



# US 40 Fraser



Project Leadership Team #1  
August 29, 2019





## Today's Discussion

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Introduction

Project Overview

CSS Overview

Role of the PLT and Others

Step 1: Define Desired Outcomes

- Context Statement
- Core Values, Critical Issues, and Critical Success Factors

Step 2: Endorse the Process

Step 3: Establish Criteria

Next Steps

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## Project Overview

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### CDOT Feasibility Study

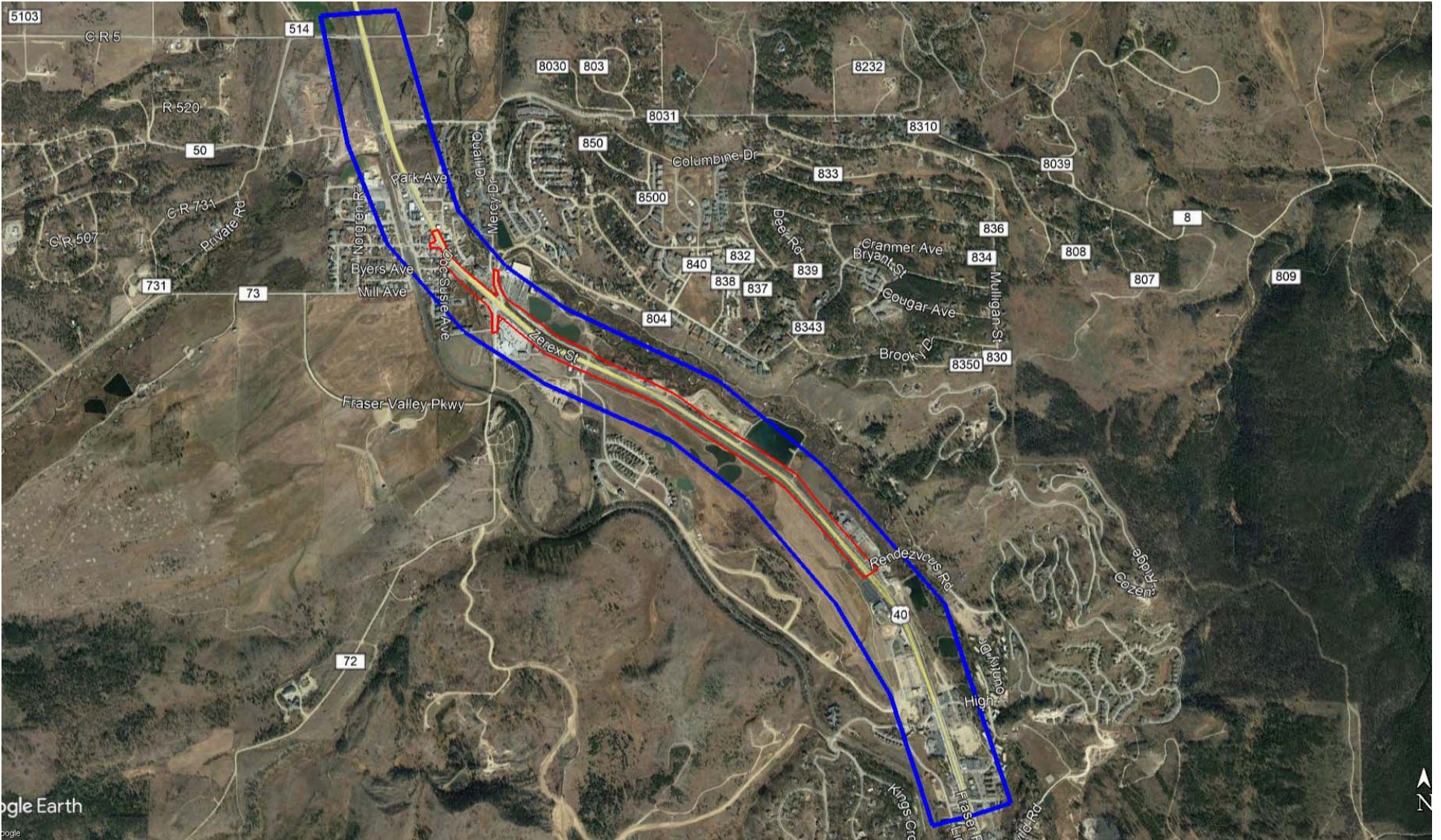
- US 40 Widening to 4 Lanes - Eisenhower Drive to Rendezvous Road
  - Multi-use path realignment
- CR 72 Intersection Improvements
  - Roundabout vs. improved signal
- Safety Improvements based on accident history

