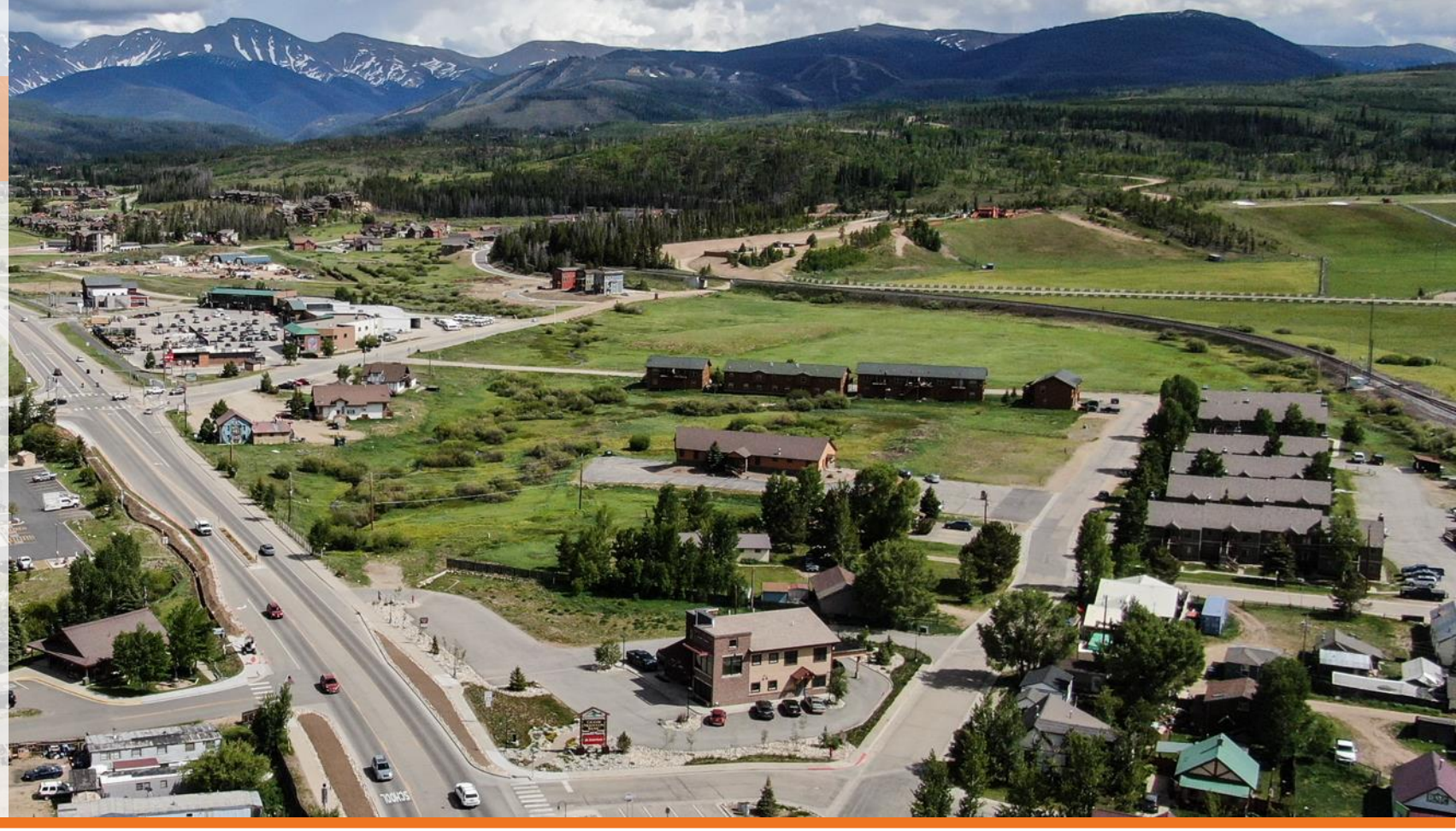
US 40 Fraser



Welcome

to the

VIRTUAL PUBLIC ENGAGEMENT

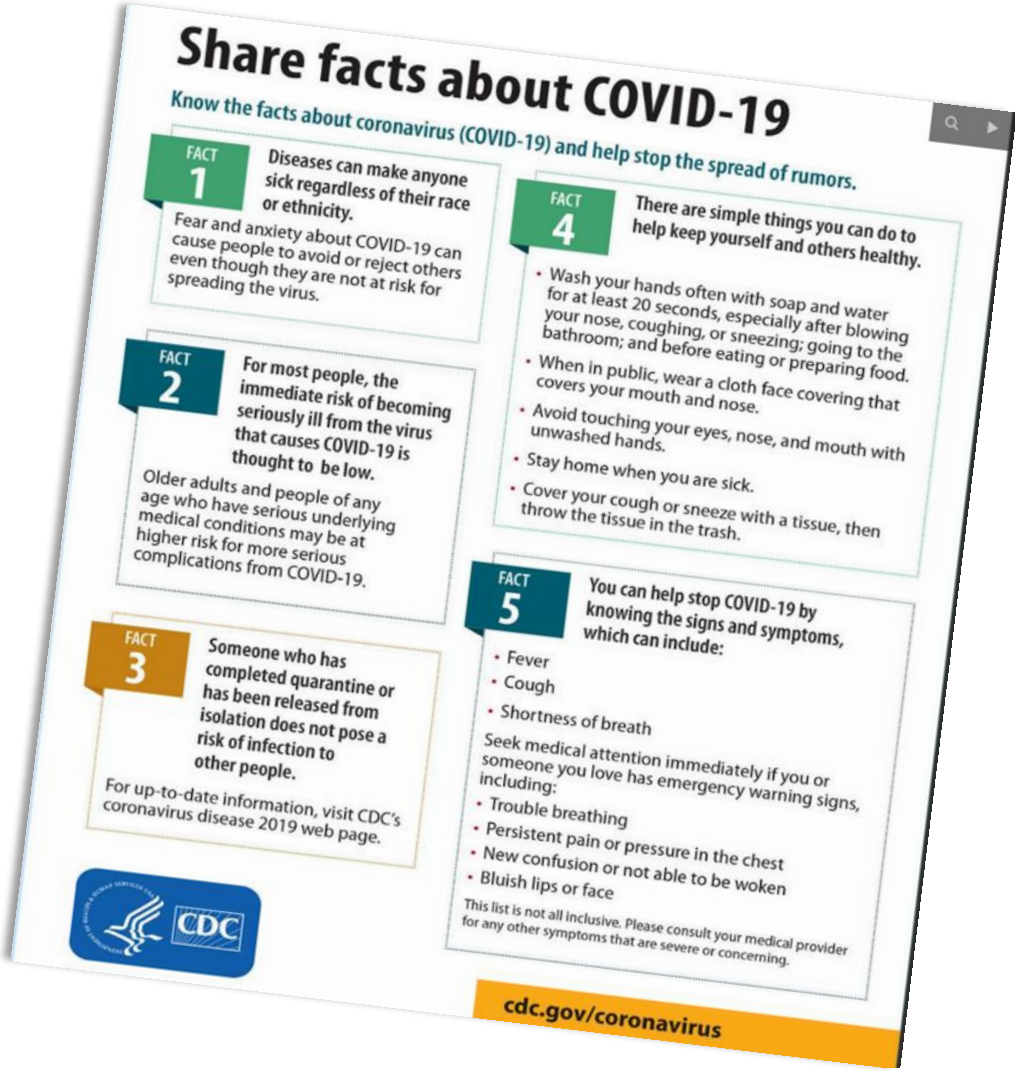
July 17, 2020 to August 7, 2020

COLORADO
Department of Transportation

Welcome to the US 40 Fraser Virtual Public Engagement

Why A Virtual Public Engagement

- The decision to use a Virtual Public Engagement instead of the traditional in-person Public Meeting is in response to the COVID-19 restrictions.
- The intent is to provide the public with the same information and opportunity for discussion and comment as an in-person public meeting would have.
- Study results and how to provide feedback are available on CDOT's website



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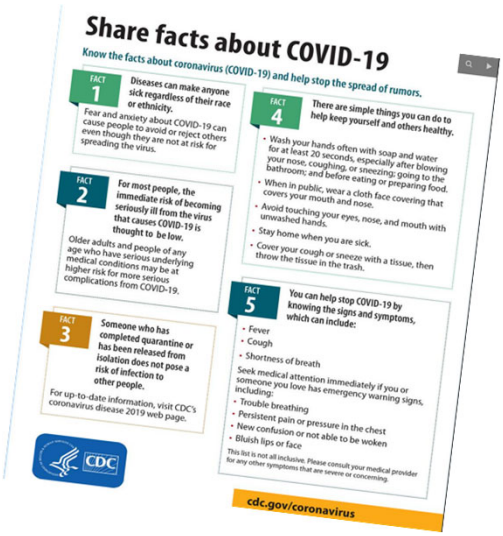

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Purpose of this Virtual Public Engagement

- Review the study process
- Present the traffic analysis results
- Present impacts of the No Build and Build Alternatives
- Engage and gather comments from Town/County Staff, Public Officials, and the Public
- Request comments: comment period is July 17th – August 7th

