



COLORADO

Department of Transportation

Region 3 Eagle Residency

US 40 Fraser Meeting Minutes Project Leadership Meeting #1

Project: NHPP 0403-062 / 22804

Meeting Held: August 29, 2019

ATTENDEES:

<i>Participants:</i>	<i>Representing:</i>
Martha Miller	CDOT R3 Program East Engineer
Grant Anderson	CDOT Mountain Resident Engineer
Jacob Rivera	CDOT Design Project Manager
Mark Bunnell	CDOT R3 Traffic
Paula Durkin	CDOT R3 Environmental PM

<i>Participants:</i>	<i>Representing:</i>
Jeff Durbin	Town of Fraser Manager
Russell Pennington	Town of Fraser Public Works Director
Chris Baer	Grand County Road and Bridge Superintendent
Kate McIntire	Grand County Manager
Kurt Kolleth	Jacobs Engineering, Consultant PM

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

DISCUSSION	ACTION ITEMS TO	DUE
<p><u>Project Overview</u> - Jacob gave a general overview of the project including a description of two separate efforts that are happening concurrently between CDOT and the Town of Fraser. Both of the efforts are under contract with Jacobs Engineering.</p> <p><i>CDOT Feasibility Study:</i> The CDOT Feasibility Study is intended to analyze the current capacity and bottleneck issue on US 40 on US 40 between Eisenhower Drive and Rendezvous Road. This includes widening US 40 from 2 to 4 lanes and possible auxiliary lanes. Additionally, this may require re-alignment of the existing shared use path adjacent to the roadway. The feasibility study will also look at the CR 72 intersection to analyze if a roundabout or improved signal would function better at this location. Also, as part of the project, CDOT will conduct a Safety and Operations analysis of the corridor to look for any deficiencies in design or operations with existing US 40.</p> <p>Jacob explained that the CDOT safety and operations report has been completed and is ready for review. He will share the report with the PLT group for information.</p>	Jacob Rivera	9-6-19



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<p><i>Town of Fraser Traffic Study (aka Scope B):</i> Jacob explained that the Town of Fraser has also separately contracted with Jacobs Engineering to take a larger look at the roadway network in the Town of Fraser and specifically examine opportunities for a continuous Fraser Valley Parkway between CR 5 and Rendezvous Road. A lot of recent and future planned developments within the Town has driven the need to take a larger look at overall operations of the existing and future network and define goals for preferred mobility, access, etc.</p> <p>Jeff expressed that the idea behind the Fraser Valley Parkway is not to function as a bypass road for US 40 but rather to provide a means to collect and distribute a large number of vehicles to and from the planned developments along the west side of US40. It was also noted that this idea of a continuous extension of the Fraser Valley Parkway could also provide resiliency and function as an alternative route to US 40 in the case that US 40 is congested or closed due to an incident, which would result add some redundancy to the local street system that currently does not exist.</p> <p>Grant also explained that the project will take a close look at existing accesses to see how this Fraser Valley Parkway extension could impact current US 40 access configurations.</p> <p>Jacob will post the aerial and topo information to the CDOT ProjectWise Share site and share them with the Town of Fraser.</p>	<p>Jacob Rivera</p>	<p>9-6-19 Completed</p>
<p><u>CSS Overview</u> - Jacob gave an overview of the Context Sensitive Solutions (CSS) process. CDOT agreed to use CSS on all projects on the I-70 corridor in the I-70 Programmatic Environmental Impact Statement (PEIS) for the Mountain Corridor. This project does not fall on the I-70 corridor though CDOT feels the CSS process is appropriate for this level of project to ensure the public is engaged and the project team considers the context of the community that the project will be built within. CSS is a six step process that includes the following steps:</p> <ol style="list-style-type: none"> 1. Define Desired Outcomes and Actions 2. Endorse the Process 3. Establish Criteria 4. Develop Alternatives or Options 5. Evaluate, Select and Refine Alternatives or Options 6. Finalize Documentation and Evaluate the Process <p>This process is used to engage key stakeholders along with the public.</p> <p>Jeff mentioned that he likes CDOT's CSS 6-Step process and likens it to the Systematic Development of Informed Consent (SDIC) public involvement process that his Town staff has recently been trained to use. He explained that the SDIC process and approach is geared to engage the public target the fiercest opponents. He said that it actively seeks out the folks who may want to torpedo or oppose the project. Jeff said that for the most part he knows who these</p>		