### Town of Fraser Traffic Study (Scope B)

- Town roadway network traffic analysis CR 5 to Fraser Valley Parkway
  - US 40 Alternative Road analysis
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# Project Overview





## CSS Overview

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### Commitment from I-70 Mountain Corridor Programmatic EIS

Establishes a process of making long-term decisions taking into account diverse perspectives—values, beliefs, and expectations. Based on principles and methodology, a set of tools is designed to help groups agree on strategic actions when decision makers either have amongst themselves, or must consider, perspectives other than their own.





# Context Sensitive Solutions (CSS)

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## Overview of the 6-Step Process



<https://www.codot.gov/projects/contextsensitivesolutions>

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## Role and Responsibilities of PLT

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- Lead the project.
- Champion Context Sensitive Solutions (CSS).
- Enable decision-making.





## Other Teams

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- Project Team
- Technical Teams
- Issue Task Forces







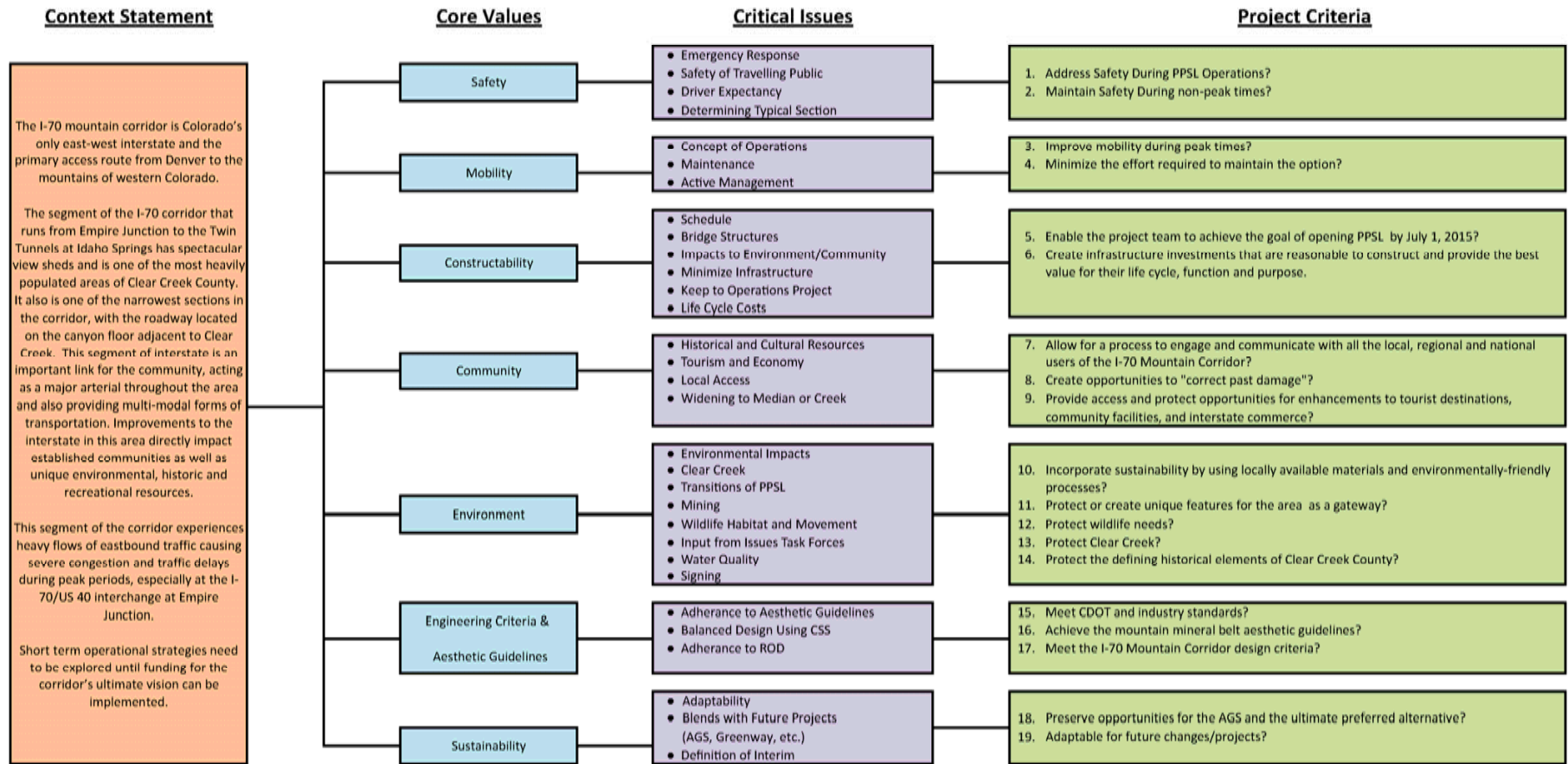
## Define Desired Outcomes and Actions

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Using the CSS Guidance and other relevant materials, this step establishes the project goals and actions. It also defines the terms to be used and decisions to be made.

- Context Statement
- Core Values
- Critical Issues
- Critical Success Factors





# SH 9 Frisco Main Street to Iron Springs

## Critical Success Factors

**1.) Design a project that allows CDOT to meet all State and Federal requirements (e.g. noise policy and funding).**

- Met with FHWA to review roundabout possibilities and discuss noise study requirements
- Design will need to stay within budget

**2.) Define safe and efficient access movements for all members along the corridor and at intersections (e.g. County and State maintenance vehicles, neighborhood turning movements).**

- Traffic Study was completed, but additional evaluation was performed to further evaluate 8<sup>th</sup> Ave and Water Dance Dr.
- Design measures to reduce speeds
- Rebuilding the Main St Intersection to tighten the radius of the SB right turn lane

