pavement or rail platform to the farthest edge of cut or fill. Cut and fill embankment will not exceed a slope of 2.5:1 (H:V). All roadway retaining walls over 12 feet in height will be installed below the elevation of the roadway.	1) Planting, revegetation, and restoration of slopes will be successful with flatter slope embankment. 2) Slopes will be more easily maintained and erosion and sediment transport will be manageable. 3) See illustration 2

Design Criteria		Remarks
Disturbance	If no centerline change occurs construction will be fully contained with areas of historic or current disturbance. New alignments must be consistent with design criteria for slope cut and fill.	1) By staying within the existing limits of disturbance, existing maintenance problems will be resolved or improved. 2) Construct without increasing the disturbance zone.
Rock Cut	A geotechnical analysis report will be completed and reviewed prior to any proposal to create rock cuts for an alignment. If rock cuts are required, naturalized custom cuts methods are required. Rock cuts shall be constructed using scatter blasting techniques and provide for adequate rockfall area at the base.	1) Allows for understanding of rock formations at an early planning stage to potentially avoid rock cuts. 2) Avoids rockfall mesh and reduces maintenance. 3) Scatter blasting techniques provide a naturalized cut and allows safety from rockfall to be incorporated in the design.
Bridge Structures	Bridge structures will not utilize slope paving techniques and will require a closed end abutment design with a minimum vertical height of eight feet, measured below the bridge girder. Bridge embankments shall be 2.1:1 maximum.	1) Avoids the maintenance of slope paving. 2) Provides a method of incorporating revegetation and landscape into bridge slopes. 3) A clear span over streams and drainages avoid water quality construction impacts, reduces maintenance and pier scour. 4) Provides benefits below bridges for vehicle clearance, wildlife crossing, solar access, and revegetation success. 5) See illustrations 3 and 4.

Design Criteria		Remarks
Sound Attenuation	Sound buffering and attenuation will be designed in conjunction with the horizontal and vertical alignment to eliminate the need for noise mitigation. If mitigation is required, it will not include freestanding walls, but incorporate landforms and be buffered with landscape planting.	1) Design can minimize or eliminate additional noise mitigation. 2) If sound walls are required, see illustrations 5 and 6.

