

22804 - US Fraser Study  
September 24, 2019  
Fraser EDAC meeting notes

The project team discussed the scope for the CDOT and Town study efforts. They also gave an overview of the CSS process and discussed the Critical Success Factors and issues related to the corridor currently.

Critical Success Factors/Issues comments:

Median Islands Project: EDAC wanted to make sure the new median island work that was completed as part of the SRTS grant funding is being considered within the feasibility study. Grant responded yes, that the feasibility study will take into account these newly constructed pedestrian enhancements and throughout the study CDOT will, explore US 40 alternatives that avoid or minimize impacts. In general, it seemed like the EDAC members liked the new medians that were installed to help make the community more walk-able and safer. Grant also mentioned that CDOT is looking to complete an ADA Curb Ramp improvement project throughout Town of Fraser. He acknowledged that it is not prudent at this point to commit to these ADA improvements until we understand what the preferred US 40 corridor-wide alternative might look in the efforts to avoid any throw-away costs. Grant noted that the US 40/CR 72 intersection is rated a high priority within the NW TPR and if funding becomes available a new intersection would dictate the curb ramp requirements.

Bikes Lanes: There was an emphasis made about the need for bike mobility and that bike lanes should be a consideration for this project. The SRTS project did a good job addressing pedestrian mobility but bike circulation is still an issue. It was discussed that because this community has such a strong biking presence, the feasibility study needs to look at all facets of regional and local bike circulation needs. *This fits under the Critical Success Factor "Enhance multimodal mobility options to serve travel demand for all users. Support connectivity to trails from town and winter recreation."*

Roundabout: There were two major concerns discussed regarding roundabouts. The first was just a general concern from the public that roundabouts are hard to navigate and confusing. If a roundabout is proposed, there needs to be some education effort for the public. *This falls under the Local Engagement core value and the success factor "Public input and involvement."*

The second concern was around platooning of vehicles that doesn't happen as much with roundabouts, which can cause issues for people trying to get out of the side streets and access US 40. This will be something looked at in the VISSIM traffic model and considered in the process. *This falls under the success factor of Balancing local access and regional mobility.*

It was also discussed that a roundabout may be also needed at CR 8. CDOT clarified that our scope ends at Eisenhower Drive but this is something that will be looked at in the Town's scope of work with Jacobs Engineering.

School Pick-up/Drop-Off: It was discussed that the school drop-off and pick-up can be a hard time of day for traffic. This period should be looked at too, to consider the impacts on the network from the school. Eisenhower Drive is the only railroad crossing with exception to CR 72 that provides accesses Fraser Valley Elementary School and when the train comes through, cars stack up onto US 40. *This falls under the critical success factor "Accesses should be designed so that they are appropriate for use." We also should look to see if an additional analysis period is necessary here since our peak hour is on a weekend and doesn't necessarily consider the school peak hour movements.*

US 40 Passing on the Right: There was concern about people passing on the right with slow moving vehicles with the current configuration. It was discussed that this would likely be alleviated with an additional through lane added through Town, but this is something that will be considered through the design process. *I think this is a mobility issue that will be alleviated with the additional lane. This would fall under the "Balance local access and regional mobility."*

Emergency Services: EDAC asked if we had coordinated with EMS. Jacob explained that we haven't yet, but that the project team is planning to touch base with them. It was noted a fire station is located off of US 40 near the Rendezvous road intersection. **Need to set up a meeting with EMS.** *This is more of an action item but would also fall under accommodating Emergency Services.*

Aesthetics: There was discussion about overall aesthetics of the project. Medians were discussed as an option that was generally favorable but that they may also not be the answer. One EDAC member noted that the police chief mentioned there had not been any accidents related to the median islands since the recent construction. It was also mentioned that EDAC doesn't want to see a "runway" of pavement either. *This falls under the success factor of "Preserve small town feel through project aesthetics and lighting."*

Economic Development: There was discussion that EDAC would like to get people to stop and spend time/money in town. There is a current mentality for tourists to "not want to lose their spot in line" to get out of town so not many people stop to spend money even though a lot of vehicles pass through town. Additionally, local residents don't want to go out on the weekends because it is difficult to move around with all the traffic. Mobility of vehicles is impacting the local character and local business performance. *This is also one of our core values but falls under the success factor of "Improve accessibility for tourism."*

RV Park in Granby: There was discussion about the new RV park in Granby. This will likely bring more large vehicles to town. They generally stop at Safeway and

Murdocks to walk around town so making sure the design is pedestrian friendly will help move people to businesses, etc. *This falls under several success factors like Improving access for tourism, accommodating large vehicles, and enhancing multimodal options.*

Parking Challenges: There was also discussion around general parking issues in town. It can be hard to find parking, which fills up every weekend. The design needs to consider the trade-offs between mobility and capacity with regards to parking. Grant also mentioned that with new development brings new opportunities to incorporate parking accommodations. He explained that the Silverthorne 4<sup>th</sup> Street Crossing development is incorporating a new main street destination that includes parking accommodations to access the town. Along with new developments there may be other locations that provide opportunities to locate off-street parking that could be considered in the feasibility study. *This falls under a couple areas, Improving access for tourism and balancing local access and regional mobility.*

Transit: It was discussed that a possibly new transit station is being considered on CR 5 approximately one-half mile west of US 40. It was noted that the Lift would access this station, but other transit services may also include Bustang and Greyhound. *This falls under Enhancing multimodal and accommodating large vehicles.*

There was also discussion around the statewide transportation planning effort shown on YourTransportationPlan.com. It was discovered during the meeting that the survey has been closed for this effort.

Need to set up a one on one meeting with Clark Lipscomb, Developer for Meadows at Grand Park Area 3Wc that contains Single Family Detached Housing and Residential Condominium/Townhomes.

Need to set up a meeting with Grand County (including Commissioners).

Move Open House meeting to early November (before Thanksgiving). Probably need to start looking at dates and send out calendar invitations.