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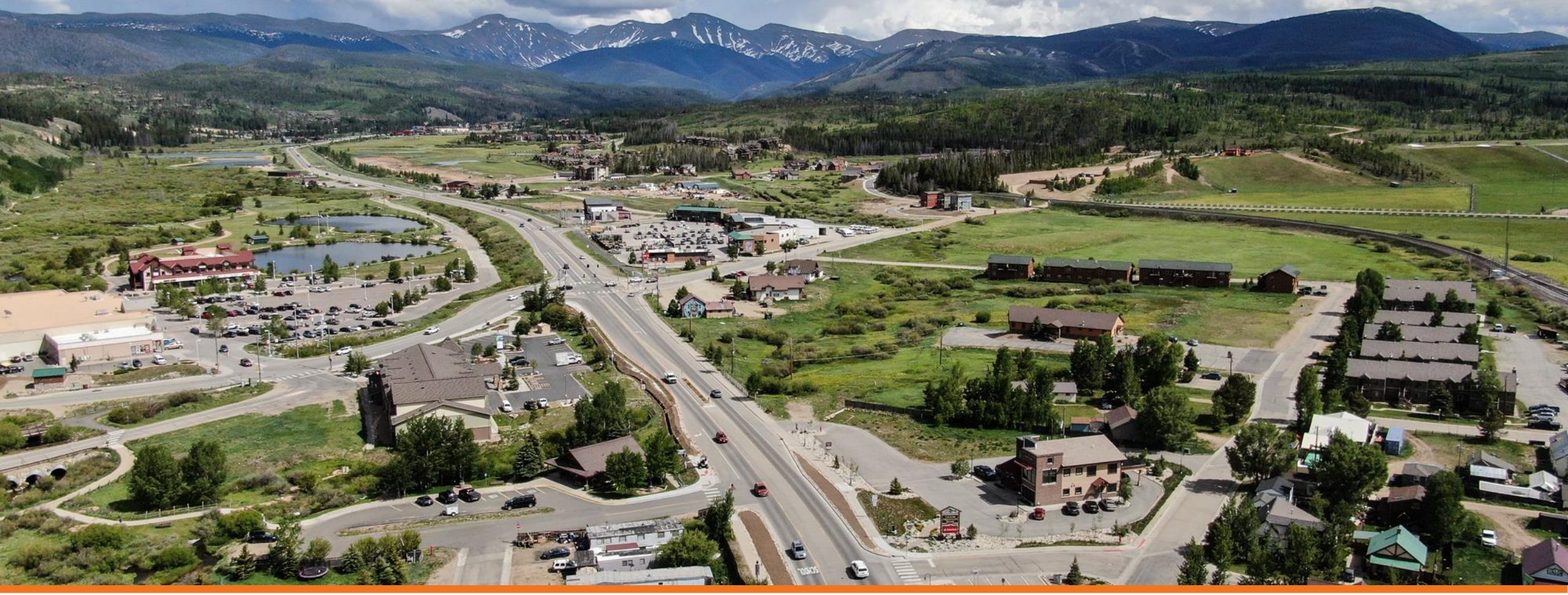

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Project Overview

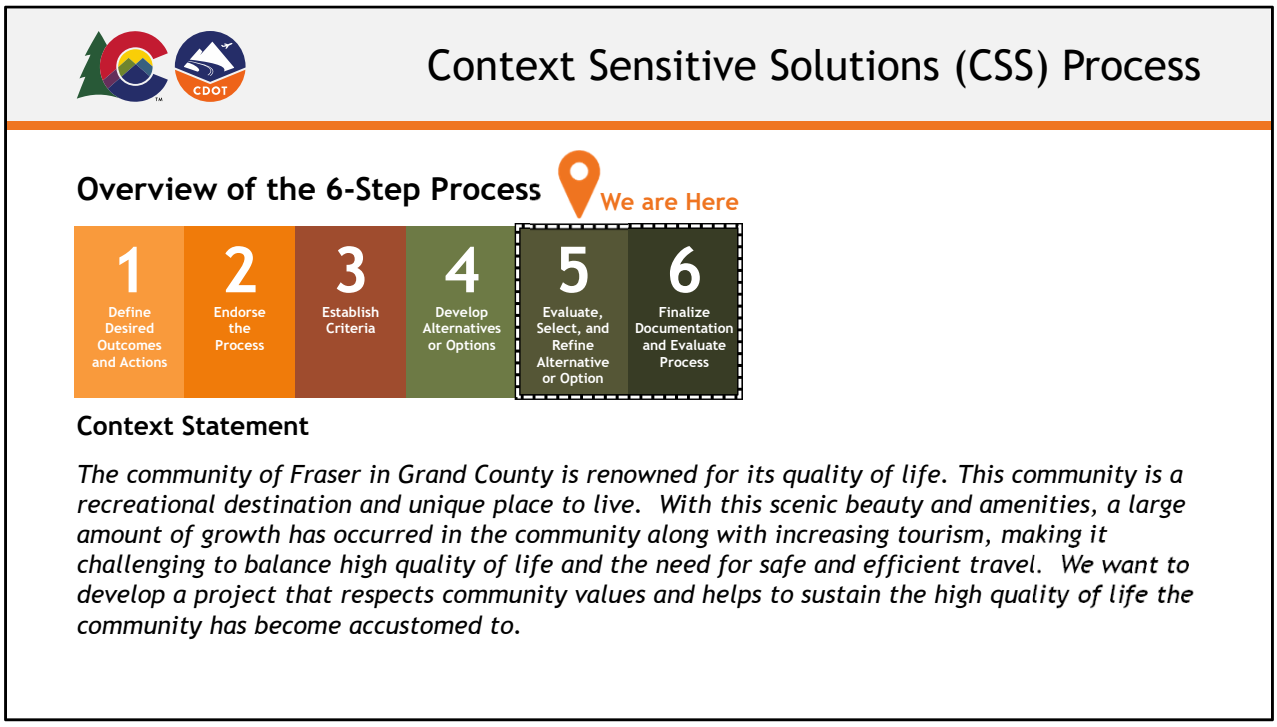
Context Sensitive Solutions (CSS) Process

Overview of the 6-Step Process

We are Here

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.



The Context Sensitive Solutions (CSS) 6-Step Process is the starting point for all projects on the I-70 Mountain Corridor and is also used for this project to ensure collaboration and principal-based decision making. The 6-Step Process is consistent with Decision Science principles and can be followed on all projects from corridor-wide planning to construction change orders.

The project is currently in the fifth step. Finalizing Step 5 and 6 will occur in the future, once additional funding is identified.

The Project Leadership Team developed the Context Statement shown here to guide the project through this six-step process. This statement emphasizes a high quality of life and community values of Sustainability, Local Engagement, Mobility and Accessibility, Safety, Project Delivery, Healthy Environment, Local Identity, and Economic Development.

Purpose and Goals

Study Limits: US 40 corridor between Rendezvous Road and CR-5

- **Purpose:** Identify US 40 corridor improvements that serve future developments and regional growth demands

- **Goals:**
  - Accommodate future developments and travel demands
  - Add one additional lane in each direction along US 40 and improve intersections
  - Improve multi-modal safety, mobility, and operations
  - Avoid or minimize environmental and property impacts
  - Follow context sensitive guidelines and principles that are consistent with the core values and critical success factors identified by the project

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The US 40 Fraser **Study Limits** focuses on US 40 and its intersections between CR 5 and Rendezvous Road.

The **Project Purpose** was to project forecasted traffic demand based on plans for future developments and regional growth.

The **Project Goals** were developed to guide the development and evaluations of corridor-wide alternatives to serve these future demands.

Critical Success Factors

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

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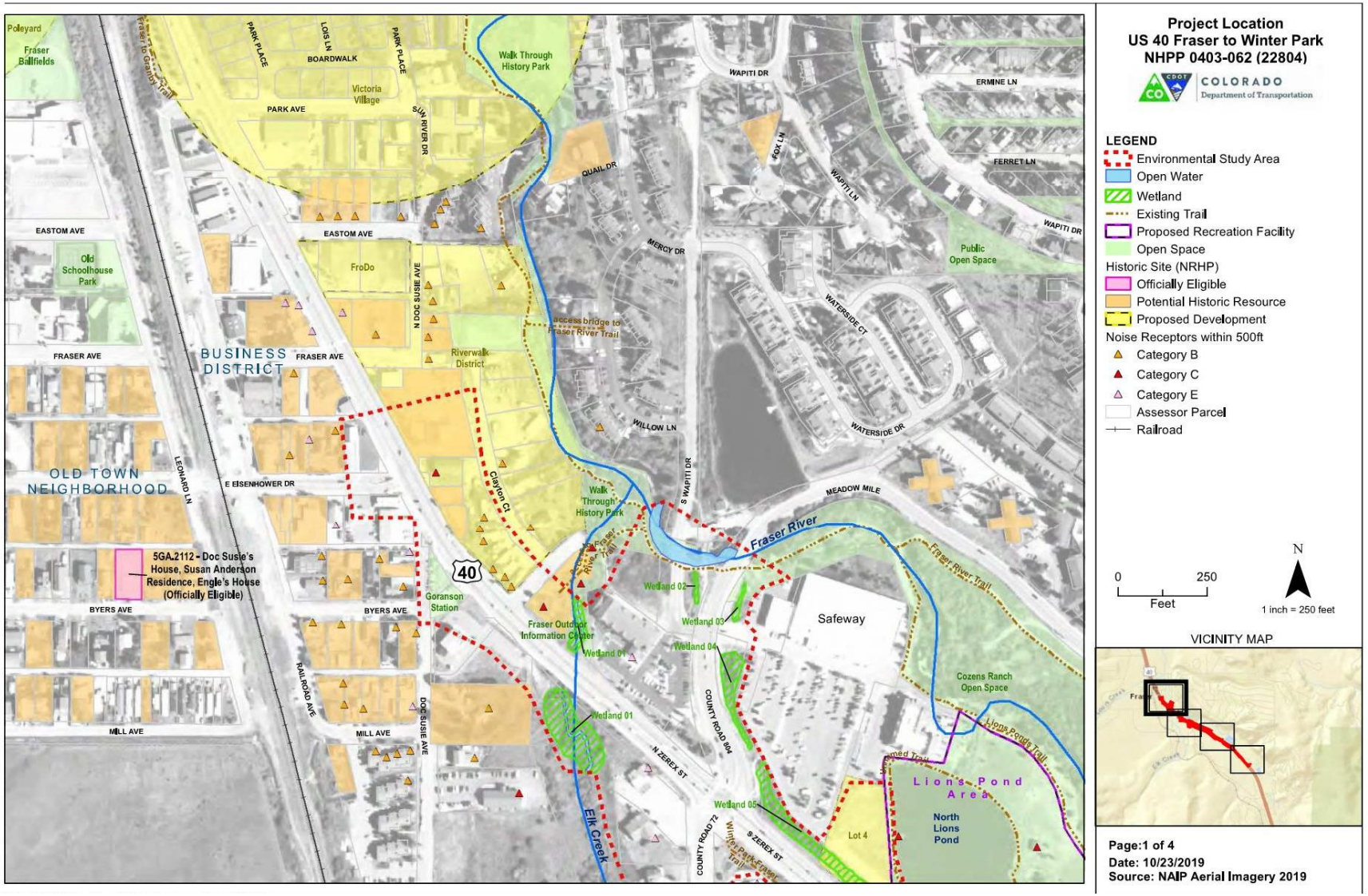
The Project Leadership Team developed these Critical Success Factors to guide the development of the preferred alternative and ensure the success of its implementation and long term maintenance. They incorporate context sensitivity and the project purpose and goals.

