



MEETING NOTES

PROJECT:	US 6C Clifton Transportation Study
PURPOSE:	Business Focus Group Meeting
DATE HELD:	July 28, 2015
LOCATION:	Clifton Hall

Summary of Discussion:

1. A PowerPoint presentation was used to provide an overview of the study, alternatives development and Level 1 and Level 2 alternatives evaluation, and next steps (see attached).
2. Following the presentation, feedback was solicited from attendees regarding the alternatives moving forward from Level 2 screening and the project in general. The following comments were made and questions posed:
 - *Question:* What lessons were learned during the I-70B and 25 Road project that can be applied to this project?
 - The project team members on this project were not involved in that project. That was a construction project with traffic impacts. This is a planning study that will not result in construction impacts for several years.
 - *Comment:* Matt Ozanic (Colorado State Patrol) noted he would be in full support of any of the three alternatives moving forward.
 - *Question:* What is the plan for project implementation?
 - There is no funding identified for the project to be identified by this study at this time. This study is the first step used to identify recommended improvements, which can then compete for funding. The recommendation will likely be implemented as separate, smaller projects as funding becomes available.
 - *Question:* How wide is each alternative on US 6?
 - Alternative 1 – US 6 Two Through Lanes and Alternative 16 – Front Street Connection Two-Way with US 6 Improved Two Through Lanes: 80-foot envelope along US 6 (envelope includes roadway, sidewalk, bicycle facility, roadside improvements)
 - Alternative 3 – US 6 Four Through Lanes: 104-foot envelope along US 6
 - Existing Condition: 60 to 80-foot right-of-way along US 6
 - Level 2 alternatives were laid out without minimizing impacts or considering design details. This allowed a fair comparison of alternatives. In the next level of alternatives development, design of alternatives moving forward will be adjusted to minimize impacts and add elements such as turn lanes.
 - *Comment [from Palisade resident]:* I would like some improvements, but don't want overkill. A cleaner appearance is nice, and pedestrian and bicycle improvements are needed. I don't see much congestion through the area when I travel through.
 - Congestion is mostly found on the west end of the corridor, near I-70B.

- *Comment [from Palisade resident]:* I wouldn't want to have to travel on Front Street, because it is out of my way.
- *Comment:* The new 1st Street connection is used often.
- *Comment:* The ultimate 1st Street connection (with full pavement) will be helpful.
- *Comment:* There are many 60-year-old sanitary sewer pipes in this area. Clifton Sanitation would like to partner with CDOT during construction to replace this pipe. It would be helpful for Clifton Sanitation to understand the project schedule and recommendations so this can be budgeted as soon as possible. Overlays and GIS sewer information can be provided to CDOT. Clifton Sanitation will be happy to work closely with CDOT on this, including determining details like manhole locations.
 - *Response:* Utility costs will be accounted for in the recommended improvement conceptual cost estimate as a percentage of construction cost. Utility coordination will increase when the project moves into final design.
- *Comment:* I understand there is planning for a new signal at the Budweiser distribution plant [on I-70B]. A signal there would be an advantage because it would slow traffic down as they are coming off the interstate.
- *Comment:* Clifton Liquors would have parking issues if widening occurs.
- *Question:* Would it make sense to have a bus pullout at some point along the corridor? There is no longer a bus stop at Peach Tree Center.
 - Currently, Grand Valley Transit (GVT) has one stop on westbound US 6 at the gas station. GVT hasn't asked for bus pullouts, probably because they understand right-of-way is limited. During subsequent study or final design, CDOT will coordinate with GVT to determine transit service details.
- *Comment:* Pedestrian crossings need to be better marked, and the project should consider including them at bus stops.
- *Comment:* The new stop light and sidewalk at the school is great.
- *Question:* What is the opportunity of this project to be funded? Clifton isn't a City, and the County has seemed to leave Clifton alone.
 - US 6 through the project area is a state highway, so CDOT will pursue funding. CDOT had funding slated for downtown roadway improvements, but recent analysis shows the funding may not be used at that location. Funding has been allocated for design of this study's recommended improvements, due to this reallocation between projects. It is much easier for funding to be allocated for construction once a project has been designed. Coordination occurs with the local agencies to maximize available funds. The local agencies and CDOT have great working relationships. The Technical Team agency representatives for this project have been very interested and engaged.
- *Comment:* This area has the highest density in western Colorado. The fast food restaurants near this corridor do a lot of business.
- *Comment:* Prefer to keep US 6 two lanes.
- *Comment:* Stop-n-Save is concerned about tanker trucks accessing the tanks on the north side of their building. They need a place to turn into the site and want to keep access on US 6.
- *Comment:* Stop-n-Save does a lot of pedestrian business, including many school kids.
- *Comment [from Front Street resident]:* Front Street improvements would be fine.
- *Comment:* The County should remove the willow shrubs on the southwest corner of 1st Street and Front Street because they make it hard to see conflicting vehicles at that intersection.

- *Comment:* To avoid lights on I-70B at Peach Tree Center and US 6/I-70B, people drive through the Peach Tree Center and go south on the new 1st Street connection.
- *Comment:* Semi trucks make u-turns on I-70B in front of the Peach Tree Center because they have a hard time making the turn from southbound I-70B to eastbound US 6.