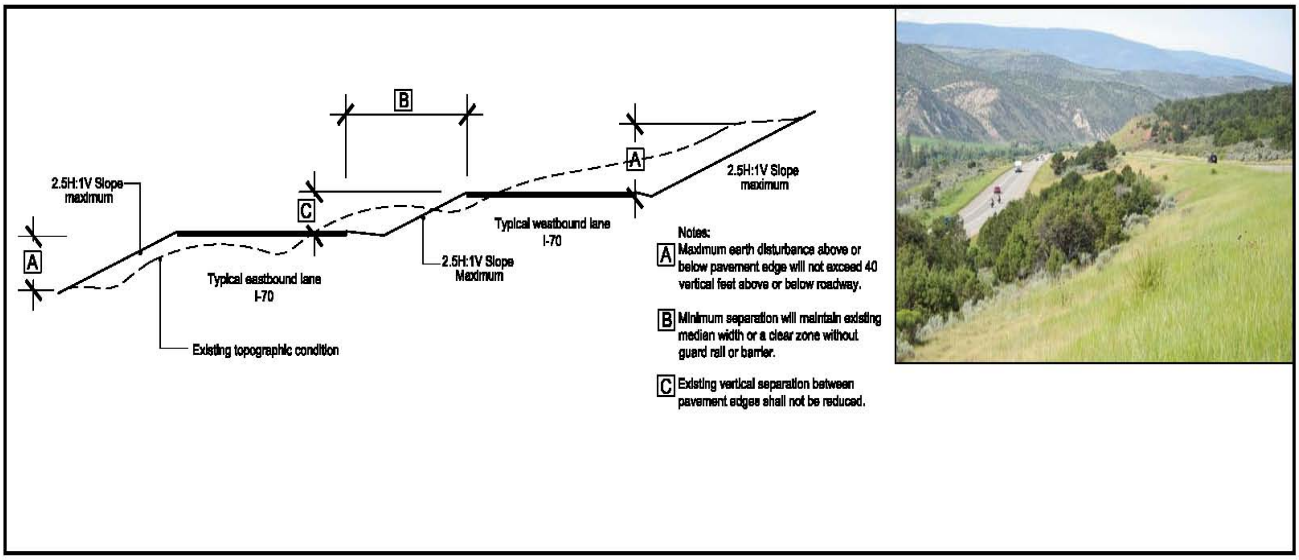

ILLUSTRATION 1: DESIGN CRITERIA FOR ALIGNMENT AND CUT AND FILL

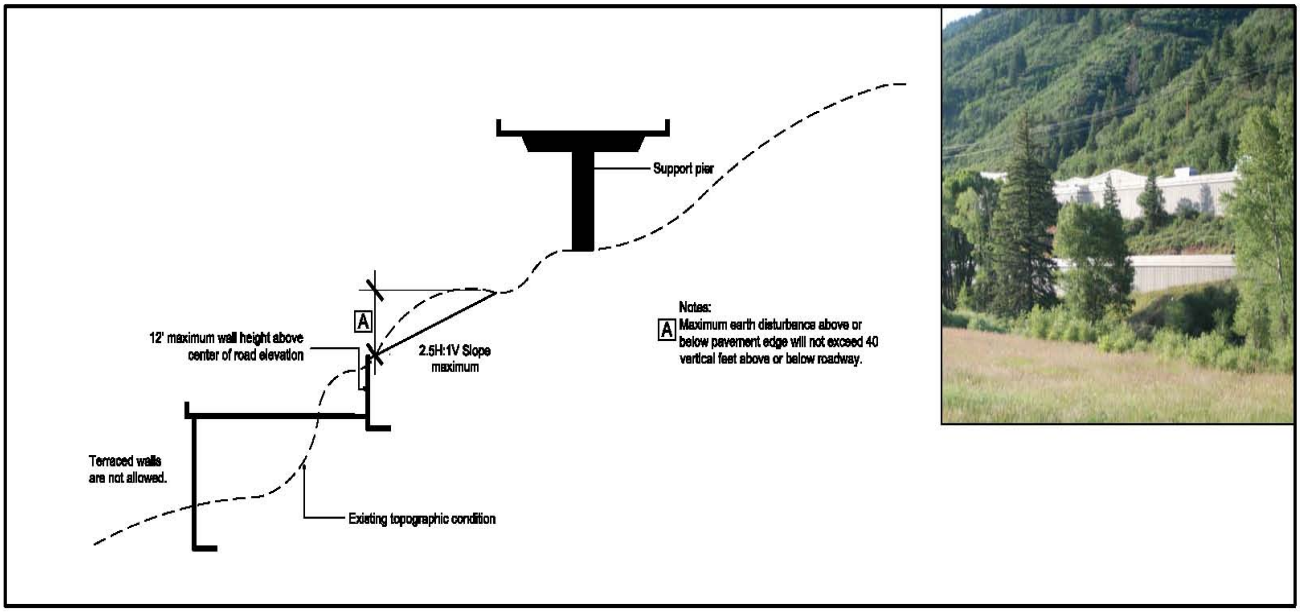

ILLUSTRATION 2: DESIGN CRITERIA FOR CUT AND FILL

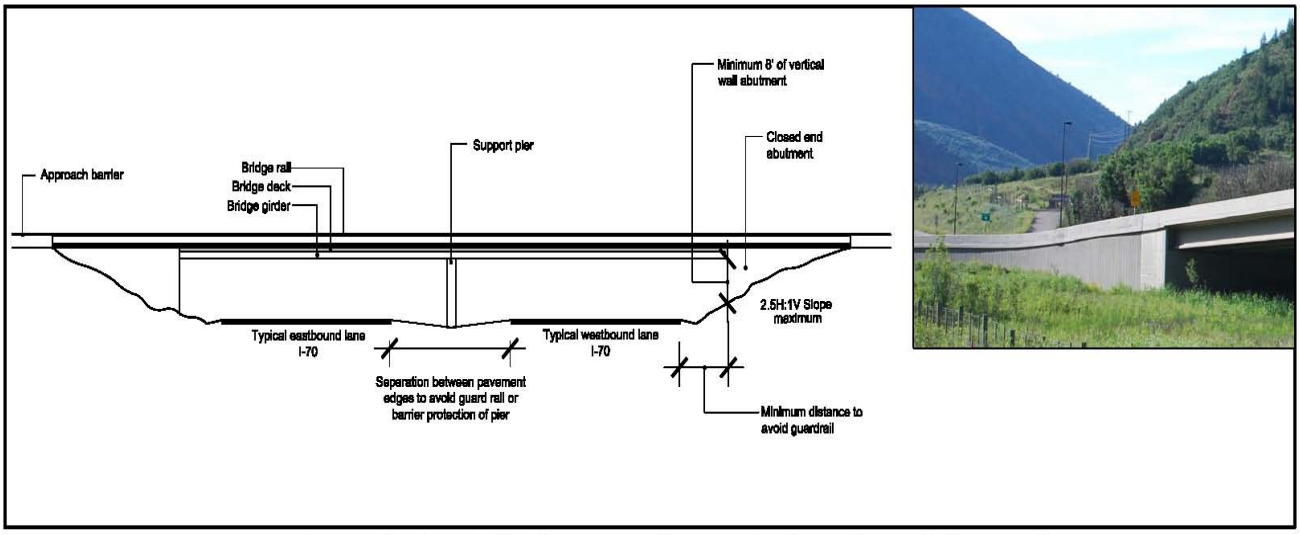

ILLUSTRATION 3: DESIGN CRITERIA FOR BRIDGE STRUCTURES OVER I-70

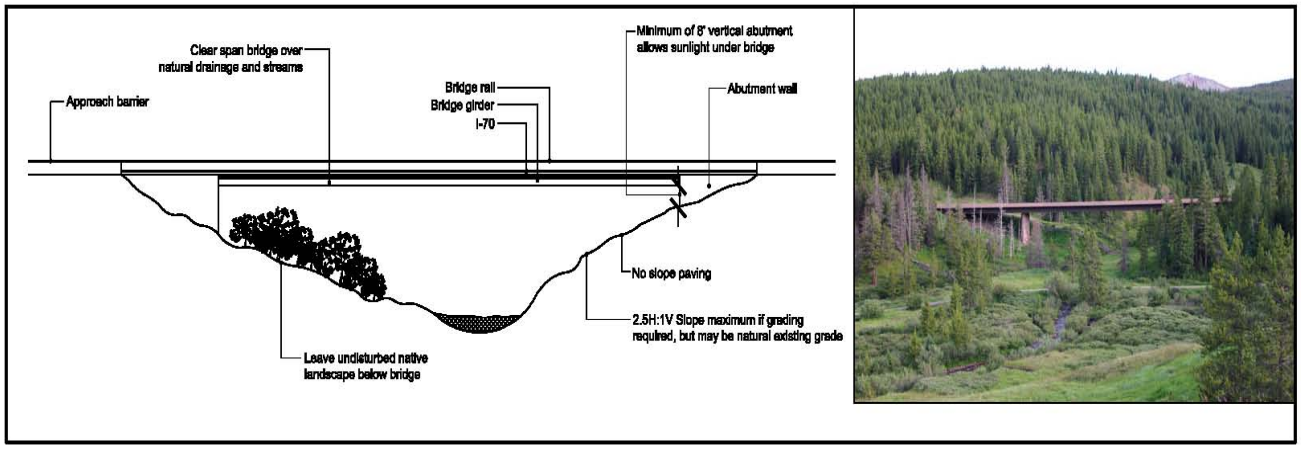

ILLUSTRATION 4: DESIGN CRITERIA FOR I-70 BRIDGE
OVER NATURAL FEATURES OR OTHER ROADWAYS

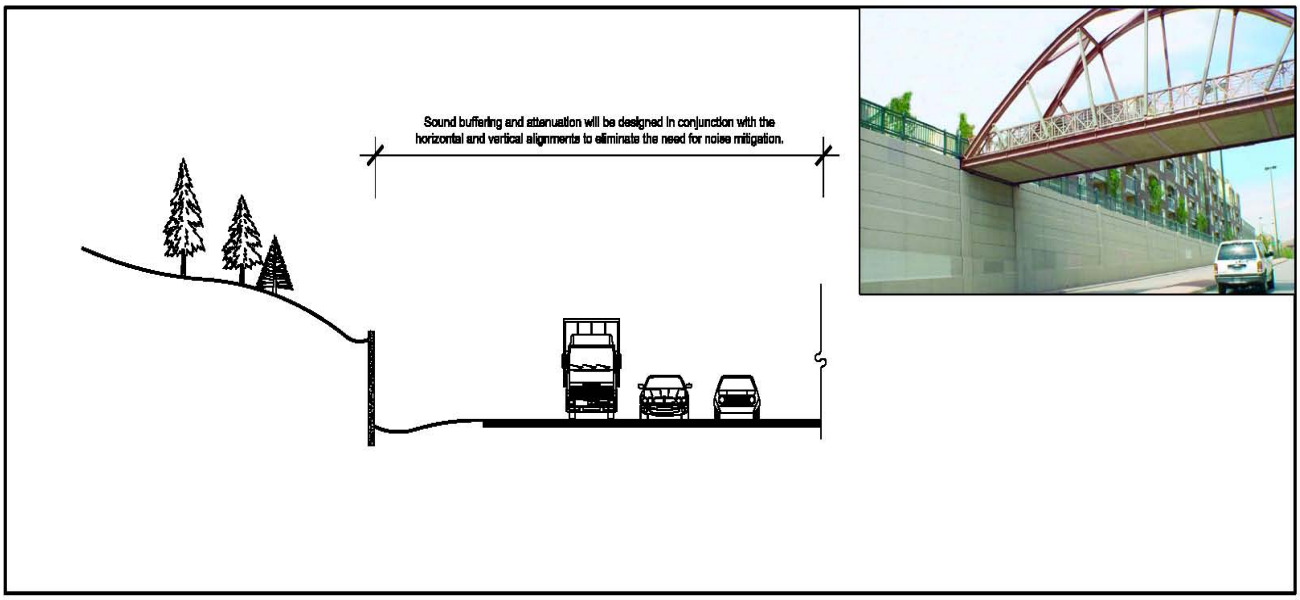

ILLUSTRATION 5: DESIGN CRITERIA FOR SOUND ATTENUATION

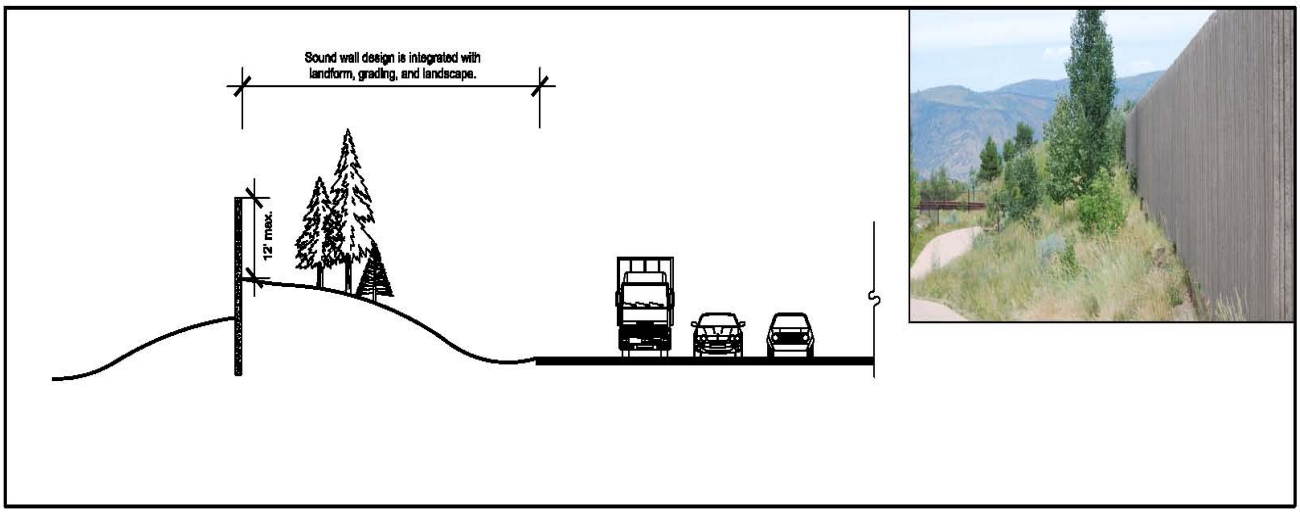

ILLUSTRATION 6: DESIGN CRITERIA FOR SOUND WALL DESIGN

Next Steps

The Idaho Springs stakeholders identified a number of initial steps to move toward the future vision captured in this report. These studies and initiatives, combined with future feasibility and Tier 2 environmental studies are shown in the following table. Other initiatives may be identified as collaboration between CDOT, Idaho Springs, and the stakeholders continues.

Initiative	Time Frame	Sponsoring Partner	Elements Included	Critical Inputs
Community understanding and support Work with the stakeholders and community to develop community understanding and support for the vision through: • Communication and education • Information sharing and outreach Community support will make future studies more productive and more stakeholders will engage in future studies.	Near term	Idaho Springs	• AGS • Highway • Clear Creek	
Local Planning Study Pursue grants for, and initiate a local planning study to address the following: • Land use • Economics • Cultural and historic • Multimodal transportation • Water quality • Clear Creek Restoration • Local mobility and access • Transit Station locations • SH103 This study would look at community opportunities created by AGS and I-70 corridor improvements. The output from this study will give the City of Idaho Springs the information needed to inform CDOT during Tier 2 studies about priorities, preferences and desires.	Near term	Idaho Springs Clear Creek Economic Development Corporation	• AGS • Highway • Clear Creek	• Idaho Springs Area of Special Attention Report
Demographic Reassessment Work with the State Demographer on a demographic reassessment for Idaho Springs. Current demographics do not appropriately portray Idaho Springs. This creates potential funding issues for city efforts.	Near term	Idaho Springs Clear Creek Economic Development Corporation	• AGS • Highway • Clear Creek	• Idaho Springs Area of Special Attention Report • Local Planning Study
Interchange Safety Study Complete safety study for SH 103 and east end interchanges, including pedestrian and local access	Near term	CDOT	• Highway • Clear Creek	• Idaho Springs Area of Special Attention Report • Local Planning Study

Frontage Road Feasibility Study Complete a frontage road feasibility study for the east end of Idaho Springs to Hidden Valley and on to US6	Near term	CDOT	• AGS • Highway • Clear Creek	• PEIS • Idaho Springs Area of Special Attention Report • Local Planning Study
West Interchange Closure Feasibility Study Complete a feasibility study for the closure of the west interchange in Idaho Springs	Near term	CDOT	• AGS • Highway • Clear Creek	• PEIS • Idaho Springs Area of Special Attention Report • Local Planning Study
Conduct AGS Tier 2 Study Complete a Tier 2 Study for the Advanced Guideway System along the I-70 Mountain Corridor	Long term	CDOT	• AGS • Highway • Clear Creek	• PEIS • Statewide Transit Plan • Idaho Springs Area of Special Attention Report
Conduct Tier 2 Study for Highway Improvements Complete a Tier 2 Study for highway improvements to the I-70 Mountain Corridor	Long term	CDOT	• AGS • Highway • Clear Creek	• PEIS • AGS Tier 2 Study • Idaho Springs Area of Special Attention Report

Who Should Be Involved?

Stakeholders in the Idaho Springs area include citizens, business owners, property owners, organizations, travelers, transporters, and agencies. Future studies, planning, and design work should continue to involve not only these stakeholders, but also include planning, design, landscape architecture, operations, environment, public process, and communication experts. This involvement and collaboration will allow the stakeholders to look for common ground and provide opportunities to develop partnerships.

The following is an initial list of agencies and organizations. Additional stakeholders and partners should be involved as they are identified.