These factors acknowledge that this corridor is one link in a regional facility, and ultimately region-wide planning should occur to provide a safe and sustainable facility for multi-modal transportation through this area of the state.

Environmental Context



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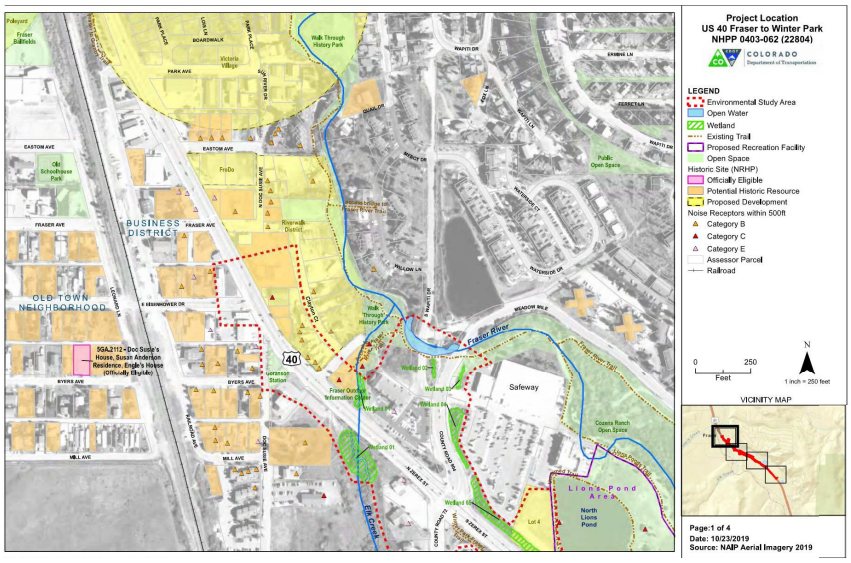
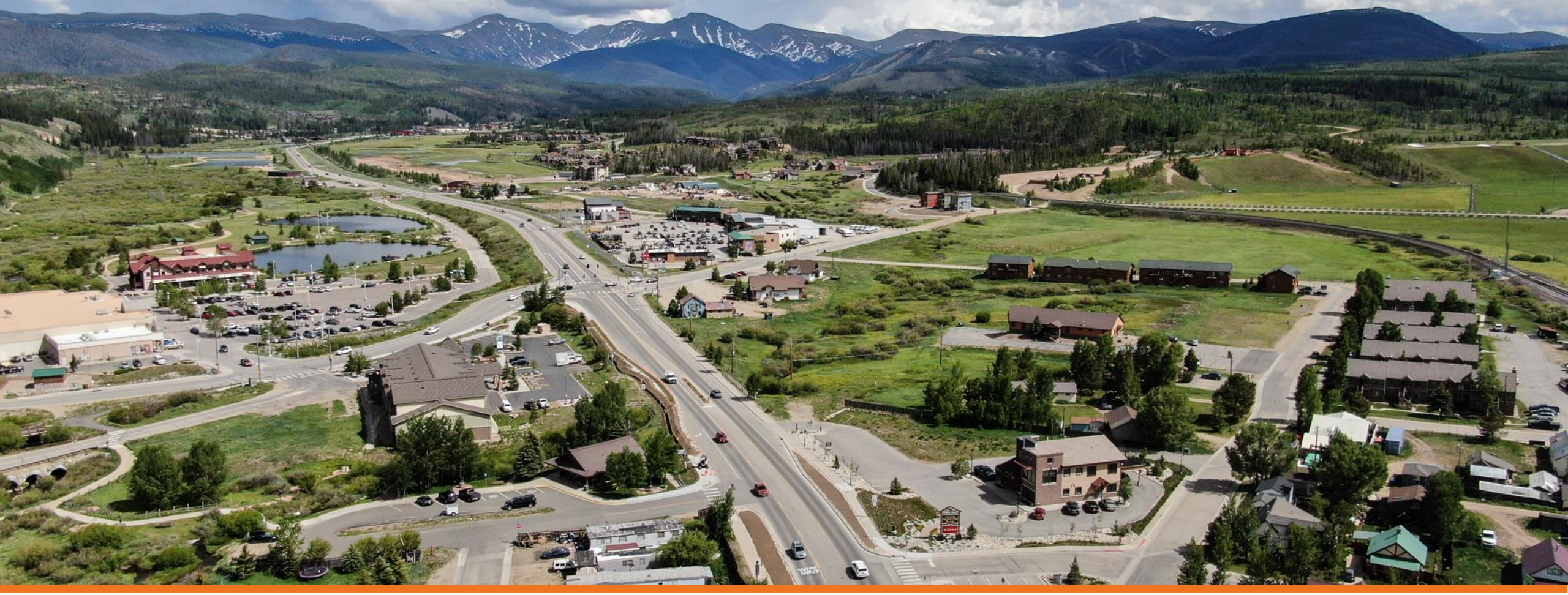


The project documented the affected environment for the following environmental resources: land use, wetlands
and other Waters of the US, water quality, threatened or endangered species, sensitive and rare
species, wildlife connectivity, cultural resources, park and recreation resources, and noise-sensitive
receptors.

These environmental resources are tied to the project critical success factors and used to guide the future developments of the US 40 corridor.



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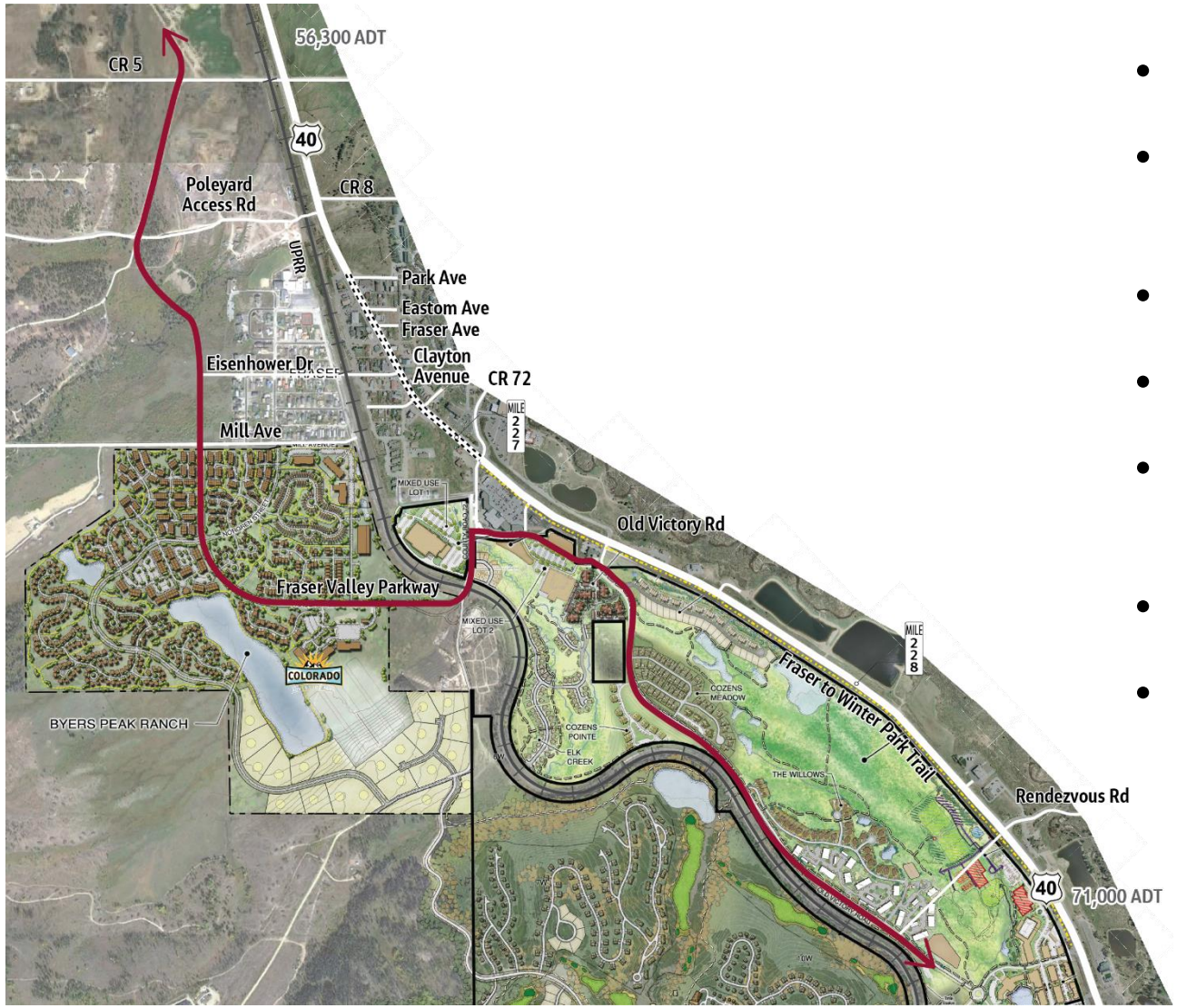
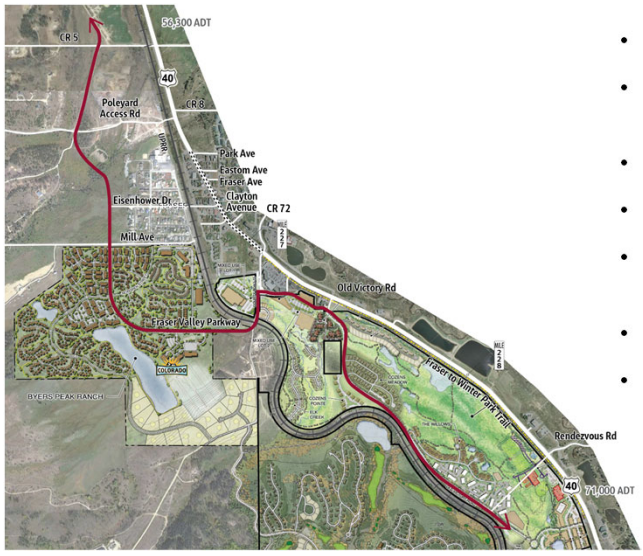
Traffic Analysis