**3.) Improved Multimodal connectivity throughout project limits.**

- Pedestrian Underpass
- New sidewalks between Main St and County Commons
- New crosswalk at Main St
- Proposed Roundabout at 8<sup>th</sup> would benefit pedestrians and transit

**4.) Minimize and mitigate environmental impacts (e.g. wetlands).**

- Headwall will be installed at Miners Creek
- Minimal impact to wetlands
- Historic drainage should remain the same
- Pedestrian Underpass should be a net benefit for Peninsula Recreation

**5.) Include design measures to help manage speeds (e.g. raised medians, curb and gutter, lane widths).**

- Raised Median
- Transition to 18' raised median and 11' lanes west of Peninsula

**6.) Provide a project that is on schedule and on budget.**

- Still on schedule for 80% design by October

**7.) Preserve small town feel through project aesthetics and lighting.**

- Aesthetic Issue Team will continue to be involved with final design details
- Issue Team providing input on noise wall finish
- CDOT will provide lighting at signals or roundabouts, the Town would be responsible for median lighting

**8.) Accesses should be designed so they are appropriate for use.**

- Followed Access Management Plan
- Stolfus developed Intersection Evaluation Matrix to compare intersection types based on multiple criteria

**9.) Consistency with Access Management Plan.**

- The 2004 Access Management Plan was used to develop recommendations and is included in the Traffic Study

**10.) Preserve and enhance mobility along the corridor.**

- Completion of 4 lanes on SH 9 will enhance corridor mobility
- Pedestrian mobility will improve with new sidewalks, crosswalks, and underpass
- 8<sup>th</sup> Ave improvements will enhance Transit left turns

**11.) Revegetation along highway.**

- Disturbed grass slopes will be reseeded.
- Town has a proposed seed mix for CDOT to review

**12.) Accommodate school bus and emergency services access.**

- Additional review and evaluation provided roundabout option for 8<sup>th</sup> Ave

**13.) Consideration for future land use.**

- CDOT has been invited to the Marina redevelopment meetings
- Town has reviewed plans with consideration of future plans for the Peninsula Recreation Area

**14.) Public input and involvement.**

- PLT meetings
- Issue Team Meetings
- Town Council Meeting
- Public Open House for comments

**15.) Appropriate Signage Plan (CDOT) and Wayfinding Signage (by Town and County).**

- Signage will be included as part of our final design

The project's 15 critical success factors were defined by the Project Leadership Team (PLT) at project kick-off. The items listed under each critical success factor are examples of what has been done to achieve each factor to date. Team members consisted of CDOT, Town of Frisco, Summit County, Neighborhood HOA Coalition, Summit Fire and EMS, Frisco Sanitation District, Summit Stage, and Summit School District





## Draft Context Statement

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*The community of Fraser in Grand County is renowned for its quality of life. This community is a recreational destination and unique place to live.*

*With this scenic beauty and amenities, a large amount of growth has occurred in the community along with increasing tourism, making it challenging to balance high quality of life and the need for safe and efficient travel.*

*We want to develop a project that respect's community values and helps to sustain the high quality of life the community has become accustomed to.*





## Draft Core Values

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*A Core Value describes something of significant importance to stakeholders -- something they respect and will work to protect and preserve.*

*Sustainability*

*Project Delivery*

*Local Engagement*

*Healthy Environment*

*Mobility and Accessibility*

*Local Identity*

*Safety*

*Economic Development*





# Draft Critical Issues

PLT Discussion	Core Value/Critical Issue
<p><u>Bike Mobility</u> - There are around 1000 miles of bike trails around Fraser. Most of these are mountain bike trails. Access to the trail heads are often very congested and people can't get to the trails to ride them. They would like to have accessibility from Town to the trailheads so people can park in town and easily access the trails from parking in town.</p>	<p><b>Mobility and Accessibility/</b> Access to trails is difficult creating problems with people being able to recreate.</p>
<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 come in to town to recreate that it is difficult to find camping spots, access trailheads, or generally get around town.</p>	<p><b>Mobility and Accessibility/</b> Access to most recreation activities is hard on weekends because of volume of people in the area.</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><b>Mobility and Accessibility, Economic Development/</b> Consumers are unable to access businesses in Town because of parking issues and accessibility.</p>
<p><u>Speed Limits</u> - As noted in the operations report there are several speed limit changes in the 3-mile corridor, which can make it difficult for driver's to know what speed to drive and for police to know what speed to enforce.</p>	<p><b>Mobility and Accessibility/</b> It is hard for tourists to understand the speed limits since there are so many of them.</p>
<p><u>Environment</u> - Need to make sure the project has as little impact on the environment as practical.</p>	<p><b>Healthy Environment/</b> Impacts to the environment impact the community.</p>





# Draft Critical Issues

PLT Discussion		Core Value/Critical Issue
<p><u>Railroad</u> - The Amtrak station in Town is one of the 3 entrances to Town (the other 2 being US 40 to the East and West). Mobility from this station can be difficult.</p> <p>Additionally, if the train comes through Town during the school rush hour it can create significant congestion as parent's can't drop their kids off at school until the train passes.</p>	<p>➔</p> <p>➔</p>	<p><b>Mobility and Accessibility/</b> Mobility around town from the Railroad station is difficult. This impacts business and use of the train station.</p> <p><b>Mobility and Accessibility/</b> Dropping of kids at school can be difficult with the railroad backing up traffic on occasion.</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>➔</p>	<p><b>Sustainability/Community /</b> Winter Maintenance activities are currently difficult and could become worse with additional lanes of traffic to keep clear.</p>
<p><u>Bottleneck Issues:</u> CR 72/804/US 40 Signal can back traffic to Tabernash and beyond, US 40 backs to Mary Jane from I-70, internal bottlenecks in Town of Fraser from US 40 capacity problems</p>	<p>➔</p>	<p><b>Mobility and Accessibility/Local Identity /</b> Vehicular mobility is impaired because of US 40 and the CR 72 signal being over capacity. This makes it difficult to move around town and takes away from the small town local identity.</p>
<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. Additional signage and a system that is more intuitive would help with this problem.</p>	<p>➔</p>	<p><b>Local Identity /</b> Tourism is a big part of the Town of Fraser and therefore a lot of unfamiliar people visit town. It can be difficult to get around for people that don't know the area.</p>
<p><u>Access</u> - Access from side streets to US 40 can be difficult because of traffic volumes. Access for future development will also further impact US 40.</p>	<p>➔</p>	<p><b>Safety/Mobility /</b> Access to US 40 can be difficult during the peak hours and impacts mobility and safety.</p>





# Draft Success Factors

## Context Statement

*The community of Fraser in Grand County is renowned for its quality of life. This community is a recreational destination and unique place to live.*

*With this scenic beauty and amenities, a large amount of growth has occurred in the community along with increasing tourism, making it challenging to balance high quality of life and the need for safe and efficient travel.*

*We want to develop a project that respects community values and helps to sustain the high quality of life the community has become accustomed to.*

## Core Values

### Sustainability

### Local Engagement

### Mobility and Accessibility

### Safety

### Project Delivery

### Healthy Environment

### Local Identity

### Economic Development

## Critical Issues

- » Federal and State requirements
- » Schedule and budget constraints
- » Maintenance

- » Decision Making
- » Community Context
- » Future development

- » Access to trails/recreation
- » Access to US 40
- » Access to Parking

- » Poor Operational Performance
- » Capacity deficiencies
- » Recurring Congestion

- » Safety for all modes of travel (vehicles, pedestrians, bicyclists, etc.)

- » Work within budget constraints
- » Accelerate project delivery with realistic funding opportunities

- » Impacts to the natural environment

- » Growth should accommodate unique community character

- » Access for tourism
- » Business Access

## Success Factors

- » Design a project that allows CDOT to meet all State and Federal requirements
- » Develop a Methods for Maintenance plan
- » Determine best management practices for point source discharge locations.

- » Public input and involvement
- » Support local and regional planning efforts

- » Enhance multimodal mobility options to serve travel demand for all users. Support connectivity to trails from town and winter recreation.
- » Accesses should be designed so they are appropriate for use.
- » Support pedestrian accessibility around town including parking and access from Amtrak station.

- » Preserve and enhance mobility along the corridor.
- » Accommodate large vehicles and emergency services. Accommodate transit (The Lift and Future transit operations on US 40)
- » Balance local access and regional mobility

- » Define safe and efficient access movements for all users along the corridor and at intersections
- » Include design measures to help manage speeds

- » Secure partnerships between CDOT, County and Town to expand scope of study to CR 5.
- » Identify logical phased implementation projects
- » Identify capital investment partnerships

- » Minimize and mitigate environmental impacts

- » Preserve small town feel through project aesthetics and lighting

- » Improve accessibility for tourism. Appropriate Signage Plan (CDOT) and wayfinding signage.





# Critical Success Factors



## US 40 Fraser



## Critical Success Factors

1. Design a project that allows CDOT to meet all State and Federal requirements
2. Define safe and efficient access movements for all users along the corridor and at intersections (e.g. maintenance vehicles, residential and commercial driveways, town streets)
3. Enhance multimodal mobility options to serve travel demand for all users. Support connectivity to trails from Town and winter recreation.
4. Minimize and mitigate environmental impacts (e.g. wetlands, water quality, revegetation)
5. Include design measures to help manage speeds (e.g. raised medians, curb and gutter, lane widths)
6. Preserve small town feel through project aesthetics and lighting
7. Accesses should be designed so they are appropriate for use.
8. Preserve and enhance mobility along the corridor.
9. Support pedestrian accessibility around town including parking and access from Amtrak station.
10. Accommodate large vehicles and emergency services (Oversize loads, school buses, The Lift). Accommodate transit include The Lift and future transit operations on US 40.
11. Balance local access and regional mobility
12. Support local and regional planning efforts
13. Public input and involvement
14. Improve accessibility for tourism. Appropriate Signage Plan (CDOT) and wayfinding signage (by Town and County).
15. Build a project that is maintainable by CDOT, Town and County.
16. Develop a Methods for Maintenance plan.
17. Determine the best management practices for point source discharge locations
18. Secure partnerships between CDOT, County and Town to expand scope of study to CR 5
19. Identify logical phased implementation projects
20. Identify capital investment partnerships

The project's critical success factors were defined by the Project Leadership Team (PLT). Team members on the PLT included CDOT, Town of Fraser, and Grand County.



