



MEETING NOTES

PROJECT:	US 6C Clifton Transportation Study
PURPOSE:	Resident/Commuter/Bicyclist/Pedestrian 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:
 - *Comment:* I prefer the Front Street alternative.
 - *Comment [from 1st Street resident]:* Not thrilled with the new 1st Street connection made by the County, due to the proximity of the improvement to his home and how the improvements weren't fully made (not paved). The road is dusty. The County put down mag chloride to mitigate the dust, but it only helped for a short time.
 - *Comment:* GVT buses are using the 1st Street connection.
 - ACTION: GVT to provide any route change information to the project team.
 - *Comment:* Vehicles travel north on 1st Street from south of Front Street, through the US 6 intersection, and hop on I-70B using the small access a few blocks north of US 6.
 - *Comment:* The Access Control Plan's proposal of closing US 6 access from 2nd – 4th Streets and including a signal at 5th Street is a bad idea.
 - *Comment:* The Four-Lane Alternative would be expensive.
 - *Question:* How many people did this study consider to be living in the valley on the east end of this corridor?
 - The regional travel demand model was used to determine traffic volume forecasts. Grand Valley's Metropolitan Planning Organization has reviewed the latest land use forecasts and made adjustments to be more realistic. Travel demand has actually decreased over the recent past, but it is projected to grow by 2040. The regional growth is not expected to be as high as estimates for previous studies.
 - *Comment:* I don't see that much growth happening. The big problem is that we can't get people to use the interstate to travel across the valley. But, whether there is any more growth or not, the existing condition needs to be fixed.
 - *Question:* Will the sidewalks be detached?
 - Details of pedestrian facilities aren't defined yet, but all of the alternatives include a 20-foot buffer to accommodate treatment for pedestrian and bicycle facilities, utilities, roadside improvements, etc. This allows for a fair comparison between alternatives. The type of pedestrian and bicycle facilities to be included will be determined during Level 3 alternatives development.

- *Question:* Is there room for four lanes?
 - The alternatives were developed without available right-of-way being considered a constraint, but alternatives evaluation does consider community/property impacts. In the next level of alternatives development, design of alternatives moving forward will be adjusted to minimize impacts and right-of-way impacts will be identified.
- *Comment:* Any recommendations should include alternative traffic routes for use during construction.
 - This study will provide a plan for improvements, including prioritization of improvements. The likelihood of all improvements being constructed at once is low; improvements will likely be constructed in separate projects. Construction phasing and detours for the construction projects would be determined during final design.
- *Comment:* If a four-lane section is approved with this study, it will only be a matter of time until four lanes are needed all the way to Palisade.
- *Comment:* The best three proposals have been chosen. There were a lot of alternatives that would have caused unnecessary impact to neighborhoods that have been eliminated with good reason.
- *Question:* Are the Feds going to fund the improvements?
 - Improvements will likely be paid for using a combination of Federal and State funds. For example, if a certain percentage of the improvement can be considered safety-related, CDOT will pursue Federal funds available for safety improvements.
- *Comment:* The study should consider the traffic going to the south. The new 1st Street connection is funneling more traffic south.
 - The project team is considering how the 1st Street connection changes travel patterns.
- *Comment:* A dedicated left turn phase going north on 33 Road from US 6 is needed.
- *Comment:* Roundabouts would be awesome.
- *Comment:* Roundabouts: I hate those things.
- *Question:* What have the businesses along the corridor said? Can business opposition stop this project?
 - This study will document the comments and concerns of stakeholders, including property owners. The project looks for and tries to avoid fatal flaws, such as protected environmental resources.