- Idaho Springs community members
- Clear Creek County
- City of Idaho Springs
- Historical Society of Idaho Springs
- Colorado Department of Transportation
- Federal Highway Administration
- Federal Railroad Administration
- Federal Transit Administration
- US Forest Service
- Colorado Division of Wildlife
- Colorado Historical Society
- I-70 Coalition
- Denver Regional Council of Governments
- Northwest Council of Governments
- US Army Corps of Engineers
- US Fish and Wildlife Service
- Colorado Department of Public Health and Environment
- Colorado Motor Carriers
- National Trust for Historic Preservation
- Audubon Society
- Colorado Rail Passenger Association
- OmniTrax
- Trout Unlimited
- Colorado Preservation
- ECO-Resolutions
- Center for Native Ecosystems
- Rocky Mountain Rail Authority
- Colorado Association of Transit Agencies

Other Relevant Materials to Be Included in the Process

The following should be included in all work in the Idaho Springs Area. This is an initial list and provides a starting point. Additional studies and plans should be included and referenced as they are identified.

- I-70 Mountain Corridor Programmatic Environmental Impact Statement
- I-70 Mountain Corridor Context Sensitive Solutions Guidance
- I-70 Mountain Corridor 106 Programmatic Agreement
- Stream and Wetland Ecological Enhancement Program (SWEEP) MOU
- A Landscape Level Inventory of Valued Ecosystem Components (ALIVE) MOU
- I-70 Coalition Land Use Planning Study for Rail Transit Alignment Throughout the I-70 Corridor
- City of Idaho Springs, Colorado Comprehensive Plan
- Clear Creek County Master Plan
- Clear Creek Greenway Plan
- Rocky Mountain Rail Authority Speed Rail Feasibility Study
- I-70 Mountain Corridor Chain Station Plan

The studies listed below have not begun or are not complete at the time of this report. When completed these studies will provide insights and input to future work.

- CDOT Statewide Transit Plan
- Idaho Springs Local Planning Study
- Idaho Springs Demographic Reassessment
- Interchange Safety Study
- Frontage Road Feasibility Study
- West Interchange Closure Feasibility Study
- I-70 AGS Tier 2 Study
- Rocky Mountain Rail Authority High Speed Rail Study
- School District Facilities Reassessment Study

Appendix

- Stakeholder comments and concerns for this area (CT)
- Aesthetic Working Group notes
- PLT meeting notes
- Visioning Workshop notes
- Scenarios from the Visioning Workshop
- Timeline from the Visioning Workshop
- Visioning Workshop List of Attendees

STAKEHOLDER COMMENTS AND CONCERNS FOR THIS AREA (CT)

I-70 Mountain Corridor Team Workshop

October 10, 2008

Amy Kennedy's Aesthetic Planning Exercise Group

1. **What function should aesthetic treatments serve? What are the functions at each geographic level?**

National Functions

- East – West corridor
  Movement of people
  Freight/commerce
- World destination/access
  Diversity of vistas/uses
- National security
- Hazardous materials
- Sensitivity of surrounding environment – Water
- Alignment follows river valleys. Implications for downstream uses (i.e. Haz Mat spill)
- Scenic bypass access/destinations within itself
- Thru movement to other destinations (i.e. Utah National Monuments)

Regional Functions

Access to:

- Scenic bypass
- Recreation
- Western Slope – Front Range (lifeline of mountains)
- Maintenance of look/feel (sustainability)
- Mobility
- Emergency response – wild fire
- Goods, services, visitors
- Maintenance infrastructure (i.e. sediment ponds) should blend
- Economic generator for state
- Connectivity for wildlife
- Influence on land use
- Energy transmission (i.e. Lines)
- Potential generation of energy

Local Functions

- Life line

- Economic engine (services, goods, people)
- Mobilization of emergency services
- Local mobility
- Bad
  Barrier, community bisector
  Noise
  Visual barrier
  Truck parking
- Influence on land use
- Biking/hiking/fishing
- IMP, evacuations

2. **What are potential visual themes that can support community function?**

National

- Interstate function = quick, easy
- Signage conformity
- Innovative visual
- Communication (graphics)
- Cross-cutting
- Encourage interest/visitation through aesthetics
- Uniformity of way finding
- VMS
- Presentation of signs

Regional

- Use of local area materials to reflect local and regional culture (i.e. geology – stone materials, brick)

Local

- Use of local area materials to reflect local and regional culture (i.e. geology – stone materials, brick)
- Community identification
- Landscaping/lighting
- Enjoyable experience for all modes/uses (biking, fishing)
- Sand washing into bike areas – safety and enjoyment in Glenwood
- Geometry influences focus on surroundings
- Changing geometrics may equal a change in visual experiences

Themes

- Geology and natural environment should be complemented
- History
- Avalanche
- Recreation

- Changing landscape & accommodation (desire to "picture" what corridor will look like & how it will influence other resources, especially water)

3. **Should there be a consistent visual treatment for the corridor or multiple treatments?**

- Need consistency with nature (especially for travelers and thru traffic) but need to customize
- Varying cuts/slopes
- Scalable and variability based on differences
- Use of landscape – complement, don't compete
- USFS
- Reflect built/non-built environment
- Form pouring equals more flexibility
- Use of color to support surrounding environment
- Landscaping
- Idea of tunneling
- Supports wildlife
- Provides definition between scenery units
- May increase speed (mobility)
- Reduce scars
- Opportunity to mitigate existing issues
- Scale to area – detail doesn't show up at 65 mph
- Vegetative treatments/medians are cuts
- Respect existing "specimen" vegetation when planning footprint
- Use mitigation measures that allow for and support enjoyment of the natural environment
- (translucent noise walls or berms and depress interstate
- Use of aesthetics to/from transit to encourage use
- Wow factor

I-70 Mountain Corridor Team Workshop

October 10, 2008

Danielle Yearsley's Aesthetic Planning Exercise Group

1. **What function should aesthetic treatments serve? What are the functions at each geographic level?**

- One of the most important national corridors
- Highest elevation/high mountain passes
- High mountain experience
- Supports state/nation tourist trade
  Scenic value offering
  Skiing
  Hunting
- Urban areas designed to be pleasing
- Truckers/commercial
- Work force traffic – commuter race track
- Cross-country travelers
- Truckers
  Functional area – chain station, rest stops, gas stations
  Continuity in design
  More visual
- Working road
  Travelers given highest degree of information
  Real time, visual clues example – D.C. Metro – lights flash when a train is coming – beautiful
- Utilities are almost as important as the highway – life line
- Wildlife – design with them in mind.
- Crossings should blend in with corridor
- Glenwood – trail running, recreation
- Tourism –heritage tourism, history & context
- Moving freight
- Safety and mobility – factors that are rare/unique
- Lighting – dark skies, need in snow storm
- Highway advisory radio – corridor information; wildlife; tourism; history
- Noise abatement
  Difficult to implement
  Drivers may lose views
  Designed so it is not a tunnel
  Berms
- Glenwood Canyon
  Feels like it is quieter; feels different – find solutions like this

- Physical nature of the section of I-70 should drive aesthetics

2. What are potential visual themes that can support community function?

- Overhead transit may look better on paper. Make sure people understand what this will look like – a real world model for people to look at.
- Best technology and best design
- Rail should be designed for its time (21st Century)
- Transit should not be the focal point – blend it in
- Exit sign icons – mining, skiing, etc
- Interpretive signing and more visitor centers
- Design of interchange that helps drivers understand the significance of the exit
- Round-abouts – give a sense that you are entering a community
- Design should understand users – pedestrians; bikers; drivers; emergency response vehicles
- Functionality for emergency response – vehicles and helicopters

3. Should there be a consistent visual treatment for the corridor or multiple treatments?

- Important to be consistent
- Quality aesthetics – strong foundation
- Not one theme after another
- Aesthetics should match the surroundings
- Always should feel like you are going through the best possible design, not just pockets of stellar design
- Features that match nature so well that users do not now they are there
- Integration of function and aesthetics
- White water parks
- Good wildlife linkage corridor
- Pay attention to the edge of the roadway and how it ends – good design requires thought. Example – Glenwood Canyon is a hard edge; Vail is a more typical edge (not sure where it stops)
- Think about use of snow maintenance tools. Pick of use sands. Pick chemicals.
- Minimize impacts but do not hide the transportation system. There can be beauty in the system itself (beautiful manmade objects)
- Funding – get the bones right then add line details later
- Lighting
  Reflectors require no energy
  Technology may allow use to have different solutions
  Use technology to minimize lighting needs
  Smart lighting – light when users are on the road
  Smart energy use concepts reduce energy use
  Fiber optic reflectors
  Use latest technology

Local

- Transitions should be attractive
- Sense of entry and gateway
- Opportunity to identify uniqueness of communities\
- Gateways – Glenwood; Picture Bridge; Morrison Hogback; FIloyd Hill
- Land use planning – critical to local design
- Encourage economies of the towns
- TOD integration

I-70 Mountain Corridor Team Workshop

October 10, 2008

Mary Jo Vobejda's Aesthetic Planning Exercise Group

1. **What function should aesthetic treatments serve? What are the functions at each geographic level?**

Functions	Serve
Tourism Day trips Overnight trips	Encourage & enhance
Recreation Ski Hike Fish Bike Hunting Historic Recreation Learning Fourteeners	Get there Ease of access Provide information Placement of interchange Light of sight Visually accessible Lighting in conjunction with the interchange
Commuters Communities	Front door Frontage roads

Functions

Regional Functions

- Region to region trips
- Interstate trips
- Views

Local Functions

- Communities
- Outdoor advertising
- "No services signs"
- Pedestrian and bike
- Finish greenway concept
- Local access
- Small industry
- Local trips

2. **What are potential visual themes that can support community function?**

- Parkway – divided
- Interchange having different feels
- Landscaping scaled to the function
- Sculpted – not intrusive
- Innovative
- Light touch (appearance of leaving the natural look)
- Tell the story
- Timeless
- Views left clean or framed

3. **Should there be a consistent visual treatment for the corridor or multiple treatments?**

   Yes

I-70 Mountain Corridor Team Workshop

October 10, 2008

Megan Alderton's Aesthetic Planning Exercise Group

1. **What function should aesthetic treatments serve? What are the functions at each geographic level?**

National Functions

- Movement from East to West Coast
- Freight movement
- Recreation
- Tourism
- National security

Regional Functions

- Skiing
- Hunting
- Fishing
- Camping
- Commuting
- Access to National Forest
- General tourism
- Historic
- Access
- The main east/west road across the state
- Security – emergency response and access/evacuation
- Food/commodities
- Schools
- Wildlife access/crossings (barrier/negative)
- Effect on water quality – source of pollutants
- Hospital