## Draft CR 72 Intersection Criteria

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- Pedestrian Mobility
- Vehicular Mobility
- Safety
- Truck and oversize vehicle mobility
- Aesthetics





## Draft US 40 Criteria

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- Access to US 40
- Consider gateway feature impacts





## Next Steps

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### *Deliverable reviews*

*Core Values*

*Context Statement*

*Critical Issues*

*CSS Workplan*

*Stakeholder Workplan*

### *Upcoming Meetings*

- *PLT #2*
- *Public Open House*

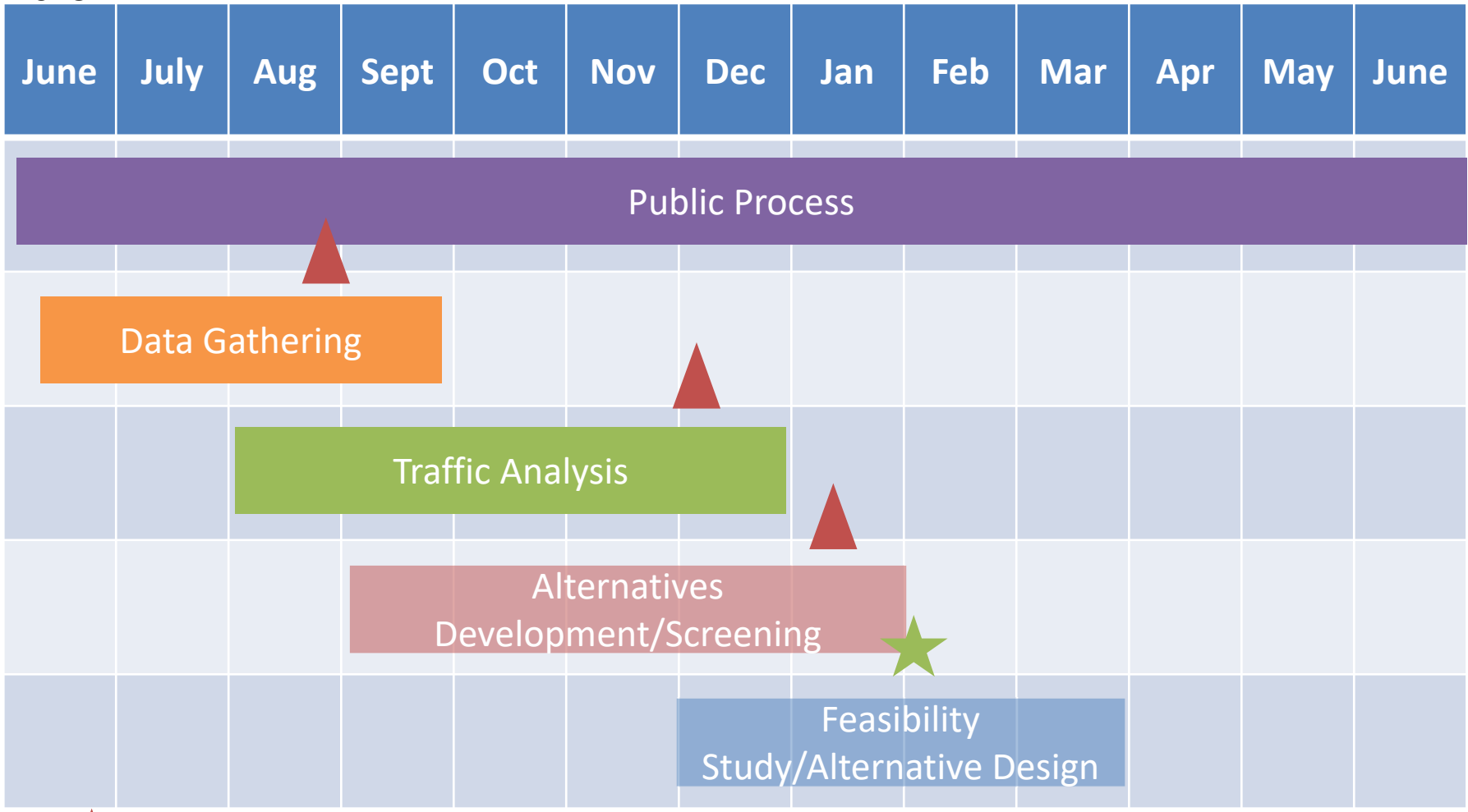




# Timeline

2019

2020



 : PLT Meeting

 : Open House

