

DRAFT TAC MEETING MINUTES

North I-25 PEL

Technical Advisory Committee
Friday, June 14, 2013
1:30 PM to 3:30 PM

LOCATION: Adams County Economic Development

PREPARED BY: Steven Marfitano, FHU

ATTENDEES: See Attached Sign-in Sheet

I. Welcome and Introductions

Andy Stratton, CDOT Project Manager, gave a quick introduction and welcomed the group. Andy stated the goals of the meeting and presented the agenda.

II. Overall Process

Holly Buck offered a reminder about the overall project process. Based on the April Meeting, which focused on the Screening process, the following presentation focuses on discussion of the packaging process and the upcoming prioritization.

III. Level 1 Evaluation

Holly Buck described the initial Prescreen which examined the complete project listing to determine those components which have already been implemented, those that are being implemented as part of the North I-25 Managed Lanes construction between US 36 and 120th Avenue, and those that are planned.

The remaining components were sorted into seven different categories: I-25 Mainline, Transit Infrastructure, Park and Ride, Other Infrastructure, Intelligent Transportation Systems, Travel Demand Management, and Transportation Systems Management. The following presentation will emphasize the retention of components from the first four categories. The last three categories have been carried through for package evaluation and prioritization.

a. I-25 Mainline Components

Next, Lyle DeVries reminded the committee about the mobility needs throughout the corridor that currently exist and will develop in 2035 with only completion of the North I-25 Managed Lanes between US 36 and 120th Avenue. This led into discussion of the 2035 findings as related to I-25 Mainline Components that were tested using DynusT. Lyle identified that only a couple of components provided congestion relief southbound, which can mainly be attributed to the extreme congestion anticipated throughout the entire corridor from SH 7 to 84th Avenue. Northbound, more components were identified as being beneficial due to the ability to relieve the bottlenecks anticipated to occur at the US 36/I-270/I-76 and I-25 Interchange and at the termination of the managed lanes south of 120th Avenue.

The results were presented in terms of travel time savings through the entire corridor from US 36 to the SH 7 interchanges. Gene Putnam commented that northbound congestion exists south of the US 36 interchange and is not reflected in the travel times presented. Lyle confirmed this observation adding that clearly the bottleneck in our study area creates delay south of the study area, but clarified that these limits were selected to be consistent with the extents of the study.

Lyle then presented a visual representation of the travel times through the corridor in the southbound and northbound directions in 2035. These figures emphasize the reduction in peak travel time that components can deliver while also demonstrating the reduction in overall congestion duration. Gene

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Putnam commented that it would be helpful to add the average speed through the corridor to this figure to help the public put the results into context.

Next, the 2015 DynusT findings were presented. This evaluation was conducted to determine which components could be expected to provide congestion relief in the near term after construction of the North I-25 Managed Lanes between US 36 and 120th Avenue. Based on these results, Lyle identified that many more components provide southbound congestion relief than in 2035 and should be considered when determining the preferred package.

The group commented that it would be helpful to clarify that No Action refers to with the North I-25 Managed Lanes between US 36 and 120th Avenue.

Based on the previous data, Holly presented the I-25 Mainline Components figure which identifies each component and if it is eliminated or moved forward to the next level of evaluation. Holly clarified that each component which has been eliminated includes a text discussion of why the component has not been retained for packaging.

Gene Putnam raised a concern about the termination point of the northbound general purpose lane segment from 84th Avenue to Thornton Parkway. He described the steep hill that is encountered by travelers, and especially trucks, and his desire to see the termination of the additional travel lane further north to the hill crest past the Thornton Parkway exit ramp. Lyle agreed to examine this location to determine how construction of this request could be implemented.

b. Transit Infrastructure Components

Holly Buck presented the recommendations from the Transit Infrastructure Components evaluation. Holly clarified that each component which has been eliminated includes a text discussion of why the component has not been retained for packaging.

Jon Chesser clarified that the 128th Avenue Median Station can be moved to the long term cross section alternatives for future consideration but the new structure at this location could not accommodate the median station and DRCOG's Metro Vision cross section.

c. Bus & Park and Ride Components

Chris Primus presented the recommendations for the Bus & Park and Ride Components evaluation. This discussion focused on previously identified potential RTD Park and Ride facility locations along with the bus service which would be provided.

Gene Putnam pointed out that the SH 7 Park-n-Ride would coordinate well with the new car pool lot which recently received transit grant funding.

Karen Stuart started a group discussion about the process for implementing a new Park-n-Ride location. Specifically, Karen asked RTD how the land acquisition and planning process is accomplished, and what steps local municipalities take to support the process. RTD pointed out that new service is determined on an as needed basis at the time of implementation. The municipalities confirmed that planning is completed with RTD close to the time of implementation and that it is difficult to save right of way too far

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in advance of the transit need. It was recommended that the final report include a discussion of the coordination steps needed to implement a new Park-n-Ride location.

d. Other Infrastructure Components

Chris Primus presented the recommendations for additional interchange crossings of I-25. The general premise of this analysis being that while interchange crossings do not have a direct impact on congestion on I-25, they can help the operations of interchange ramps with local roadway facilities by relieving east/west through traffic.

The municipalities expressed concern with such detailed presentation of recommended crossing locations. The concerns focused on local costs and the traffic impact on local residents. The committee representatives will request input from each of their agencies over the next two weeks but agreed that provide a general text discussion about the benefits of I-25 crossings without specific locations would be more useful at this level of planning.

e. Draft Proposed Package

Holly Buck presented the Draft Proposed Package based on the previous discussion. Holly explained that initially it was anticipated that two packages would be evaluated and compared to determine the preferred alternative, but based on the projects which survived the evaluation process, only one package appears necessary. Additionally, by only evaluating one package, through the remainder of the project, the team and committees can focus on a detailed prioritization and phasing process.

The group recommended changing the language for the extended bus service to "Proposed Additional Transit Service".

The TAC was in consensus over the evaluation of one package. Holly solicited additional comments over the next two weeks during the comment period.

IV. Prioritization

Holly Buck led a discussion of the draft prioritization principles. This discussion focused on the opportunity for TAC members to clarify what principles should be used to prioritize the projects. Holly emphasized that all analysis will take into account the Region 4 North I-25 Managed Lanes Extension project from 120th Avenue and SH 66.

Gene Putnam identified that it would be helpful to identify current funding scenarios and to identify which projects could be implemented at this time. This evaluation would emphasize to the public the funding gap.

Nataly Erving recommended that "expand transportation options" be changed to "expand and enhance multimodal options".

Jon Chesser identified his desire to see a cost/benefit measure included in the prioritization process.

V. Ramp Projects

Andy Stratton led through a discussion of the RAMP Projects in the corridor.

Jeanne Shreve described the I-25 Permanent Soundwall Project as being more detailed than the name implies.

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While working to establish a soundwall through a portion of the corridor, it also asks for funding to clear the right of way in this project's study area for future component construction. She explained that the RAMP request was written so that wherever projects are recommended through this PEL, the RAMP funds can be used to obtain the environmental clearance.

VI. Schedule

The next committee meeting will be a combined TAC/EC meeting and is tentatively scheduled for the end of July. It is expected that the proposed package will be prioritized for discussion at that meeting. This process would lead directly into an Open House in August.

Andy asked that all comments and recommendations be submitted by June 28 or early July. He also emphasized the TAC members coordinating with Executive Committee Representatives.

VII. Closing

Andy thanked everyone for their attendance and contributions before closing the meeting.