Local Functions

- Schools
- Local road movement/essential linkage
- Community connector/separator
- Emergency
- Community
- Heritage tourism

- General commerce – economic stimulus for communities
- Bike trails/recreation enhancements

2. What are potential visual themes that can support community function?

- Nordic = ski and mountain recreation
- Each community has opportunity of their own theme
- Mining
- Eras/cohesive units
- Local modification
- Architectural
- Alpine environment
- Keep people coming into town to get themes/experiences
- Wilderness/undeveloped
- Just getting through versus scenic byway
- Destination feel versus byway
- Alternating areas
- Subdued/blended
- Separation
- Mark entrances/destinations
- Emphasis

3. Should there be a consistent visual treatment for the corridor or multiple treatments?

- Only difference could be local themes
- Zone identification – more urban mats/wilderness mats
- Community say in viewsheds
- Multiple visual impacts so that each community can keep and enhance identity
- Each town could have similar elements
- Elements equal consistency with individual modifications (subliminal)
- Multiple themes with commonality
- Consistency in signage/visual cues
- Technical aspects create commonality
- Vertical aspects – cohesive with area
- Corridor entries/exits
- VMS have visual impact
  Integration of AGS will affect how to build the road
  Elevated versus ground – will dominate the landscape
  Prominent or subdued?
- Mixture of consistency (signage) and multiple (community based)
- How to allow different communities to have different aesthetics? Each have their own plan?
- How through all historic/wilderness to mix future and past in aesthetic manner/blend?
- Sense of history, beauty, nature

- Guidelines exist (USFS) and should be considered with those themes
- Different aesthetic treatments for urbanized areas, intermediate zone, rural area
- Way to compromise and provide individuality and commonality
- Aesthetic treatments to emphasize natural environments
  Natural material if possible
  Avoid sharp lines
  Complementary color/texture
  Limit cuts/fills
  Vegetation
  Bridge abutments
- Don't feel like a highway once you go into town
- Design element consistency (ex. 285)
- Shouldn't be in all – way to recognize differences but not huge changes
- Consistency lies on highway for traveler but communities will vary
- Different gateways – 2 sets of visual aesthetics
  Highway
  In community (links)
- Long views versus short views = speed matters
- Softscape – less is best – fewer signs – simplify – colors help
  Make as much blend/fade as possible
- Bridges are a public art space for communities
- Bridges offer communities an opportunity for identity infusion
- Bridges
  Vegetation
  Minimize
  Make blend
  Thin out
  Speed matters
  Wall on bridge – color/concrete/aesthetic treatment
- USFS
  Complement scenic context – borrow from landscape
  Minimal cut/fills
  Minimal fresh blasting

I-70 Mountain Corridor Team Workshop

October 10, 2008

Michelle Halstead's Aesthetic Planning Exercise Group

1. **What function should aesthetic treatments serve? What are the functions at each geographic level?**

- Identify in disguise "camouflage"
  National level focus on environment
  I-80 in Pennsylvania – you don't feel like you're on a highway
  Consider reverse view
- Blended, sense of scale, proportion with context
- Function should support core values – find balance – safety, etc and recognize
- Four views – driver, recreational user, resident, road/scenery. Consider driver tension.
- Use highway to frame/accentuate snapshot. Help with values and safety
- Major route for:
  Commerce (regional/state)
  Trucking
  Motorcycle rider
  Local trips
  Commuter
  Economic corridor
- Recreational travel
- No other road option – regional/local route
- Potential for competing interests
- Highway is part of community
- Not just visual function; auditory
- Creek/river – enhance environmental features
- Not an urban environment
- Industrial
- 4 foot barrier versus land separation
- See a lot of cars/traffic
- Lighting
- Signage (static & electronic)
- How to cater to all and preserve
- Clarifying messages
- Interface with various communities and locations
- Aesthetic guideposts – severe weather
- Transit FX residents
- Augment visual impxs rider

- Camouflage/blend
- Coordinated to meet users/views
- Prefer away for safety, etc
- Distinguish functions
  Weather/winter/wind
  Lighting
  Balancing aesthetics versus safety – could benefit – ground blizzard
  Winter culture
  One of the most spectacular highway in the country

2. **What are potential visual themes that can support community function?**

- Let landscape speak for self. Cannot improve what we have
- No icons
- Subtle
- Simplicity of structure/lines support existing – could be overriding theme
- Different area/region vary
- Road subservient to cultural/natural environment
- No monuments or decorative
- Not "look at me" facility
- Integrate with landscape – i.e. Air Force Interchange – see Academy, road underneath
- Limit visual barriers to views
- Keep/consider experience – physical/visual separate for users (bike/ped)
- Multiple treatments (stay within surroundings) within overall simple/subtle approach
- Compatible, synergy – consider scale
- Impressive/world-class
- Sense of transition to mountains/suburbs – i.e. Floyd Hill to Twin Tunnels – regional gateway
- Gateway to natural/built environment for users – exits, rest areas, etc.
- Not frosting; integral to the design – change the baseline
- American legacy road – minimal. Recognize significance of corridor

3. **Should there be a consistent visual treatment for the corridor or multiple treatments?**

I-70 Mountain Corridor Team Workshop

October 10, 2008

Pat Noyes' Aesthetic Planning Exercise Group

1. **What function should aesthetic treatments serve? What are the functions at each geographic level?**

- Moving people and goods and services on all levels
- Recreation access
- Freight
- Emergency access
- Commuting to work
- Safety on all levels
- Tourism – local, regional and national
- Regional and local access – business, community and economic
- Wildlife permeability
- Sense of place at all geographic levels and sense of values (e.g. historic)

2. **What are potential visual themes that can support community function?**

- Establish sense of place for the Colorado Rocky Mountain region for the I-70 Corridor
- Design of the facility draws on, restores, and regenerates the context of place
- Crossing the Continental Divide – the great Rocky Mountain crossing
- Preserve/enhance/frame views
- Flowing, uninterrupted design to support safety and mobility
- Consistency of application for predictability
- Consistency needs to fit with surroundings – not cookie cutter
- Glenwood example – fit the landscape without scarring
- Where are we looking? Up at the mountains, down at the river, across the meadows
- Don't "Disneyfy" – harmonize, have all parts fit
- Recreational access gateways
- Freight mobility facilities – consistent theme and consistent with sense of place

3. **Should there be a consistent visual treatment for the corridor or multiple treatments?**

- Enjoy the journey without unexpected design
- Integrate all uses along the corridor
- Associated infrastructure reflect local context (lighting, rails, noise treatment)

- Designate I-70 as a scenic byway
- Three tiers – corridor theme of crossing the Rockies, counties have character to be considered, local context and treatment
- Corridor theme – match local rock and material. Always feel connected to surroundings
- The theme should be consistent to the whole corridor, in harmony with the surroundings

AESTHETIC WORKING GROUP NOTES

I-70 Mountain Corridor CSS
Partnerships Powered by Context

Meeting Record

I-70 AESTHETIC DESIGN, WORKING GROUP MEETING #2
SILVERTHORNE PAVILION
SILVERTHORNE, CO
THURSDAY, AUGUST 20, 2009
CONSULTANT TEAM ATTENDEES:
Mary Jo Vobejda (CH2M),
Pat Noyes,
Richard Shaw (DW),
Kristofer Johnson (DW),
Britt Palmberg (DW),
Sara Egan (DW),
Kevin Shanks (THK),
Mark Wilson (THK),
Dave Duclos (THK)

MOUNTAIN MINERAL BELT DESIGN SEGMENT

Existing Limits of Disturbance

- Challenge: If installing auxiliary lanes means that you limit the presence of greenspacebin the medians, this is a problem. This strategy creates more of an urban framework. Perhaps the strategy with installing auxiliary lanes, then, should be to push them to theboutside edge instead.
- The picture from the "existing limits of disturbance" slide: There should not be a chainblink fence installed along the corridor. Fences collect garbage blowing across due to wind. The land between the road and the chain link fences becomes a "no man's land".
- How can we hide the ROW fence? What kinds of different materials can we use for thebROW fence? It may be important to include landscaping between the road and the fencebalong the ROW.
- We should strive to avoid hard edges and fences between I-70 and adjoining lands.

Restoration and Naturalized Appearance

- The jersey barrier is a huge issue. Can it be sculpted into the road in a particular way?
- CDOT's plan is to extend jersey barriers all the way through this segment….including installing a jersey barrier down the middle. The group generally liked the picture (on the right) of a naturalized appearance, but didn't like the jersey barrier present there.
- The group noted that jersey barriers are very straight, but that "W" barriers (made of steel) allow you to see through the barrier better and see the landscaping features behind them, along the corridor.
-

I-70 Mountain Corridor CSS
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- Kevin noted that the good thing about Jersey barriers is that they allow you to bring the landscape right down to the barrier, next to the highway. The key question is how jersey barriers are laid into the land.
- Cable barriers: They are safer, but they require more maintenance. It may be a possibility to have better cable barriers with new technologies over the next 10 years that would allow CDOT to overcome maintenance issues. The "W" beam is considered midway between the jersey barrier and cable barriers in terms of flexibility and maintenance. The use of cable barriers allows more room for deformity, more cushion for cars and trucks hitting them. The advantage of jersey barriers is that you only need a few feet of buffer in front or behind them.
- One group member noted that one problem with jersey barriers is that they are easily beat up. They are especially beat up on the approaches to the Eisenhower tunnel.
- Variable slopes: Good idea, look good. The contoured landscaping, however, can be misleading.

- Key point: Need to do slope treatments that reflect the natural conditions. The sculpted slope design from the Vail area is really nice.
- Vail Pass – had a very wide swath. Ironically, it would probably not pass NEPA scrutiny today. The section of I-70 from Copper Mtn to the ridgeline along Vail has been reshaped considerably.

Land and Transportation Relationship

- The key success of the Vail Pass example was that the roadway was carefully laid into contours. The highway department planted and laid stumps and left tree clumps to give the corridor a more naturalized appearance. They carefully worked the road into the natural form.

Adapting the Road to Topography

- The corridor design should strike a balance between straightening the road and providing for safety. It should be straight enough to match safety regulations.
- Stairstepping the road down to the creek would be a good technique.
- The tendency in the mineral belt will be: How do we fix the current road? CDOT will not allow us to design a whole new freeway as was the case in Vail or Glenwood Springs.
- Sometimes, a narrower footprint for the corridor is a good thing.