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<p>people are and everyone agreed that we must find a way to engage them in our process to understand the tradeoffs and hopefully in the end gain their acceptance of the critical successful factors developed for this project.</p> <p>Grant explained that there is the potential to add more stakeholders to this PLT group if necessary such as business representatives or developers, especially those that may not be in favor of the project. There was discussion about having a planning commission chair from Fraser or Grand County on the PLT along with other members to add to the PLT. It was ultimately decided to engage the Fraser Economic Development Advisory Committee (EDAC) separately from the PLT and limit this group to the current members for now and re-evaluate later if needed. More pointed outreach to specific groups through small group meetings can be used to engage the community as needed.</p> <p>It was noted that no representatives from Grand County were present at the meeting. It was agreed that the Project Team will continue to engage them in the PLT process and inform them about the project. Martha added that Grand County is very interested in this project. She has heard them say that the 804/SH 72/US 40 Intersection is one of their top priorities for transportation improvements. Jeff added that the recent retiming of this traffic signal has improved the operations of this area to a certain degree.</p> <p><u>Role of PLT/Other Teams</u> - Jacob explained that the role of the PLT is to guide and lead the project overall, to endorse and champion the CSS process, and to enable decision making. It is NOT a decision making body itself but enables the team to make decisions through this process.</p> <p>Additional teams can split out of the PLT as necessary. These can include the following:</p> <ul style="list-style-type: none"> • Project Team - This is the team responsible for day to day administration of the work. • Project Technical Teams (PTT) - These teams can be created to discuss particular technical issues that may require specialized expertise in a specific area. • Issue Task Forces (ITF) - IFT's can be used to discuss and evaluate specific issues that may arise on a project. It was discussed that there may be a potential need to create an issue task force or small group meeting to discuss general concerns around businesses, bicycle/pedestrian needs, and residential concerns. <p>It was discussed that a local group, the Economic Development Advisory Committee (EDAC), meets monthly and would be a good community group to touch base with on this project and help with identifying the critical issues and success factors for the project. Jeff explained that the next EDAC meeting is September 24th. It was agreed by all the PLT members that the project team will present information to EDAC on September 24th to solicit their input.</p>	<p>Jacob Rivera</p>	<p>9-17-19</p>



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<p>The project Team will provide a Project Summary Sheet to inform each of the seven EDAC members what the purpose of the project is and how they can help throughout the process.</p>		
<p><u>Context Statement</u> - There was a general discussion about the draft context statement developed for the PLT. Jeff felt that the context statement was pretty good but did add that not only has growth in the community created traffic problems but also growing tourism in the Fraser Valley. He explained that there is a drastic difference between the year-round population of Fraser and the actual "Service Population" that may be in town any given weekend or holiday.</p>		
<p><u>Core Values</u> - Jeff/Russell liked the draft core values. Jeff wanted to clarify and add the following elements:</p> <ul style="list-style-type: none"> • Local Identity - Jeff explained that Fraser wants to keep its local identity as a unique mountain town. This is an important part of the community character. An example of this could be aesthetic treatments at designated locations to express the Town's identity. • Local Engagement - Jeff also added that engaging the local community will be essential to a successful outcome for this project. • Economic Development - Economic development is important to the Town and getting people to stop and spend time in town rather than being worried about "getting out of the US 40 line," as they try to return to the front range. • Sustainability - multimodal system of pedestrians, bikes, passenger rail and bus 		
<p><u>Critical Issues/Critical Success Factors</u> - In general the group liked the list of success factors from the example SH 9 project provided in the presentation. These will be edited to incorporate issues specific to Fraser. Additional topics discussed were:</p> <p><u>Bike Mobility</u> - Jeff explained that there are over 1000 miles of bike trails in Grand County and approximately 700 miles of those trails are in the Fraser Valley. Most of these are mountain bike trails. Access to these trailheads are often very congested, and visitors consistently struggle to find safe and effective means to access and ride them. Jeff mentioned that the Town's preference is to provide parking within the Town core limits at locations where dedicated bike and pedestrian circulation can be provided to access the trailheads that visitors want to access.</p> <p>Fraser River Trail and the Fraser to Winter Park Trail are two regional trail systems circulating through the downtown core area. The Fraser River trail is east/north of US 40 and has heavy use even through the winter since it is groomed. The Fraser to Winter Park trail also sees heavy year-round use and is generally on the west/south side of US 40.</p>		



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<p><u>Accessibility to recreation</u> - Similarly to the issue above with bicycles. Lots of the recreation activities are difficult to access, especially on weekends, as so many people visiting the town to recreate find it difficult to secure camping spots, access trailheads, or generally get around town.</p> <p><u>Parking</u> - Jeff explained that parking fills up in town most afternoons. It is hard to find a place to stop to get around town if you want to, which negatively impacts businesses.</p> <p><u>Speed Limits</u> - As noted in the CDOT safety and operations report there are several speed limit changes in the 3-mile corridor, which can make it difficult for drivers to know what speed to drive and for police to know what speed to enforce.</p> <p><u>Environment</u> - Need to make sure the project has as little impact on the environment as practical.</p> <p><u>Railroad</u> - The UPRR freight line that runs through the Town and is an opportunity. However, they have been difficult to work with in the past. Also, the Amtrak station located within the Fraser downtown core area is one of the three entrances into the Town: (US40 from the south, US40 from the north, or Amtrak). Mobility from this Amtrak station can be difficult.</p> <p>It was also noted that a person can take the train to DIA from the Fraser stop now.</p> <p>Additionally, if the train comes through Town during the school rush hour it can create significant congestion along US40 and the local street network resulting in parents not being able to drop their kids off at school until the train passes and the traffic backups clear out.</p> <p>Russell mentioned that the Town is investigating a quiet zone study throughout the town.</p> <p><u>Transit- The Lift local bus system is very important for the Town and may require expansion to meet the growing demands. The Town of Winter Park Manages The Lift bus system.</u></p> <p><u>Maintenance/Winter Access</u> - There isn't much snow storage currently. Adding 2 more lanes of traffic and shoulders could make snow storage difficult.</p> <p><u>Bottleneck Issues</u> - Jeff explained that there are 3 bottleneck issues really</p> <ul style="list-style-type: none"> • CR 72/804 Signal - This signal backs up southbound traffic on US 40 with because it only allows for one through lane. Traffic has backed as far as Tabernash and even over to Granby on occasions. • US 40 often backs from the Mary Jane ski area to Empire. This is outside the project limits but important to understand. 		