Traffic Analysis



- Data Collection
- 2022 Exiting Plus Committed Developments Scenario
- 2045 No Build Scenario
- 2045 Build Condition Roundabouts Scenario
- 2045 Build Condition Refined Traffic Signals Scenario – Preferred Alternative
- Short & Long-Term Recommendations
- Fraser Valley Parkway

Traffic Analysis



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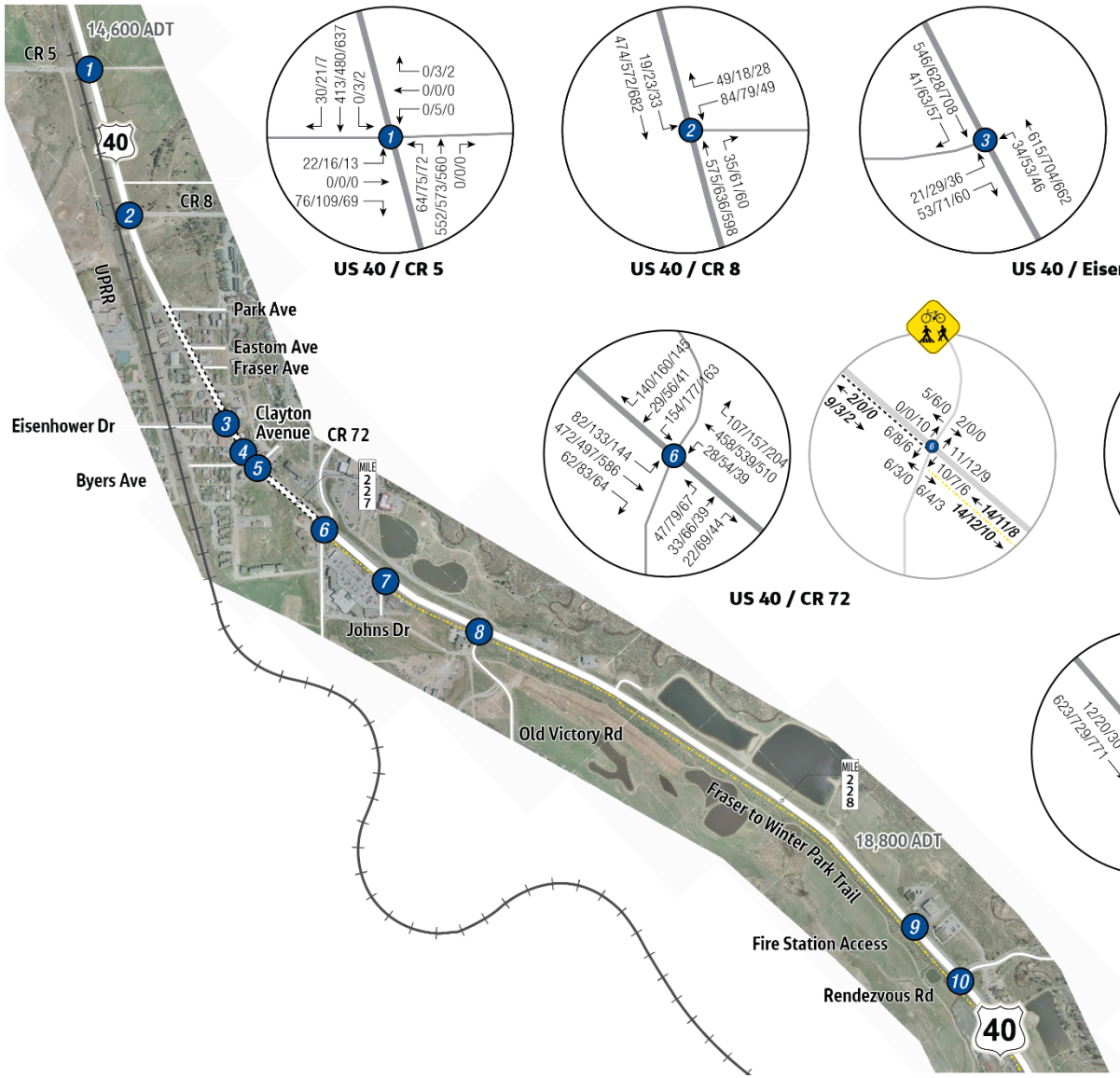
CDOT stated the purpose of the project was to widen US 40 from 2 to 4 lanes through Fraser. The purpose of the traffic analysis was to determine what the widening of US 40 through Fraser from 2 to 4 lanes should look like…in addition to the through lanes, what type of intersection traffic control is necessary, are turn lanes / auxiliary lanes necessary…if so, where. Do intersections and cross streets need to be widened?

A traffic report documents the methodology, assumptions, process followed to assess existing conditions, forecast future traffic demand, develop / evaluate alternatives, and recommendations. This report is available for download and will provide significant detail for the summary discussed in this presentation.

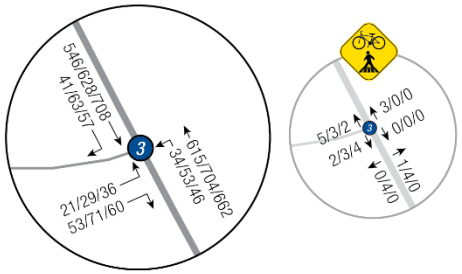
The US 40 corridor was analyzed with the proposed Fraser Valley Parkway in the area roadway network to determine if this facility would reduce the magnitude of the improvements needed to US 40 to accommodate forecasted traffic demand.

Traffic Counts July 2019

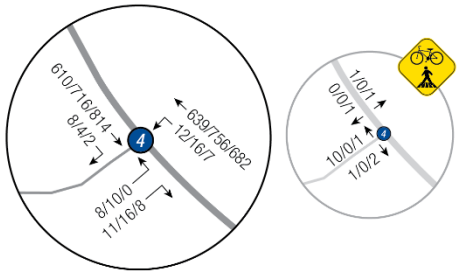


US 40 / CR 5

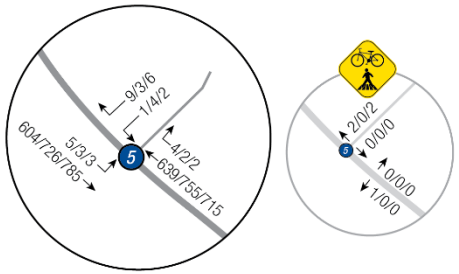
US 40 / CR 8



US 40 / Eisenhower Dr.

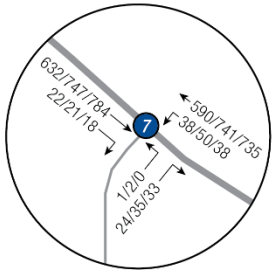


US 40 / Byers Ave.

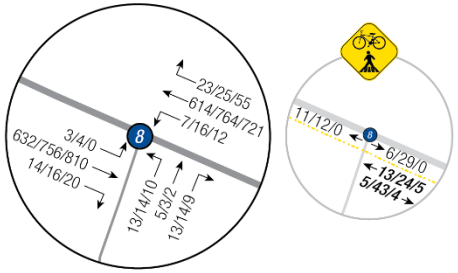


US 40 / Clayton Ct.

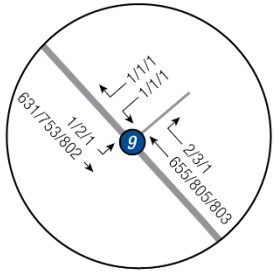
US 40 / CR 72



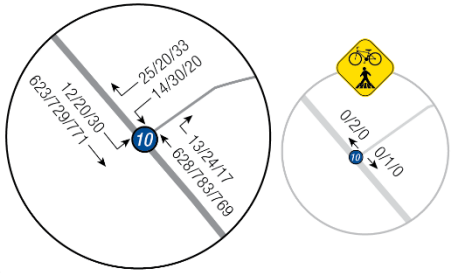
US 40 / Johns Dr.



US 40 / Old Victory Rd.

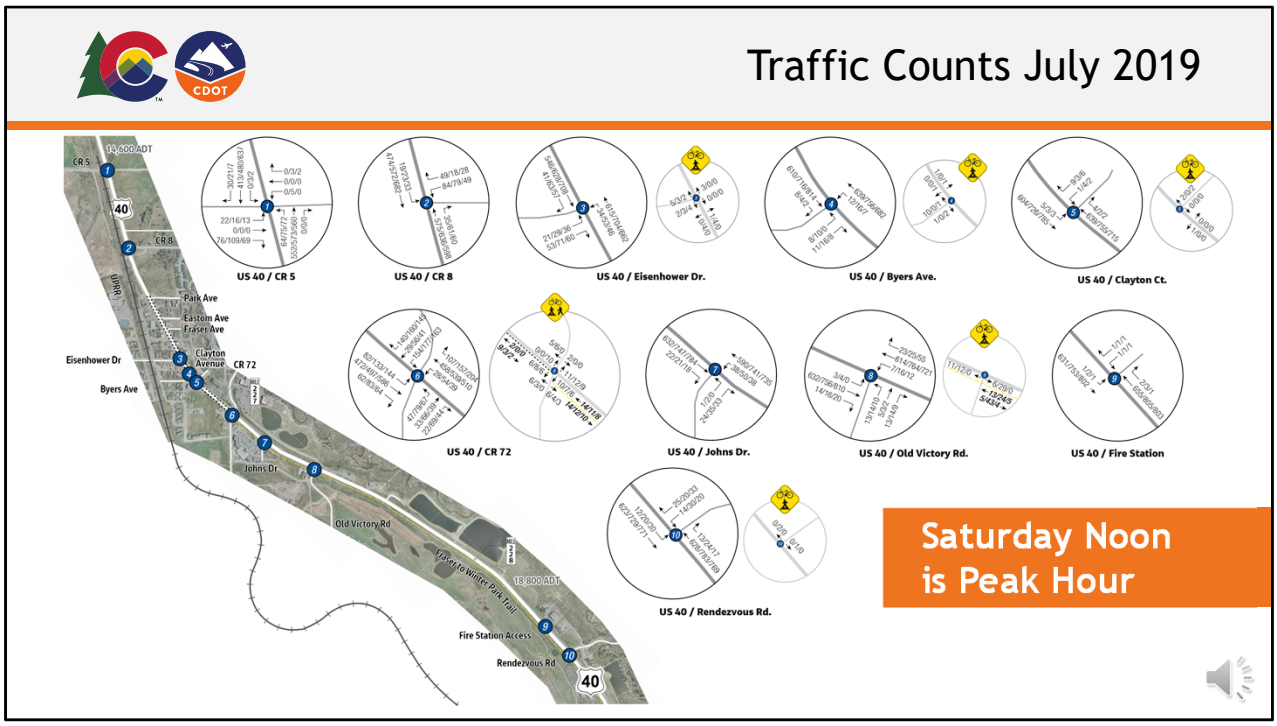


US 40 / Fire Station



US 40 / Rendezvous Rd.

Saturday Noon is Peak Hour



This exhibit from the traffic report shows the locations with blue circles where vehicular turning movement and pedestrian/bicyclists counts were collected for 6 hours, in (3) 2-hour time blocks to represent peak morning/noon/evening periods. 24-hour counts were collected at each end of the study area. A July Saturday was selected for traffic counting to represent a peak demand period.

The daily volumes were approximately 18,800 vehicles on the east end of the study corridor near the Fire Station access and 14,600 vehicles on the west end near CR 5.

The total volume counted through the intersection of CR 72 with US 40 was 2070 vehicles during the noon hour along with 32 bicyclists and 6 pedestrians.

Based on these counts, the analysis peak hour for future conditions was selected as the Saturday noon hour.

Year 2022 Existing Plus Committed Developments Scenario

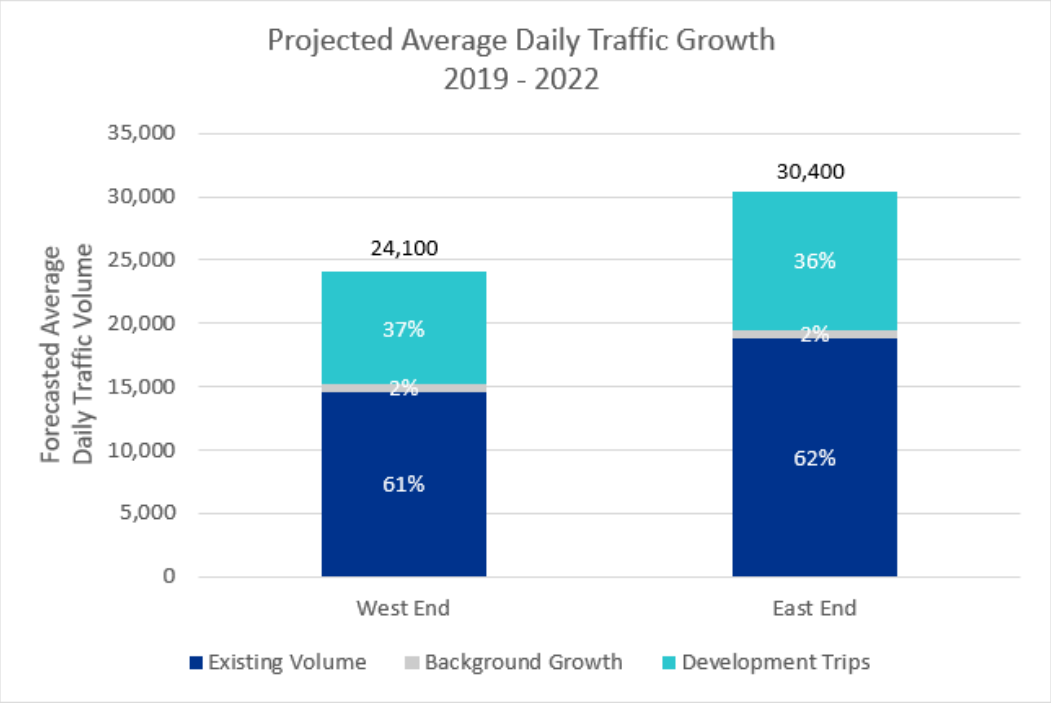


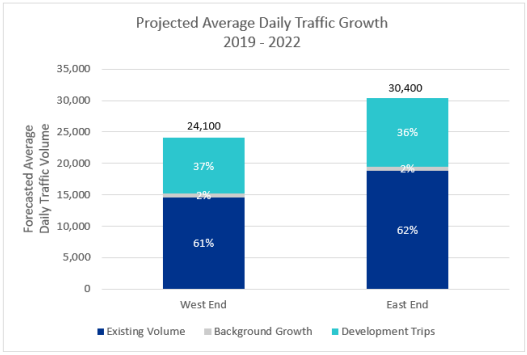
Exhibit 8. Year 2022 Average Daily Traffic Composition

- New development adds 1,265 peak hour trips
- New development represents 1/3 of Average Daily Traffic
- Existing roadway network would operate with excessive delay and long queues

Table 5. Year 2022 Existing Plus Committed Interim Condition Level of Service (LOS) Results

Intersection	2022 Existing + Committed		
	Traffic Control	Delay (sec/veh)	LOS
US 40/CR 5	TWSC	34	D
US 40/CR 8	TWSC	129	F
US 40/Eisenhower Drive	TWSC	483	F
US 40/Byers Avenue	TWSC	97	F
US 40/Clayton Avenue	TWSC	11	B
US 40/CR 72	Signal	36	D
US 40/Johns Drive	TWSC	38	E
US 40/Old Victory Road	TWSC	342	F
US 40/Meadows	TWSC	16	C
US 40/Fire Station Access	TWSC	38	E
US 40/Rendezvous Road	Signal	24	C

Year 2022 Existing Plus Committed Developments Scenario



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US 40/Fire Station Access	TWSC	38	E
US 40/Rendezvous Road	Signal	24	C

Year 2022 Existing Plus Committed Interim Condition: This alternative reflects the roadway network improvements and developments that are anticipated to be complete by or within year 2022.

As shown in the bar graph on the left, the Average Daily Traffic (ADT) is projected to increase between 62 (east end) and 65 percent (west end) compared to the 2019 counts. Development-generated trips account for approximately 94 percent of this volume increase and 36 percent of the total projected ADT at both ends of the study corridor in year 2022.

Altogether, an estimated 1,265 peak hour trips are expected to be generated from new developments to be complete by or within year 2022.

The table displays the Level of Service results to show the projected peak hour operations at each intersection. Yellow highlights indicate the intersection volumes are nearing capacity during the peak hour and providing LOS D or E operating conditions. The red highlights indicate at or over capacity volumes and LOS F operating conditions.

With the additional volume, the roadway network does not have enough capacity to provide acceptable traffic operating conditions during the peak hour.

Year 2045 No Build Scenario

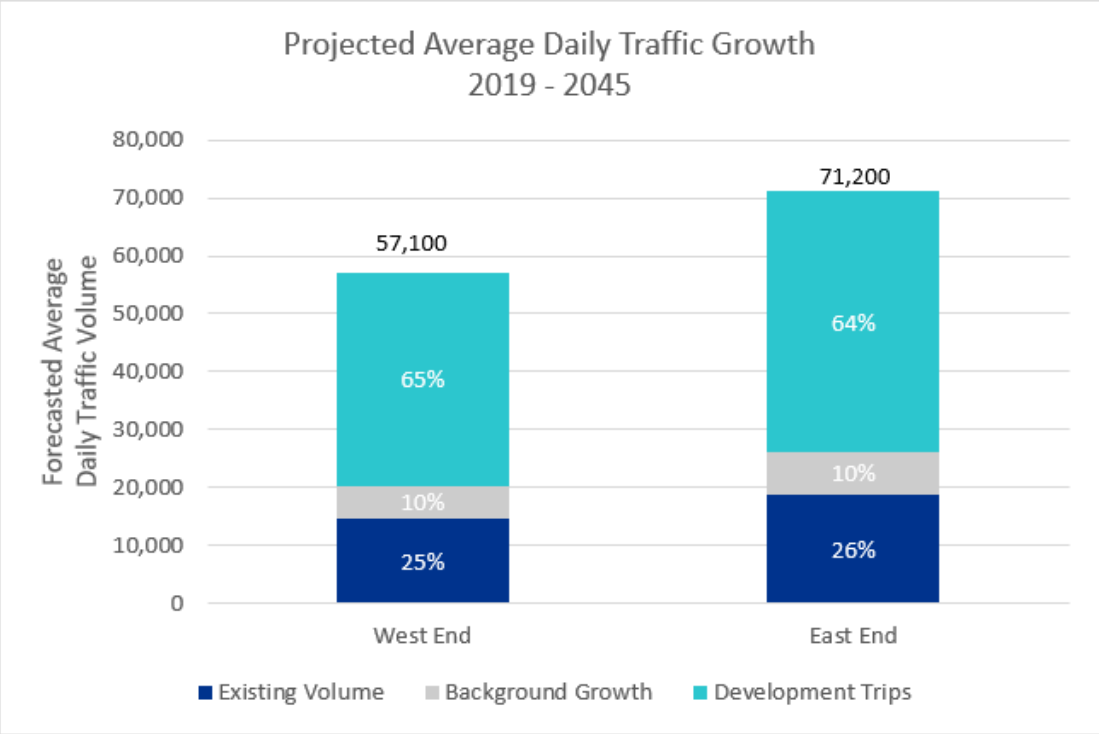


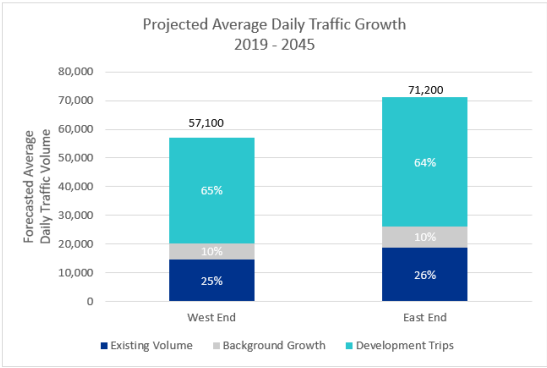
Exhibit 11. Year 2045 Average Daily Traffic Composition

- New development adds 6,645 peak hour trips
- New development represents 2/3 of Average Daily Traffic
- Roadway network would continue to operate with excessive delay and long queues

Table 6. Year 2045 No Build Scenario Level of Service (LOS) Results

Intersection	2045 No Build		
	Traffic Control	Delay (sec/veh)	LOS
US 40/CR 5	TWSC	510	F
US 40/CR 8	TWSC	2401	F
US 40/Eisenhower Drive	TWSC	2131	F
US 40/Byers Avenue	TWSC	195	F
US 40/Clayton Avenue	TWSC	19	C
US 40/CR 72	Signal	40	D
US 40/Johns Drive	TWSC	45	E
US 40/Old Victory Road	TWSC	1247	F
US 40/Meadows	TWSC	23	C
US 40/14E PA Access	TWSC	247	F
US 40/Fire Station Access	TWSC	91	F
US 40/Rendezvous Road	Signal	212	F

Year 2045 No Build Scenario



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US 40/Meadows	TWSC	23	C
US 40/14E PA Access	TWSC	247	F
US 40/Fire Station Access	TWSC	91	F
US 40/Rendezvous Road	Signal	212	F

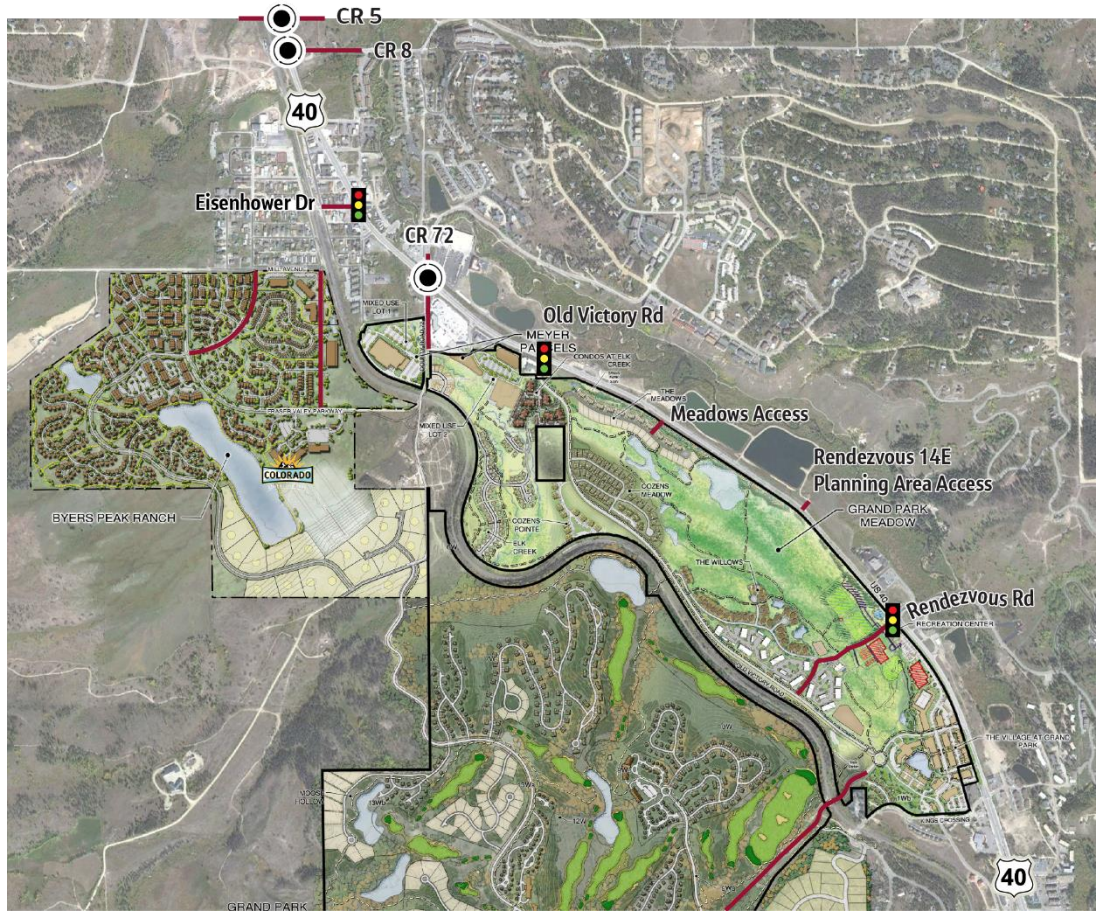
Year 2045 No Build Scenario: This alternative reflects the developments that are anticipated to be complete by or within year 2045. The roadway network adds developer-committed improvements in the form of a fourth approach for the Rendezvous Road intersection and a full-movement, unsignalized intersection located just west of the Fire Station access to the Year 2022 Existing Plus Committed network.

As the bar graph on the left shows, the ADT is projected to nearly quadruple compared to the 2019 counts. Development-generated trips account for approximately 85 percent of this volume increase and nearly two-thirds of the total projected ADT at both ends of the study corridor in year 2045.

Altogether, an estimated total of 6,645 peak hour trips will be added to the roadway network between 2019 and 2045 due to approved developments.

Most of the intersections would operate at LOS F. With the additional volume, the roadway network does not have enough capacity to provide acceptable traffic operating conditions during the peak hour.

Year 2045 Roundabouts Scenario

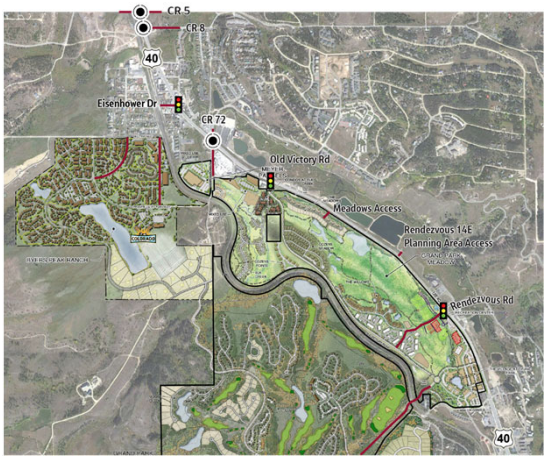


- Roundabouts at CR 5, CR 8, CR 72
- Volume is too large for a roundabout that fits within context of CR 72 intersection
- Roadway network would operate with excessive delay and long queues

Table 7. Year 2045 Build Scenario with Roundabouts Level of Service (LOS) Results

Intersection	2045 Roundabouts (Alternative 1)		
	Traffic Control	Delay (sec/veh)	LOS
US 40/CR 5	Roundabout	10	B
US 40/CR 8	Roundabout	14	B
US 40/Eisenhower Drive	Signal	47	D
US 40/Byers Avenue	TWSC	81	F
US 40/Clayton Avenue	TWSC	14	B
US 40/CR 72	Roundabout	147	F
US 40/Johns Drive	TWSC	57	F
US 40/Old Victory Road	Signal	50	D
US 40/Meadows	TWSC	14	B
US 40/14E PA Access	TWSC	155	F
US 40/Fire Station Access	TWSC	10	A
US 40/Rendezvous Road	Signal	82	F

Year 2045 Roundabouts Scenario



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US 40/Meadows	TWSC	14	B
US 40/14E PA Access	TWSC	155	F
US 40/Fire Station Access	TWSC	10	A
US 40/Rendezvous Road	Signal	82	F

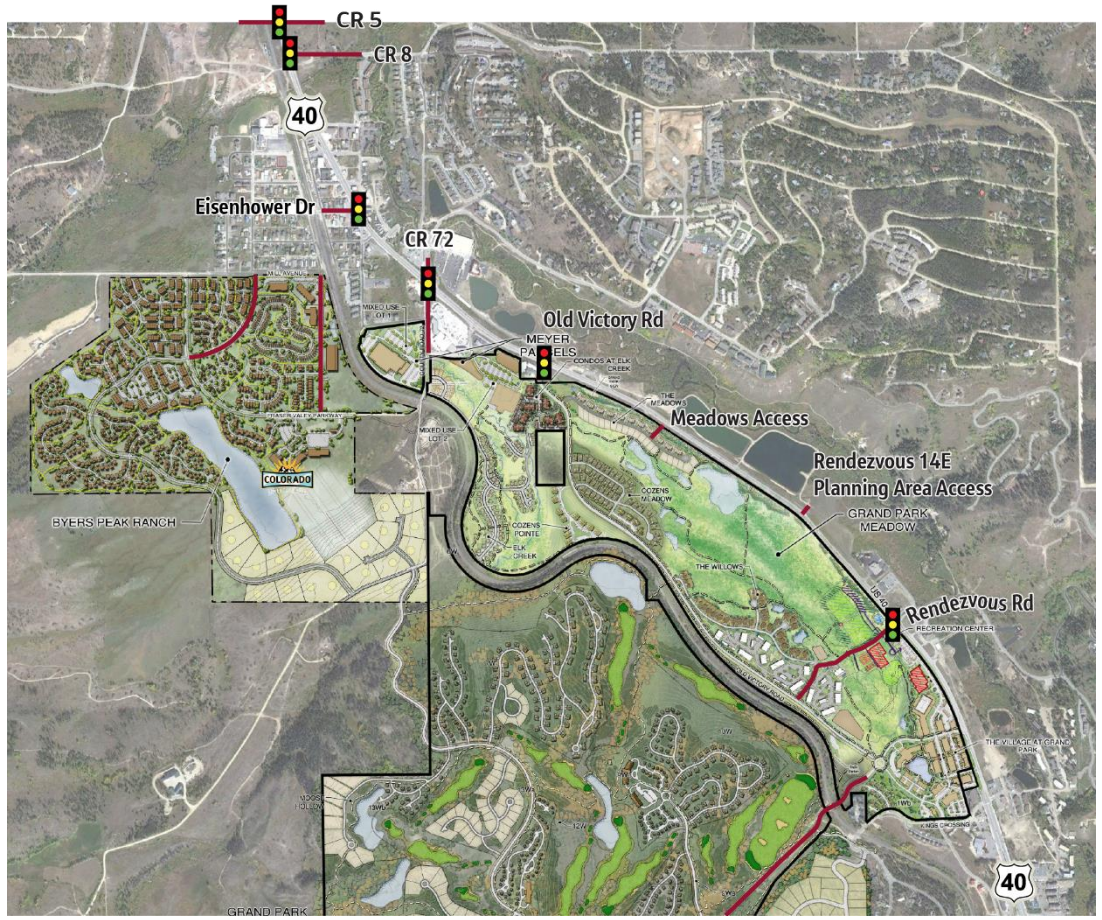
Year 2045 Build Scenarios: The analysis of the 2045 No Build scenario with 2 lanes for US 40 proved that additional roadway capacity would be necessary. In adherence to the Context Sensitive Solutions process and the Context Statement, the maximum number of through lanes to be provided for US 40 is four, or two per direction. The 2045 Build scenarios were analyzed to assess different types of intersection control and turn lanes with the four through lanes. Signals are included for Eisenhower and Old Victory intersections to accommodate movements between these side streets and US 40.

The conversion of the CR 5, CR 8, and CR 72 intersections to roundabouts has varying impacts along the corridor. The two county road intersections at the west end of the corridor operate very well overall in the peak hour. However, the volume demand in the peak hour creates a steady stream of traffic on US 40 through the roundabout with few gaps for the side street volume to enter the roundabouts at CR 5 and CR 8.

The roundabout at CR 72 operates unacceptably at LOS F and causes unsignalized intersections adjacent to the roundabout approaches to operate with LOS F conditions. The constant flow of through traffic on US 40 results in excessive delay for CR 72 movements because this constant flow limits opportunities to enter the roundabout. These delays produce lengthy queues for every approach.

The forecasted volumes and right-of-way considerations are not conducive to using roundabouts as the type of control at these intersections. Therefore, roundabouts were eliminated from further consideration based on these results and discussions with CDOT, Town of Fraser, and Grand County.

Year 2045 Refined Traffic Signals Scenario Preferred Alternative



- Signals at CR 5, CR 8, Eisenhower Dr, CR 72, Old Victory Rd, and Rendezvous Rd
- Peak hour volume demand is too large for the corridor capacity
- Proposed traffic control and lane configurations provides the best possible operating conditions for the projected noon Saturday peak hour demand

Table 9. Year 2045 Build Scenario with Refined Traffic Signals Level of Service (LOS) Results

Intersection	2045 Refined Traffic Signals Alternative		
	Traffic Control	Delay (sec/veh)	LOS
US 40/CR 5	Signal	90	F
US 40/CR 8	Signal	54	D
US 40/Eisenhower Drive	Signal	61	E
US 40/Byers Avenue	TWSC	44	E
US 40/Clayton Avenue	TWSC	22	C
US 40/CR 72	Signal	41	D
US 40/Johns Drive	TWSC	26	D
US 40/Old Victory Road	Signal	17	B
US 40/Meadows	TWSC	6	A
US 40/14E PA Access	TWSC	32	D
US 40/Fire Station Access	TWSC	24	C
US 40/Rendezvous Road	Signal	67	E
CR 72/Wapiti Drive	Signal	15	B

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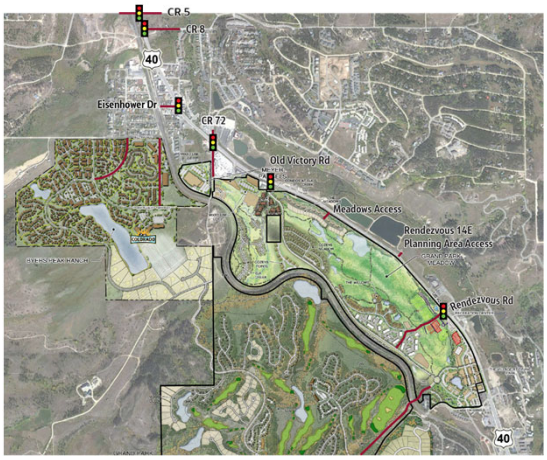

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Year 2045 Build Scenarios: Once determined that traffic signals would be the preferred form of traffic control at the CR 5, CR 8, and CR 72 intersections, various combinations of lane configurations, signal timing schemes, and pedestrian crossing treatments were assessed to identify the elements that would optimize the performance of the roadway network and provide the best possible operating conditions during the noon Saturday peak hour. The Refined Traffic Signals Scenario represents the best possible level of service and operations that could be provided in 2045 with the predicted roadway network and volume conditions.

Most of the intersections would operate very well during the peak hour. The apparent decrease in level of service for CR 5 intersection is due to the addition of a second eastbound lane for US 40 approaching this intersection, that was not present in the other alternatives. This additional capacity allows more volume demand to approach the intersection in the peak hour, contributing to more additive delay associated with signal control. It was deemed appropriate to account for an additional lane On US 40 approaching Fraser since CDOT anticipates increasing the capacity of this highway in the future.

The lower level of service at Rendezvous Road continues to emphasize that the volume demand is higher than the capacity that can be provided by this corridor. The demand cannot be accommodated by the two intersections that are the entry points to this corridor and, therefore, the actual volume serviced by the other intersections is lower than the amount of drivers that would like to be traveling through this corridor during the peak hour.

Short & Long Term Recommendations

Short Term (Year 2022)

- Widen US 40 to 4 through lanes
- Provide left-turn lanes at each signalized intersection approach
- Add eastbound auxiliary lane between CR 72 & Old Victory
- Add eastbound accel/decel lanes at CR 5
- Install traffic signals
- Install crosswalks
- Optimize signal timing

Long Term (Year 2045)

- Add Rendezvous Planning Area 14E full movement intersection with accel/decel lanes
- Add south approach to Rendezvous Road intersection
- Optimize signal timing
- Consider options to accommodate excess demand
  - Alternate routes such as Fraser Valley Parkway
  - Local and regional transit
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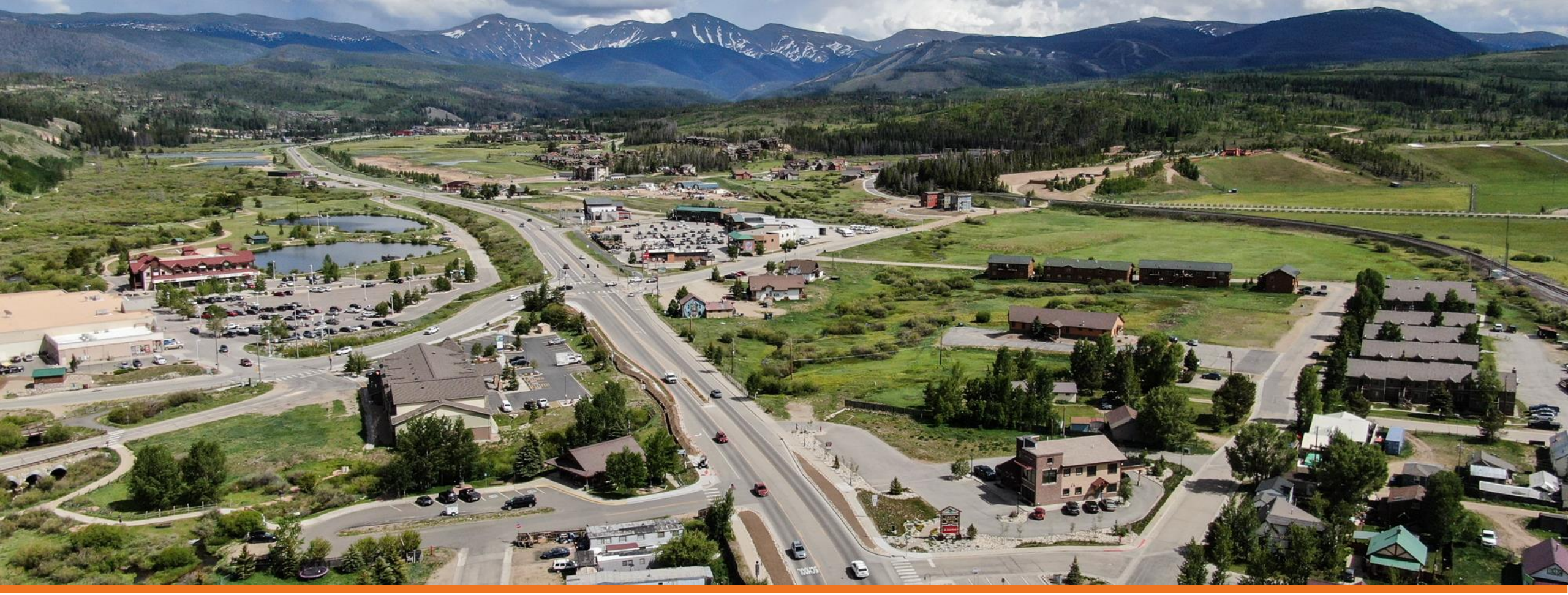
These recommendations reflect the composition of the Preferred Alternative and are offered to maximize traffic flow and improve safety for all types of users. This analysis recommends the Year 2045 Refined Traffic Signals Alternative be implemented in the year 2022 or as soon as possible thereafter to accommodate the development anticipated to be complete in the near future. These recommendations are projected to provide acceptable peak hour operating conditions for the background traffic and traffic generated by the developments anticipated to be complete in year 2022. How far beyond year 2022 these improvements would accommodate traffic is dependent upon the amount of development that is completed and when the trips generated by it start travelling along US 40 and through the intersections.