"Areas of Special Attention": Most of the Mineral Belt segment is located in an ASA, actually. We can't provide generic or generalistic guidance in these areas.

- There has been a significant precedent set for a new road (for example, Vail Road evolved into the Vail Pass along I-70).

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- Mary Jo emphasized that the Areas of Special Attention require more work and refinement.
- Comment from Clear Creek folks: They would rather be left alone than be nickeled and dimed by CDOT.
- With ASA's, we need to open a process to study these more at a later date. For example, the next step for ASAs in a given part of the Mineral Belt segment may involve splitting the road.
- This plan should become the foundation for additional design of ASAs.

** Next step with all of this work will be to establish objectives and strategies for all of these aspects of design.

Bakerville to Tunnel: CDOT is actually finalizing design right now to get rid of the cable median and install jersey barriers to improve the safety conditions there. CDOT has a PLT for this repave (Note: The CSS team for aesthetics was unaware that CDOT was in the process of doing this)

Gateways:

- What is the meaning of the term gateway, anyway? Very overused term. Residents of Floyd Hill think that the gateway is actually the naturalized landscape. CDOT has done a plan for this area, but they have had trouble defining the term "gateway". Perhaps the term connector, rather than gateway, better applies to regional connections such as the Empire interchange or Highway 9 (which connects to Kremmling and Steamboat Springs).

Medians: Some separation is important. We need to avoid continuous pavement and balance against jersey barriers.

- Strategy for medians should separate horizontal and vertical medians.
- Existing landscape patterns: We should carry landscape patterns through the medians.

Key Aspects of Design throughout Mineral Belt:

- Elegant Design
- Road should be Subservient to People
- Sleek
- Simple
- Sound Attenuation
  - We should add sound attenuation as a key issue for Idaho Springs.
  - Noise is only one aspect of aesthetics. It is all a matter of tradeoffs.
  - With grade separation, sound is less intrusive below the grade of the road. The berm just west of the Twin Tunnels works pretty well.
  - Berm near Georgetown: This idea was turned off. We need to have more discussion about materials to be used, etc. We should not use traction sand.
  - Public sculptured sound barrier walls.

- Interchanges:
  - These are parking lots. We need to integrate intermodal connections into the design of interchanges. We need to accommodate multi-modal functionality and we need to provide room for emergency services as well.
- Structures
  - Arches are a great Victorian design…maybe include arches on the bridges?
  - Structures should blend with the surrounding lands and provide a light touch on the land.
  - Glenwood Canyon is structural itself, so structures work well there.
  - Highway 58 and Washington interchange in Golden has a very beautiful bridge with pedestrian crossings and related features.
  - Litter near structures is an issue as well.

PLT MEETING NOTES

I-70 Mountain Corridor CSS
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Idaho Springs Interface Visioning
PLT Meeting
July 23, 2009

Attendees:
Mary Jane Loevlie
Cindy Olson
Kevin O'Malley
Peter Kozinski
Mary Jo Vobejda
Kevin Shanks
Pat Noyes

Visioning Overview
Mary Jo provided a brief overview of Visioning and the approach for building consensus around a preferred future.

Project Leadership Team (PLT) Formation
The purpose of the PLT is to lead the planning for the Visioning Workshop for Idaho Springs. The PLT is focused on designing the workshop and moving the process forward.

The PLT members will meet to identify workshop participants and develop the agenda for the visioning workshop.

The PLT membership should be small enough to plan and design the workshop and represent a broad range of interests in the community. Additional names were suggested:

- Dennis Lundberry
- Bill Macy
- Jan Raines
- Jack Morgan
- Dan Ebert

The members in attendance will extend invitations to the next meeting to these potential members.

Desired Outcomes
The group discussed desired outcomes for the workshop.

- Perhaps our plan could be married with the Consensus Recommendation, add to it while being consistent with it
- CDOT isn't the bad guy
- More of the visioning exercises will be requested
- Change the perspective that 'we are not in control'
- Want this vision to stand the test of time, not be shot down by naysayers
- Want to get ahead of the I-70 work, not be reacting to it all the time
- Inspire the next generation of community activists
- We need to tell the story that this exercise was not forced on Idaho Springs, this is about getting ahead of the I-70 studies, taking control

Purpose of Visioning
It was noted that things will happen on I-70 around Idaho Springs and that we should plan for how we want to tie in and make the most of opportunities for Idaho Springs. The visioning process will build a partnership between CDOT and the Idaho Springs community, and coordinate with the Consensus Agreement and PEIS.

Visioning Workshop
PLT members will bring lists of potential workshop participants to the next meeting. The consultants will provide a draft mission statement and workshop agenda for discussion.

Next Meeting
The next meeting is scheduled for August 4, 2009 at 2:30 in Idaho Springs.

I-70 Mountain Corridor CSS
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Idaho Springs Transportation Visioning
PLT Meeting
August 4, 2009

Attendees:
Mary Jane Loevlie
Cindy Olsen
Kevin O'Malley
Peter Kozinski
Mary Jo Vobejda
Kevin Shanks
Pat Noyes
Dan Ebert
Jack Morgan

Visioning Overview
Peter provided a CSS Summary Book to Dan and Jack and we will all work together as a team.

Project Leadership Team (PLT) Formation
The purpose of the PLT is to lead the planning for the Visioning Workshop for Idaho Springs. The PLT is focused on designing the workshop and moving the process forward.

The PLT reflects the stakeholders through Idaho Springs. It is not the PLT's job to make the choices.

The PLT members will meet to identify workshop participants and develop the agenda for the visioning workshop.

The PLT membership will remain small enough to plan and design the workshop and represent a broad range of interests in the community.

Dan Ebert has committed to joining the team and Jack will let the team know by the next meeting on August 25th. Additional names were suggested:

- Dennis Lundberry (he has declined to be on the PLT, but wants to attend the workshop
- Bill Macy (plans to attend the next PLT meeting on August 25th.

Introductions
Introductions were made for the benefit of the two new attendees, Jack Morgan and Dan Ebert. Dan is a 15 year resident of Idaho Springs, business owner and is on the Economic Development Committee. Jack has lived in Idaho Springs for 25 years and wants to see this project move forward.

Desired Outcomes of the PLT
The group discussed desired outcomes for the workshop.

- Gain respect, balance and to come up with the best solution, which may not be the most perfect one.

- Perhaps our plan could be married with the Consensus Recommendation, add to it while being consistent with it
- CDOT isn't the bad guy

Desired Outcomes of the Workshop
The group discussed desired outcomes for the workshop.

- Gain respect, balance and to come up with the best solution, which may not be the most perfect one.
- Perhaps our plan could be married with the Consensus Recommendation, add to it while being consistent with it
- More of the visioning exercises will be requested
- Change the perspective that 'we are not in control'
- Want this vision to stand the test of time, not be shot down by naysayers
- Want to get ahead of the I-70 work, not be reacting to it all the time
- Inspire the next generation of community activists
- We need to tell the story that this exercise was not forced on Idaho Springs, this is about getting ahead of the I-70 studies, taking control

Purpose of Visioning
It was noted that things will happen on I-70 around Idaho Springs and that we should plan for how we want to tie in and make the most of opportunities for Idaho Springs. The visioning process will build a partnership between CDOT and the Idaho Springs community, and coordinate with the Consensus Agreement and PEIS. There will be no risk of having improvements done on the highway without discussing them first with Idaho Springs.

It was discussed that Clear Creek County and Idaho Springs have to compete with I-25 and others in the state for the limited CDOT funding, which creates a big problem. By have these PLT meetings and the workshop, realistic goals and ideas will be developed so that they work together and are accepted by the rest of the state.

Visioning Workshop
PLT members will bring lists of potential workshop participants to the next meeting. The consultants will provide a draft summary and agenda for the workshop. It was suggested that the PLT not take anything off the table at the beginning of the workshop. Attendees should consider what they want to accomplish, develop ideas and ask the question "What does it do for us?"

It was further discussed that CDOT and Clear Creek County work shoulder-to-shoulder in order to create a win-win outcome.

Dates were discussed for the workshop and agreement was made that it will be held on October 13th (half day) and October 14th (full day).

The ultimate goal of Idaho Springs Transportation Visioning is to help CDOT accomplish the goal of moving people from Denver into the mountains. This team represents what the people really want to see and have to help CDOT reach their goal. We are all working on common ground. What comes out of this workshop does NOT become part of the PEIS.

Question was raised as to an Executive Summary being provided to the PLT attendees and/or links to the Website. Discuss further at next meeting.

Federal Agencies
It was discussed and decided that the following federal agencies will be kept informed of what this team is doing, but will not be invited to the workshop:

- Corps of Engineers
- Forest Service
- DOW
- FHWA (comment was made that they want to be invited to the workshop)
- Trout Unlimited
- FRA
- Rail & Transit Agencies

Next Meeting
The next meeting is scheduled for August 25, 2009 at 2:00 in Idaho Springs, same location as last meeting.

I-70 Mountain Corridor CSS
Partnerships Powered by Context

Idaho Springs Transportation Visioning
PLT Meeting
August 25, 2009

Attendees:
Mary Jane Loevlie
Cindy Olson
Mary Jo Vobejda
Kevin Shanks
Pat Noyes
Dan Ebert
Jack Morgan
Bill Macy

These meeting notes reflect the decisions and action items agreed on at this meeting. Please advise Mary Jo Vobejda or Diana Yust as soon as possible if your meeting notes reflect any substantial differences from these notes.

Project Schedule Review
The schedule as presented on the agenda continues to support October 13 and 14 for the workshop. FHWA will be invited to the workshop.

Visioning Workshop
Logistics (location and food)
The workshop will be held at The Idaho Springs Elks Club, 1600 Cole Blvd. on 10/13-14. CDOT's new policy is to NOT provide food and beverages for functions of this nature. The Elks Club said they could provide box-type lunches for about $10/person. The Team agreed to share the costs of providing food and beverages.

Participants and Invitations
The current list of participants was distributed and some changes were made at the meeting. An updated list will be e-mailed to the PLT with the request to complete mailing addresses, as well as additions/deletions/changes and send them directly to Diana Yust.

The workshop participants will comprise a good mixture of community residents and business owners who will contribute to the vision for Idaho Springs. They will then be key to spreading this vision to the rest of the public. There won't be a "single answer", rather getting feedback from the community as to what it will take for them to live with possible scenarios.

In addition to the invitations being mailed, an ad will be placed in the newspaper. A letter to the editor and inclusion in the upcoming event section will be considered.

It was discussed that sending an overview of Visioning, as well as a brief time line of what has been accomplished so far, with the invitations would help the participant making the time commitment. It will be noted in the invitation that this Visioning Team and Workshop were requested by Idaho Springs.

Workshop Agenda
The Workshop Agenda was presented. It was suggested that the Clear Creek County Master Plan, as well as the Idaho Springs Master Plan, noted as background information, be available during the workshop to highlight what is currently planned. It was also recommended that a copy of the Historic Preservation Plan be available as well. It was suggested that the time line discussion be moved to the first day.

Possible Scenarios
Four scenarios were presented for use at the Visioning Workshop. It was stressed that it is not the job of the PLT to decide what is right or wrong with these scenarios. The scenarios are designed to test values.

It was suggested that the Transit Stations (as identified in the I-70 Coalition Land Use Planning Study) be added to the scenarios. The Rocky Mountain Rail Authority's High Speed Rail Study for Colorado has shown a feasible rail through Idaho Springs.

Products
The Team will provide several drawings that show the path of each scenario. The documents referenced above will also be available at the workshop with several key points highlighted on the boards.

Next Meeting
The next meeting is scheduled for September 17, 2009 at 2:00 in Idaho Springs, same location.

I-70 Mountain Corridor CSS
Partnerships Powered by Context

Idaho Springs Transportation Visioning
PLT Meeting
October 1, 2009

Attendees:
Dan Ebert
Peter Kozinski
Mary Jane Loevlie
Bill Macy
Jack Morgan
Pat Noyes
Cindy Olson
Kevin O'Malley
Kevin Shanks
Mary Jo Vobejda

These meeting notes reflect the decisions and action items agreed on at this meeting. Please advise Mary Jo Vobejda or Diana Yust as soon as possible if your meeting notes reflect any substantial differences from these notes.

Project Schedule Review
The schedule as presented on the agenda continues to support October 13 and 14 for the workshop. FHWA has been invited to the workshop.

Visioning Workshop
Logistics (location and food)
The workshop will be held at The Idaho Springs Elks Club, 1600 Cole Blvd. on 10/13-14. Please advise attendees that there is no elevator and to let us know if they will require assistance when they arrive.

The Elks Club said they could provide food, beverages and snacks for 50 people for $500. A headcount will be given to the Elks Club by 10/6/09 and the costs will be handled at the workshop by CCEDC…Thank you!

Workshop set up will begin on Tuesday around 12 noon and will have to be torn down by 5 pm for an Elks meeting Tuesday night. Workshop equipment and materials can be stored in the side room where the lunch will be served on Wednesday. Set up on Wednesday will start around 7:30 am.

RSVP
The invitations were sent out on September 10th and, to date, no RSVPs have been received by Diana Yust. However, it was noted that a number of participants have replied directly to the PLT local members, with a few that did send e-mails to Diana, but were not received. The PLT went through the list of names to update yes, no, and who would make a call to confirm.

An advertisement was placed in the Clear Creek Courant on Wednesday, September 23, and Wednesday, September 30.

With the exception of FHWA, other agencies with responsibilities along the I-70 Corridor were sent a letter by Peter Kozinski letting them know a strategic transportation vision is being developed for Idaho Springs. The letter encouraged the agencies to visit the I-70 Mountain Corridor website for more information on the Context Sensitive Solutions project, and to contact Peter for more information.

It was discussed that a reminder should be sent to those participants who have confirmed. However, since we do not have e-mail address for all of them, and a postal mailing would not be timely, it was asked that PLT members remind people of their commitment to the full one and one-half days of the workshop.

The workshop participants will comprise a good mixture of community residents and business owners who will contribute to the vision for Idaho Springs. They will then be key to spreading this vision to the rest of the public. There won't be a "single answer", rather getting feedback from the community as to what it will take for them to live with possible scenarios.

Workshop Agenda
The Workshop Agenda was presented. The Clear Creek County Master Plan, the Idaho Springs Master Plan, and the Historic Preservation Plan will be available at the workshop.

Scenarios
Four scenarios will be presented at the Visioning Workshop. It was stressed that it will not be the goal of the workshop to decide among these scenarios. The scenarios are designed to test the values of the workshop participants, finding out what the participants like about the components and what they didn't like.

During all presentations, it was recommended that we keep it non-technical as much as possible. The outcome of the workshop has to be realistic.

Products
The Team will provide several drawings that show the path of each scenario, along with a visual aid via the use of Google Earth.

Next Meeting
The next meeting will be held in early November so that the PLT can pull together the information from the workshop and plan the next steps.

I-70 Mountain Corridor CSS
Partnerships Powered by Context

Idaho Springs Transportation Visioning
PLT Meeting
November 19, 2009

Attendees:
Mary Jane Loevlie
Cindy Olson
Mary Jo Vobejda
Kevin Shanks
Pat Noyes
Dan Ebert
Jack Morgan
Bill Macy

These meeting notes reflect the decisions and action items agreed on at this meeting. Please advise Mary Jo Vobejda or Diana Yust as soon as possible if your meeting notes reflect any substantial differences from these notes.

Review Visioning Workshop
Comments
The workshop, held on October 13/14, was a success. Local members of the PLT have received positive feedback from those who attended, as well as "…I wish so and so would have/could have attended." There were a few comments regarding when the workshop was held, in that perhaps more people would have attended if it had been on a weekend and not conflicting with work.

The input received during the workshop were typed up and distributed to the PLT. If there are any changes needed, please direct those changes to Diana Yust at dyust@ch2m.com.

Report – Values with Graphics
The first order of business after the workshop was to establish the Values That Direct the Future. Based on the input received during the workshop, key values for Mobility, Healthy Town, Environmental, and Sustainability have been established. The following changes to the Values were recommended and will be incorporated into the report:

Healthy Town – "Transit and pedestrian access throughout town"
-- "Increased economic vitality throughout town"
-- "Increase opportunities for redevelopment throughout town"
-- ADD "Clear Creek Greenway Master Plan"
-- "Consider in the design the contrast between the AGS, Historic Idaho Springs, and I-70"
Environmental – "Enhance greenway along Clear Creek"

Report – Criteria for Each Value
For each of the Values, Suggested Criteria for Evaluation of Alternatives were developed. The criteria will assist in measuring the values on alternatives. The Criteria for Evaluation of Alternatives is a process for comparing things. It is not meant to "add up points" in order to choose a particular alternative. Idaho Springs is being given a "measurement" for each of its

values. The following changes to the Criteria were recommended and will be incorporated into the report:

Environmental – "Ask the question: "Is this alternative consistent with a greenway along Clear Creek?"

Report – Elements of Future Improvements

The Elements of Future Improvements was discussed and the following changes were recommended and will be incorporated into the report:

AGS – Alignment – "Current I-70 Alignment"
AGS – Stations – "Vicinity of I-70/SH 103 (football field, National Forest Office, Undeveloped Land"
AGS – Stations – "Hidden Valley – Consider negative impacts to Idaho Springs"

I-70 – Interchanges – "West – Consider Closing"

Other Elements – "Develop community understanding and support – Roll-Out Plans

Report – What Needs to Happen Next

This phase is to assist in rolling out the work that's been done and taking the next steps. There are seven initiatives outlined, and one to be added based on the meeting. They are:

Community Understanding and Support
Local Planning Study
Demographic Reassessment
Frontage Road Feasibility Study
Conduct AGS Tier 2 Study
Conduct Tier 2 Study for Highway Improvements
Add: Safety on East End of Town

Considerable discussion took place regarding the pursuit of a grant(s) for a Local Planning Study. Kevin Shanks provided several documents outlining what resources are available for grants, and will be sent to all PLT members.

Under Demographic Reassessment, it was discussed that there may be "Rural Poverty Grants" available to Idaho Springs for future studies.

The Frontage Road Feasibility Study discussion indicated that this study is also an "Early Action" item in the Consensus Agreement. Funding has been approved to re-pave sections of CR 314. The West Interchange Closure Feasibility Study is part of the PEIS, but Idaho Springs should strongly consider it as part of the Local Planning Study.

The added initiative, Safety on East End of Town is a Near Term item with Idaho Springs being the Lead Agency. This is a big topic in town because there is the problem of students crossing I-70 to reach the ball fields. A pedestrian access should be considered.

Roll Out Plan for Public Input

It was agreed by all that this should be an Open House type event and be done up BIG. It should be very apparent to the citizens that Idaho Springs is in charge of its future. One key component of this roll out event should be the need to answer to "Next Steps – Dates and Funding Availability for Specific Studies".

This meeting/open house will be the big push for change to happen in Idaho Springs – sooner than later.

This event should take place in mid-January 2010. Specific time and place is yet to be determined. In the meantime, graphics that were used at the Workshop, and that Kevin furnished at this PLT Meeting, will be displayed around town. Use of the "Fly-Over Scenarios" would be great to use at the Open House.

Over the next few weeks, CH2M HILL, THK and Pat Noyes will work on the graphics and presentations for the Open House. These will be presented to the PLT at the next meeting in December.

Next Meeting
The next meeting is scheduled for December 14, 2009 at 2:00 p.m. - 4:00 p.m. in Idaho Springs in Mary Jane's conference room.

I-70 Mountain Corridor CSS
Partnerships Powered by Context

Idaho Springs Transportation Visioning
PLT Meeting
February 23, 2010

Attendees:
Dan Ebert
Peter Kozinski
Mary Jane Loevlie
Bill Macy
Jack Morgan
Pat Noyes
Kevin O'Malley
Kevin Shanks
Mary Jo Vobejda

These meeting notes reflect the decisions and action items agreed on at this meeting. Please advise Mary Jo Vobejda or Diana Yust as soon as possible if your meeting notes reflect any substantial differences from these notes.

Area of Special Attention Report

The Area of Special Attention (ASA) Report for Idaho Springs was distributed to the attendees. Mary Jo discussed the segments of the report. This format will be used throughout the I-70 Mountain Corridor CSS Website for ASA Reports.