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<ul style="list-style-type: none"> Internal bottlenecks in the Town of Fraser because of traffic volumes on US 40 making it difficult to get out of side streets along with pedestrian traffic in town causing additional queuing. CR 8 is an example of this where vehicles trying to make a left turn have difficulty finding gaps along US 40. It was noted that this CR 8 intersection is programmed to be the location where the regional trail crosses US 40. In general, during peak hours, US 40 is bumper to bumper and leaves it very difficult to make left turns and even the right turns through town. <p><u>Understandable system/Wayfinding</u> - It was discussed that there are a lot of tourists that visit the area that are unfamiliar with moving around town. People can often be seen doing strange things in town trying to get around. A noted example of this is vehicles being observed traveling along the Fraser to Winter Park trail. It was noted that additional signage and a multimodal system that is more intuitive would help with this problem.</p> <p><u>Access</u> - There was some discussion about issues with access to US 40. It was agreed to meet with CDOT Traffic and the Project Team about the current accesses in this corridor to determine the No Action alternative.</p> <ul style="list-style-type: none"> Near Eisenhower Drive -multiple access points exist between Clayton Avenue and Eisenhower Drive and it was noted that it may be necessary to look at some access consolidation in this stretch. It was mentioned that Doc Susie Ave access at US 40 should be considered for a closure and access be diverted to Byers Ave. This area between Clayton Avenue and Byers Ave is the "pinch point" where right-of-way is tight and access may need to be reevaluated through this segment of US 40 to get everything to fit. CR 72 - Azteca Restaurant on the west side has a very large size access that begins at the US 40 curb return. It was discussed that this intersection may require an adjustment or relocation to fit with the widened section of US 40 and new intersection configuration. Old Victory Road - Bank of the West has a curb-cut for access that is very close proximity to US 40. It was discussed that this access may require some adjustment or relocation as the widen section of US 40 and intersection configurations begin to take shape. Recent safety improvements - Jeff explained that it can be hard to make a left turn from the side streets now with the new US 40 median islands that were added as part of the safety improvement project. It seems that these changes have created a steady stream of vehicles that back up onto the local street network. Jeff also noted that vehicles making a right turn have a difficult time finding gaps along US40, so it's not just the left hand turns are a problematic. 	<p>Jacobs Engineering / CDOT</p>	<p>TBD</p>
<p><u>Establish Criteria</u> - Additional specific criteria were discussed for the CR 72 Intersection along with the US 40 widening portions of the project.</p>		



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<p><i>CR 72</i> - In addition to the success factors discussed above the PLT also discussed pedestrian and vehicular mobility, safety, oversize vehicle mobility and overall aesthetics for the Town. Jeff will send the oversize vehicle list he has from CDOT.</p> <p><i>US 40</i> - In addition to the success factors discussed above the PLT also discussed access issues with and additional lane and the entry locations to the Town. The Foundry is the Eastern gateway to Town and CR 8 is the Western gateway to Town.</p>	Jeff Durbin	8-29-19 (Complete)
<p><u>Next Steps</u> Jacob discussed the next steps for the PLT group. Jacob will compile the information gathered from the PLT #1 meeting into the graphics shown in the PLT presentation and send this updated package out to the PLT group for review and comment. Jacob will also prepare a draft presentation for the Fraser EDAC meeting scheduled for Sept 24th.</p> <p>Jacob discussed the overall project schedule with the group including the next PLT meeting currently scheduled for the end of November. Jeff explained that the beginning of December would be better for him with Town budget planning scheduled for the majority of November. The project team will target early December before the holiday season to schedule the next PLT meeting. A 3rd PLT meeting will then be held sometime late January or early February followed by an Open House to discuss the process and outcomes with the public.</p>	Jacob Rivera Kurt Kolloeth	9-17-19 12-1-19

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: _____ Date: _____
Jacob Rivera 09/2/2019

Revisions completed by:

