



COLORADO

Department of Transportation

Region 3 Mountain Residency

US 40 Fraser Meeting Minutes County/Town CSS Presentation

Project: NHPP 0403-062 / 22804

Meeting Held: October October 17, 2019

ATTENDEES:

See attached Attendee List

The following summarizes the meeting discussion (bullet numbers correspond to meeting agenda):

1. Grant Anderson summarized the project which includes two separate contracted scopes of work with Jacobs Engineering. The first "Scope A" is with CDOT to study US 40 between Rendezvous Road and Eisenhower Road. The second, "Scope B" is built upon partnerships between Town of Fraser and Grand County to extend CDOT's study further north from Eisenhower Road to CR 5. This Scope B also includes an evaluation of a future Fraser Valley Parkway. This much needed partnership to form Scope B allows the study to become one comprehensive Feasibility Study of US 40 between Rendezvous Road and CR 5. Grant mentioned that this comprehensive Feasibility Study will help us evaluate US 40 access permits, recently approved developments, future planned developments and existing/future travel patterns. All of this bundled up in one comprehensive study will provide a snapshot of what this corridor will look like in the year 2045.
2. Grant explained the US 40 Fraser Feasibility Study will follow CDOT's Context Sensitive Solutions (CSS) 6-Step Process. Grant shared that this process has proven to be successful on many projects and not only along the I-70 corridor. He explained the CSS process was recently used in Frisco and the project outcome proved that two new roundabouts and a pedestrian underpass are critical and necessary components that were not originally determined from an engineering perspective. Grant quickly went over the 6-Steps and said that the outcome of this first initial scope will reach Step 4, Develop Alternatives or Options and then go into but not fully complete Step 5, Evaluate, Select, and Refine Alternatives or Options. Grant prefaced that this project has no construction funding currently, so therefore this is the logical step to stop until we get some picture of how the project can be taken to the next level.
3. Grant explained that with the collaboration between the State, Town and County so far we have been able to document the Desired Outcomes and Actions, which specifically include the following:
 - a. Context Statement
 - b. Core Values
 - c. Critical Issues
 - d. Critical Success Factors
4. Grant mentioned that Core Values are typically common among most highway projects like this, however the Success Factors are the key factors which will drive the project to a successful completion. Grant



quickly reviewed the twenty Critical Success Factors established through the last Project Leadership Team meeting. He explained that these Critical Success Factors will help evaluate the tradeoff among each of the twenty that are identified, and collaboratively through our process, determine a balance for how each success factor can mesh up into one acceptable outcome with stakeholder support.

5. Grant reviewed some high level Intersection Criteria with the group. He pointed out that this study will examine both conventional signalized intersection configuration as well as roundabouts. He shared with the group that roundabouts are gaining popularity across the country primarily because they have less conflict points and in some ways safer due to lower speeds traveling through the intersection. However, there will be challenges in this project with varying vehicular movements along each of the intersecting legs, pedestrian movements, and other elements that this project will have to evaluate in comparison to a signalized intersection.
6. Commissioner Manguso mentioned an evaluation of the Fraser Valley Parkway will help us to better understand the existing and future local travel demands and the affects it has along US 40 as well as intersecting streets such as CR 72 and CR 5. By adding the Fraser Valley Parkway as a redundancy to the mainline has potential to improve not only local access but regional travel along US 40 as well. She noted that this is something everyone is curious to see from this study.
7. Grant reviewed the project schedule and noted that this feasibility study will identify existing and future travel demands as well as some high level design concepts for the public to review late January 2020.
8. Grant noted that the findings of this feasibility study will help determine any environmental actions that are needed to advance to design and construction if dollars become available.
9. A question was asked: how do roundabouts affect pedestrians? Grant replied that one of the benefits of a roundabout is that the actual distance pedestrians travel across the street is less than a traffic signal primarily because roundabout configurations have a splitter island in the middle opposing traffic that is protected - allowing pedestrians to wait there, and at a safe time navigate across the other half of traffic through the intersection. This roundabout movement only requires 4 total lanes to cross compared to a signalized intersections where you have 4 through lanes plus left and right turns which increases the total distance for pedestrians to cross and requires additional pedestrian signal timing which takes away from the vehicular movements through the intersection. Grant noted that roundabouts are challenging for the visually impaired - especially double-lane entrances and exits- as they may impose difficulty navigating the movements and accurately picking up on the auditory queues of the surrounding vehicular movements. So, when visual impaired movements are prominent, some roundabouts become signalized or converted to a conventional signal. Grant mentioned that Pedestrian Flashing Beacons can also be installed at roundabouts for pedestrian movements to add additional safety elements if they are warranted.
10. Following Grant's presentation, the group entered into an open forum of discussions to which each element will be incorporated into the alternatives development and evaluations process.
 - a. Will an off-street system, such as the Fraser Valley Parkway provide compelling improvements to the local and regional operations and provide true resiliency? Will this off-street system help with school pick-up/drop-off?
 - i. On-street parking is preferred however noted that for long term needs, additional surface lots and or parking structures may be required to meet the demands. Grant noted that on-street parking has some notable conflicts with snow removal along with bike and pedestrians movements that are related to door swing. There was a discussion that it might make sense for the Town to complete a downtown parking study which would be advantageous to help guide us through through these parking challenges for this study.



- b. Resort Urban vs Rural typical section along US 40? (Curb and gutter both sides vs. inside median curb only-with wide outside shoulders and no curb?)
- c. Characteristics with US 40 / Eisenhower
- d. Try to avoid any impacts to the railroad if possible
- e. Accommodate transit operations
- f. The existing Fire Station double merge lane for westbound traffic is not conducive Fire response. The eastbound movement back into the station is difficult as well due to no left turn lane being available.
- g. Emergency response operations (ambulance) are based from a station location off Eisenhower Drive and this can be challenging when US 40 is jammed and also when the train passes through town.
- h. The new safe route to school medians are now adding some new challenges for left and right turns along US 40.
- i. Evaluate existing and future access requirements. It was noted that this study will not complete a formal Access Control Plan, however the study will come up with alternative solutions if an existing access is impacted.
- j. Strive for a consistent corridor of speeds through the stretch of US 40 where possible.
- k. Look for opportunities to complete a 2-way frontage road in front of the Safeway
- l. The Fraser Valley Trail is an environmental resource Section 4f as a recreational facility and will be sensitive to impacts.
- m. Accommodate snow removal and stormwater maintenance needs
- n. A final message to all Town and County constituents - please extend out the message that the work we are doing is a feasibility study and no decisions have been made regarding any new intersection types or any Right-of-Way (ROW) commitments. Grant mentioned that in January 2020, the project team will be providing the existing and forecasted 2045 traffic results and new US 40 mainline concept alternatives for the public to view and provide comments on.

These meeting minutes constitute the entire content of the discussion and agreements reached. If there are errors, omissions, or inaccuracies in the minutes as documented above, please forward comments addressing the specifics to the author responsible for the preparation of the meeting minutes not later than 7 days from the date of issuance listed above. Failure to comment within the 7 day open comment period constitutes acceptance by each participant of the minutes as written.

Responsible for Minutes:

_____ Grant Anderson _____

Date:

10/17/2019

Revisions completed by:



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