During the aesthetics component of the CSS process, the corridor was broken into four groups which were determined by specific start and end locations, topography, sediments, and other factors. Through this process, it was determined that Idaho Springs should be considered an "Area of Special Attention" for several reasons: narrow canyon, AGS potential, Clear Creek, and historic preservation. The information that was gathered through the Idaho Springs Transportation Visioning Workshop has been captured in this ASA Report.

Future planners, designers and constructors along the corridor, when studying various alternatives, will be made aware of the values established for Idaho Springs and the alternatives need to be evaluated on criteria that meet those values.

Comments on ASA Report

Overall, the PLT was very pleased with the look and feel of the report. There were several recommendations for changes to be made.

Page 2 – "How this Report Was Developed"
Expand on the idea that Idaho Springs is truly a unique part of the corridor and that the community is being pro-active in their planning endeavors so that they will be ready when it comes time to actually make something happen. It was also recommended that the I-70 Mountain Corridor CSS Team, lead by CH2M HILL be added to the PLT member list.

Page 3 – "Area Limits and Description"
Describe the actual city limits of Idaho Springs, as well as the total area that was looked at during this process.

Page 6 – "Values That Direct the Future" – "Mobility"
The first line should change to "Increase mobility on I-70 Corridor and throughout Idaho Springs.

Page 7 – "Suggested Evaluation Criteria" – "Criteria for Evaluation of Alternatives" and "Values that Direct the Future" –
Under "Mobility", the first line of both columns should be changed from "…I-70…" to "…I-70 Corridor…".

Page 15 – "I-70 Mountain Corridor Design Criteria"
"Design Speed" – it was recommended that it state the 65 MPH is the "design speed", but that the posted speed would probably be 60 MPH.

Page 20 – "Next Steps"
It was recommended that a brief paragraph be included to describe what has been done so far.

Page 23 – "Who Should be Involved?"
It was recommended that this section should be re-worded so that the intent is more obvious to a "lay-person" reading the report.

Page 24 – "Other Relevant Studies to be Included in the Process"
Add the Idaho Springs Planning Study (to be launched in the near future), to include SH103 and the school district facilities

Page 25 – "Appendix"
It was recommended that the list of attendees of the Visioning Workshop to included as well so that years from now, people will know that this information was not made up from a small group of people.

Public Outreach

The PLT discussed how best to get information out to the Idaho Springs public concerning what has been accomplished through the visioning workshop. Many of the workshop participants have asked for a "wrap-up" presentation. It was agreed that having a presentation to the participants (1 hour), followed by a presentation to the public (1 hour) would be a great "spring board" to start the planning studies that are listed on the "Next Steps" section of the ASA Report.

Of interest to the public will be the timeline of what has occurred, but more importantly, a timeline of what and when other steps will occur in the future.

CDOT and CH2M HILL will participate in the public outreach but there will be no further PLT meetings. The public outreach meeting is scheduled for Wednesday, April 7, 2010 at Beau Jo's Pizza Restaurant in Idaho Springs. The workshop attendees will be invited for pizza and a presentation from 5:30 pm – 7 pm. The public outreach meeting will take place on April 7, 2010 from 7 pm to 8 pm. Several of the PLT members will start working on a scope of work for the planning study to solicit bids. Kevin Shanks has offered to assist in putting that scope together and directing the PLT of where to get funding. It was suggested that this study would cost between $50,000 and $75,000. The City should form a new PLT for the Planning Study.

VISIONING WORKSHOP NOTES

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

TUESDAY AFTERNOON – DISCUSS GLOBAL, REGIONAL AND LOCAL TRENDS

(Break out by Agency, Business Owner, Resident)

TRENDS - AGENCY

Legislative

CDOT Division of Transit and Rail

Increased funds from vehicle registration fee

Loss of state funding for I-70 Mountain Corridor

RTD

Rural vs. urban

Trucking – strong lobby

Tolls / Fees on vehicle miles traveled

Future regulations

Expired SAFETY-LU legislation

Increased expectations

Increased users

Decreased funding

Change in leadership

Lack of legislative action

Technology

Intelligent transportation systems (ITS)

Global positioning systems (GPS)

Hybrid technology / electric

Safety road construction

Variable message signs (VMS)

Renewable energy

Maglev transit

Communication

Challenges

Political

Analysis paralysis

Opportunities

Hub technology and transfer

Proactive approach

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

TUESDAY AFTERNOON – DISCUSS GLOBAL, REGIONAL AND LOCAL TRENDS

(Break out by Agency, Business Owner, Resident)

TRENDS - RESIDENTS

Social Trends	Trends and How They Impact
Population is declining with an ageing population	Medical – don't want to be sick during high traffic times
Need for affordable house	Older people can't drive
	Greener people would use mass transit
Cultural Trends	Affordable and convenient
Going green	Renewable energy
Limited job market	Can we mine energy and funnel it to transportation
Environmental Trends	Water quality and preserving it or make it better
Demographic trends need public transportation	Big business coming into town brings more activity
Cost of housing	I-70 by-pass can be dangerous to community (high speeds through town)
Cost of transportation	Environmental movement will raise caution on progress
Historical preservation	Preserving land for migration and animal habitat
Medical – lack of care	
Local recreation	

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

TUESDAY AFTERNOON – DISCUSS GLOBAL, REGIONAL AND LOCAL TRENDS

(Break out by Agency, Business Owner, Resident)

TRENDS – BUSINESS OWNER

Economic and Business Trends

Global – internet, education, use – can work from home or anywhere you want or need

Proximity to Denver and mountains – place based destination employment

Idaho Springs not hurt as much as others (sales taxes)

Decreases in the value of the dollar increases foreign tourism

Economic diversity in Colorado = early recovery

Technology – well positioned / well known nationally

Dollars sitting on sidelines – waiting

Over reaction, financial markets - money makes things happen

Entrepreneurs being hit for others' mistakes

Government purchasing commercial property

Telecommuting

Re-educate / retrain

Career changes

Employment pool

Impact

Lifestyle changes

Use of resources

Destination instead of pit stop

Place based destination employment

Land Use

Global – trend is toward increased density

decreased sprawl; locally more multi-family development

Government purchasing properties

Renewable energy – policy, business and land use trends

Town within a town – sense of community

Lifestyle centers (e.g. Belmar – Lowry)

Impact

Corridor has more impact on small landowners

What happens in Denver, Summit County?

People vs. vehicle oriented transport and development – pedestrian friendly

Recreation – need to have ability to get people to destinations, where they want to recreate

Creek is Idaho Springs' biggest asset and I-70 has huge impact

Parking is biggest land use problem; lack of parking means people don't stop

Transportation will bring people – parking won't be as much of an issue

Affects all events

People commute up here from Denver

Need local mass transit and secondary transportation once off primary in town

Redevelopment/urban renewal (e.g. trailer parks)

Legislative Trends

Moving towards transit from top – down

Attract/attain young people

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

WEDNESDAY MORNING – WHAT WE TREASURE/WHAT WE WANT TO LEAVE BEHIND (large group exercise)

WHAT WE LOVE ABOUT IDAHO SPRINGS

Downtown Idaho Springs	Park/open space above Idaho Springs
Proximity to highway, Denver, mountains	Neighborly
Historic District of Idaho Springs	Home
The town	Mountains and ski areas
The pumpkin	Knowing people
Small town	Sunshine
Clear Creek	Elks Lodge
Beau Jo's	Citizen Park Memorial Bench
Oh My God Road	Can't grow
Quality of Life	Architecture of houses
Virginia Street, 1st and 8th	Views
Water wheel	Potential
Diversity of people	Clean air
Community	Money that I-70 brings

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

WEDNESDAY MORNING – WHAT WE TREASURE/WHAT WE WANT TO LEAVE BEHIND (large group exercise)

WHAT WE WANT TO LEAVE BEHIND

Noise and noise pollution

Using Colorado Blvd. as a cut-through route

Bad attitudes

Idaho Springs as viewed from I-70

Road closures on I-70

Air pollution

Current pedestrian access

Current unsafe access

Proximity of trails to I-70

Congestion (parking lot) of I-70

Congestion on local roads resulting from I-70

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

WEDNESDAY MORNING – DISCUSS SCENARIOS (small mixed groups)

SCENARIO A

What Works? Why? (A)	What Doesn't Work? Why? (A)
AGS – could have transit stop	Visual contrast
AGS – provides access to downtown and recreational opportunities	Land use impact
Pedestrian friendly	Lose another 30'
AGS – Transit oriented development (TOD) develop opportunity	Don't like town being surrounded
Alignment – less noise	Visual impact to town
Alignment – traffic off Colorado Blvd.	Impacts recreational areas – mountain bikes
Alignment – better emergency response	Impacts businesses
Improves congestion	Impacts wildlife – bighorn sheep
During construction – minimal impact	Less pass-through traffic
Can use old I-70 right-of-way	Can't see Idaho Springs
Decreases air pollution	Need more signage/ variable message boards (timing)
Reduces traffic on Colorado Blvd.	Eastbound businesses lost
Easier to maintain	Increased emergency response time
Better sun	Puts Idaho Springs in competition with Central City
Does not require a third bore at the twin tunnels	One access ramp off of bypass
	Some development pressure
	Can't make improvements to creek
	No more room
	Decreases tax revenue
	Negates positive aspects of twin tunnel land bridge
	Out of sight – out of mind
	Access and mobility is not improved locally
	Doubles maintenance – six lanes vs. 8 lanes
	Poor access to Hwy 103 scenic byway
	Hwy 103 no longer front door
	Land use changes along Colorado Blvd.

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

WEDNESDAY MORNING – DISCUSS SCENARIOS (small mixed groups)

SCENARIO B

What Works? Why? (B)	What Does Not Work? Why? (B)
AGS – no impacts on downtown	Needs a transit station
Like that alignment could support a transit station at Hwy 103	East end where AGS crosses over I-70 – building clutter at east end
Good visual of town	Would not work without a station
AGS lighting out of residential area	South alignment could reduce number of visitors to town
Highway generally stays in footprint – minimum direct impact to town	Wildlife habitat impacts
Elevation of eastbound side follows hillside	Impacts football field, City Hall, Water St.
I-70 proximity to town remains the same	Structural (double deck) increases noise, emissions, shading and maintenance
Two interchanges okay of at 240 and east end	Overlap is not enough to reduce footprint
Eastbound would be on high side so view is not lost	Structures would overpower town
Stacked is preferred to widening	Would not want to create a dungeon effect
Could be built in a beautiful way	Could block view of the city
Compact footprint	Drivers on top deck isolated, not connected with town
AGS develops opportunities on east end of town	Losing 240 is not okay – 240 is main entrance into town and Mt. Evans
People could see town from AGS	If transit station is at 240/Hwy 140, no interchange or access
AGS takes less of existing I-70 right-of-way	Lost interchange creates cut-through on Colorado Ave.
Highway could be built beautifully	Concern with walking distance from town
Town would be more visible from top tier	Concerns with making connections to proposed transit station locations
AGS train station as close to downtown as possible – for pedestrian traffic and close to where people can walk	Impacts to Montane Park and Water Wheel
Highway stacked, compresses right-of-way, less direct impacts	Still requires 18 feet of new right-of-way (ROW) – ROW is critical
	Loss of Exit 240 hurts downtown businesses
	Emergency services – impacts response time
	Visual impact – lots of structures

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

WEDNESDAY MORNING – DISCUSS SCENARIOS (small mixed groups)

SCENARIO C

What Works? Why? (C)	What Doesn't Work? Why? (C)
AGS in town	Bypasses and hurts east end businesses, reduces revenue
Improves access to Clear Creek	Potential impact to waterfall and water wheel
One interchange focuses on downtown	Can't see town as well
Opens up land for greenway, park and water features	Losing multiple access points could reduce commerce and create a dead-end syndrome
Air quality and noise impact improvements	No longer bypass to I-70
Can't see town as well	Construction impacts complicated
No longer bypass to I-70	Need more than one interchange for traffic circulation and a business loop
Reduced noise	Visual impact, would focus on less desirable areas of town
Leaves lots of opportunities	Impacts to homes in Montane Park
Hwy 103 interchange provides access to Mt. Evans and downtown	Construction housing impacts (all scenarios)
Ability to realign and showcase creek and associated recreation and bike/ped	Limited access points, drivers could miss it, would isolate town
Potential developable property	Need two interchanges
Possibility of bypassing town	Increases impacted area with two alignments – AGS/highway
Six lanes work when out of town	Kills east end business
Construction – less tailing disturbance	Need more access points for tourists
Still has view of town	Reduces tax base
Removes west interchange and cut-through traffic, improves safety	Reduces access for residents to I-70
AGS – brings a lot of people into town	Complicates emergency access
Traffic further from town / noise	Impact of interchange at Exit 240 on surface streets, would create grid lock
More possibility for AGS stop	
Better visual from new I-70	
Less disruption from construction	
Opportunity for parking under AGS	
Benefits historic downtown, increases traffic	
Easy to build AGS – convenient to town	
Minimizes construction impacts	

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

WEDNESDAY MORNING – DISCUSS SCENARIOS (small mixed groups)

SCENARIO D

What We Like? Why? (D)	What We Don't Like? Why? (D)
Some help with noise and visual	One interchange westbound affects business
Less traffic at east end with loss of westbound interchange	Emergency services would have less access
More parking downtown	Takes extra land
Access to river area	Concerned about no interchange at east end
AGS could showcase Idaho Springs with a station in central Idaho Springs	Potential impacts to the water wheel
Extra area for amenities: parks, trails, parking	Interest in traffic data regarding traffic at each interchange
Like south alignment if it minimizes encroachment (Switzerland)	Noise is still a problem
AGS alignment increases pedestrians in town; trails and amenities in extra space	One full interchange would impact business on the east end of town
Provides opportunity to move creek	Not as much room in downtown
Highway elevation shows off Idaho Springs and creek	Just seems like a bigger footprint
Not as much highway structure	Shading problems
Highway doesn't encroach north	Can't exit eastbound at east end of town
Easier construction phasing	Backtracking
Bigger interchange at Hwy 103 with capacity for semis during road closures	A lot going on at Hwy 103
Like interchanges at east and west end	Could develop a frontage road to get to Hidden Valley (EB), this could open up more development
Like everything together in the middle of town, good capture of business in town	
Like the loss of eastbound traffic at west end of town	
Westbound interchanges	
Less disruptive during construction	
Doesn't negatively impact east end of town	
Bridging over hot springs	

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

WEDNESDAY AFTERNOON – ACTION PLANNING AND NEXT STEPS

VALUES THAT DRIVE THE SOLUTIONS

Transit and pedestrian access to downtown

Town visible from I-70 and AGS

Emergency response, access and response time, during and after project

Minimize construction impacts

Improve air quality

Reduce cut-through traffic on Colorado Blvd.

Consider contrast between AGS and town

Transit stop should support development

Economic vitality and revenue from business

Healthy downtown

Wildlife habitat

Business access and traffic

Access to town at more than one location

Minimize maintenance

Access to Hwy 103 and Idaho Springs' front door

Minimize AGS lighting impacts

Tiering structures should tie into hillside

Reduce noise impacts from I-70

Consider/accommodate water wheel

Enhance creek/greenway/ped-bike trail

Opportunities for redevelopment

Increased parking

Truck access into town

Options for AGS station location

Circulation in town

Self sustaining AGS – cost

Preserve existing town

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

WEDNESDAY AFTERNOON – ACTION PLANNING AND NEXT STEPS

OTHER INFO TO STUDY

Co-generation opportunities

Economics/costs of AGS

Transit station locations

Demographics of Idaho Springs

Tolls and congestion metering

Greenway planning

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

WEDNESDAY AFTERNOON – ACTION PLANNING AND NEXT STEPS

ELEMENTS FOR FURTHER STUDY

AGS on existing alignment

AGS on south alignment

Downtown interchange and east end interchange

- Interchanges need to accommodate trucks
- City streets should support interchanges

South alignment of I-70

I-70 in current alignment

Redevelopment opportunities to support economic base and community vitality

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

WEDNESDAY AFTERNOON – ACTION PLANNING AND NEXT STEPS

WHAT WE DON'T WANT TO STUDY

Split alignment of I-70

North bypass unless it can be shown that it doesn't impact economic viability of Idaho Springs or could show economic enhancements

AGS and I-70 in the existing ROW because it overpowers the town and restricts opportunities for greenway along the creek

IDAHO SPRINGS TRANSPORTATION VISIONING WORKSHOP

OCTOBER 13-14, 2009

WEDNESDAY AFTERNOON – ACTION PLANNING AND NEXT STEPS

FIRST WINS

Clear Creek redevelopment plan

Pursue grant for planning study (e.g. DOLA)

- Land use
- Economic
- Cultural/historic
- Multimodal
- Water quality

Demographic Study of Idaho Springs and travelers

Study current conditions, including noise and air quality

CDOT AGS study to determine economic viability and impacts

Develop community support through:

- Communication and education
- Information sharing
- Outreach (e.g. booths)

SCENARIOS FROM THE VISIONING WORKSHOP

Scenario Planning

AGS: Existing I-70 alignment

I-70: 4 Lanes to the North

I-70 Business: 4 Lanes on Existing I-70

Interchanges:
Hidden Valley
West Interchange
Interchanges on Business I-70 remain at current locations

Scenario A

Idaho Springs City Council
January 19, 2010

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Scenario Planning

AGS: South of Existing I-70 alignment

I-70: 6 Lanes with Double Decking

Interchanges:
East Interchange
West Interchange

Scenario B

Idaho Springs City Council
January 19, 2010

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Scenario Planning

AGS: Existing I-70 alignment

I-70: 6 Lanes to the South

Repurpose I-70 for creek, trails, parks

Interchanges:
SH103

Scenario C

Idaho Springs City Council
January 19, 2010

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Scenario Planning

AGS: Existing I-70 alignment

I-70: Split 3 Lanes and 3 Lanes, one on Existing I-70 Alignment

Interchanges:
- Hidden Valley
- West Interchange
- East Interchange
- SH-103

Scenario D

Idaho Springs City Council
January 19, 2010

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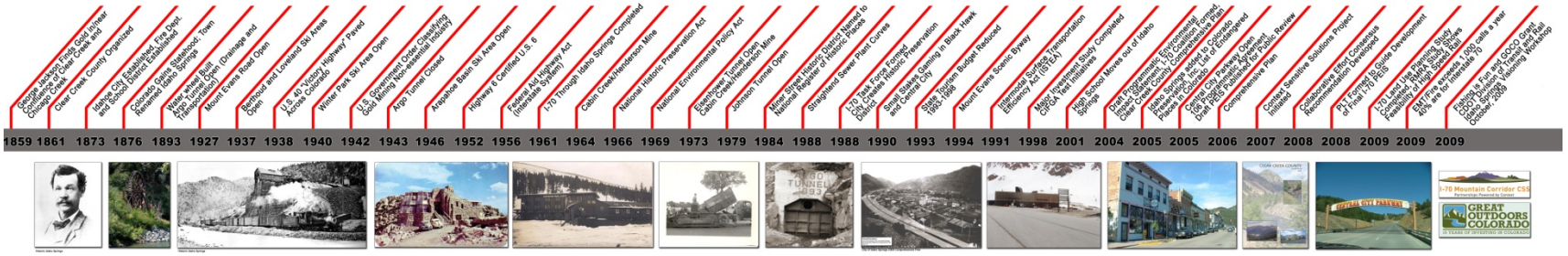
TIMELINE FROM THE VISIONING WORKSHOP

Idaho Springs Timeline
Key Milestones



VISIONING WORKSHOP LIST OF ATTENDEES

Workshop Attendees

Phyllis Adams
Chip Bair
Bob Bowland
Jan Bowland
Cindy Condon
Mike Caistor
Tony DeVito
Dan Ebert
Keith Everitt
Rick Garnett
Chuck Harmon
Tara Hosick
Chuck Howard
Les Johnson
Nicolena Johnson
Asta Loevlie
Mary Jane Loevlie
Bill Macy
Ben Morgan
Jack Morgan
Nancy Morgan
Ian Neligh
Joe North
Cindy Olson
Kevin O'Malley
Tric Ormerod
Connie Plank
Jan Rains
Flo Raitano
Randy Rasmussen
Ron Stecker
Peggy Stokstad
Lisa Vogel
Tim Vogel
Dina Walton

Idaho Springs City Council
January 19, 2010

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