The roadway network that results from implementation of the short and long-term recommendations is not likely to serve all the forecasted year 2045 peak hour demand. Therefore, the final long-term recommendation is to consider options to accommodate the excess demand to include alternate routes adjacent to US 40 at least through the length of the study area but ideally extending to the west and east of the study limits, local and regional transit to reduce the number of passenger cars, and/or limitations to adjacent land use development and growth. Consideration of alternate capacity should ideally begin as soon as practical but no later than the completion of the short-term recommendations.

Although the Fraser Valley Parkway would serve to divert some volume, the analysis determined it would not likely divert enough to reduce the required level of improvement for US 40 to service the projected year 2045 peak hour volume demand. However, Fraser Valley Parkway would provide other benefits within the study area. A secondary route through Fraser provides resiliency, great opportunities for local transit, and improves the capabilities of emergency services to reach an incident location (particularly if US 40 is impassable due to traffic congestion). Fraser Valley Parkway would provide access to and improve the attractiveness of proposed developments on the south side of US 40.



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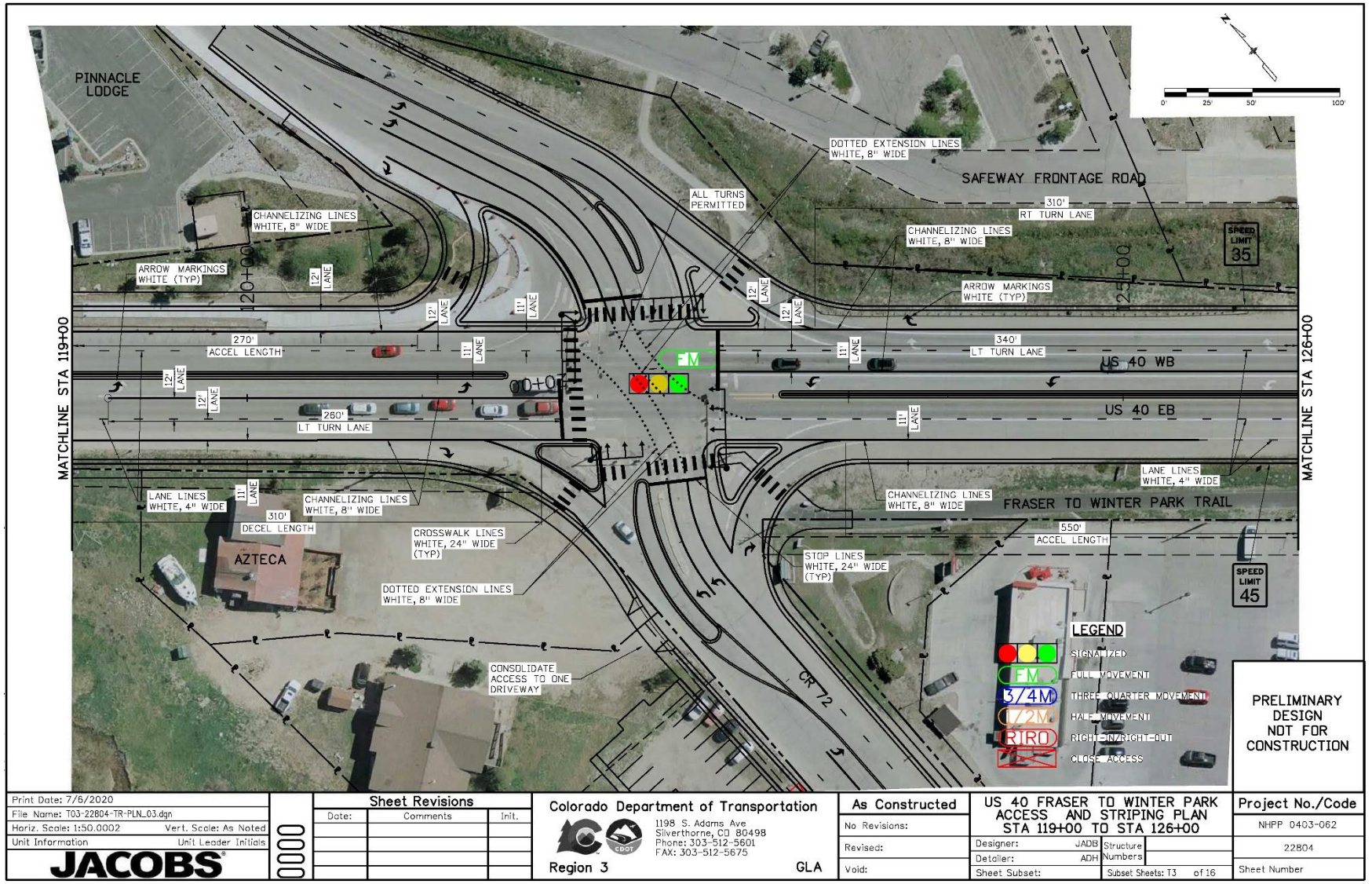
Preliminary Design Status

Design Summary



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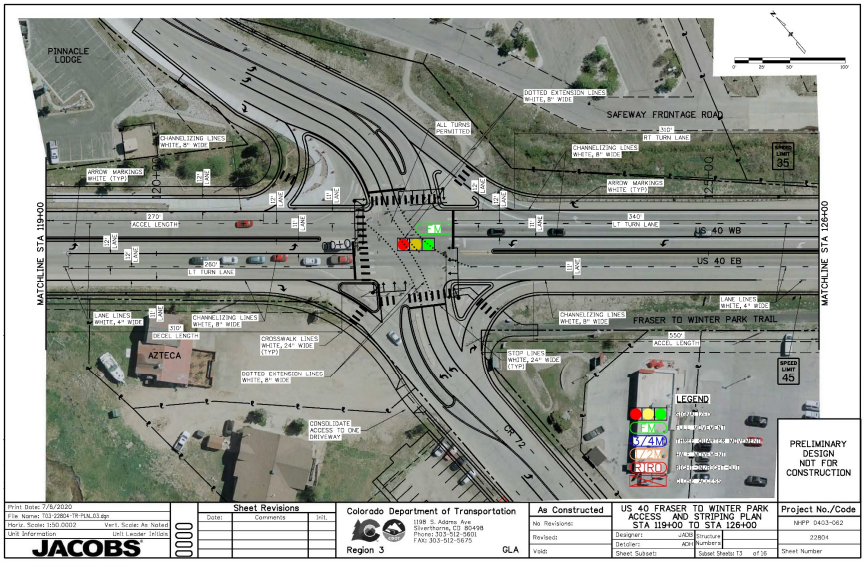


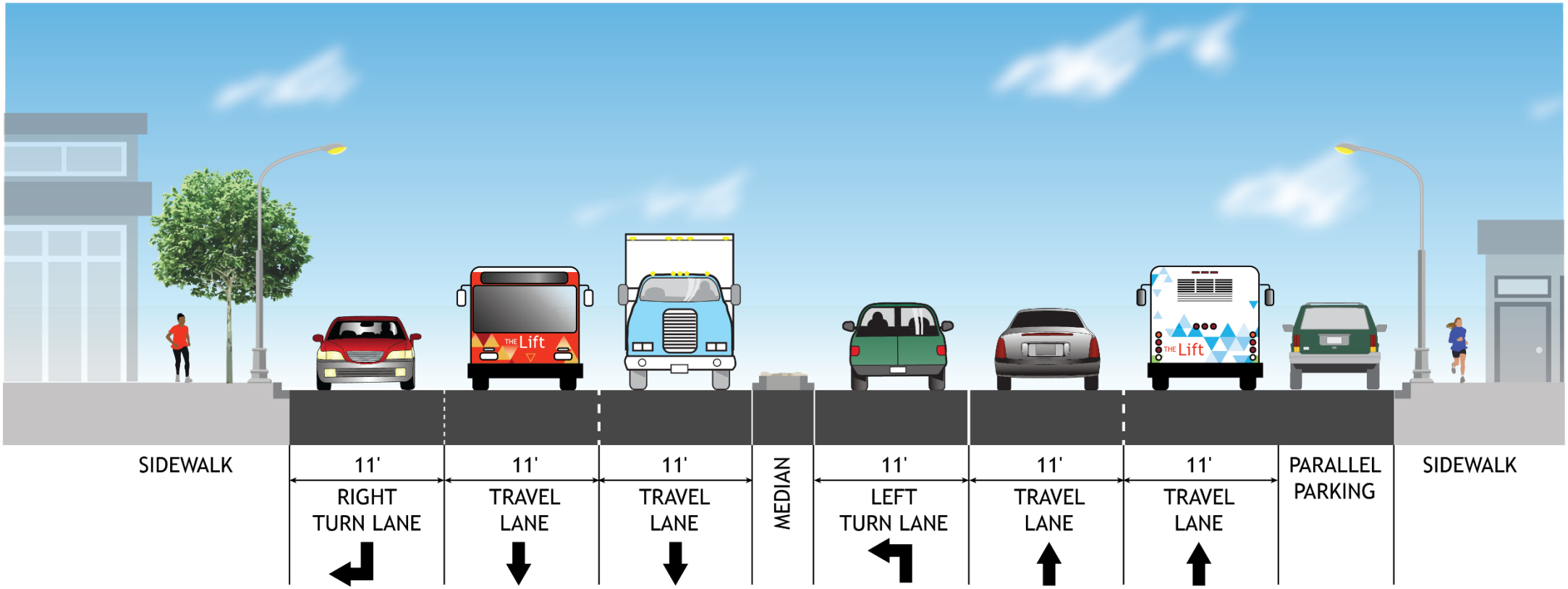
The project team developed a US 40 corridor-wide design concept from Rendezvous Road to CR 5 to match the requirements of the short and long-term improvements recommended by the traffic analysis. This is preliminary design in nature and was established to gain a better understanding of how the additional lanes on US 40 could be added and how each of the new intersections could look and operate. Limits of impacts were also established to demonstrate overall extents of the suggested improvements.

Preliminary design plans are available for download on the CDOT project website. These plans incorporate short and long-term recommendations and offer some recommended access modifications along US 40. These plans are simply a starting point, and a means to solicit your feedback. Please take time to review these plans and submit your comments regarding what you support or would like to suggest to do differently.

It is important to point out that the the US 40 corridor is approximately 2 ½ miles long and broken up into more-or-less, 3 slightly different and unique segments of roadway typical sections to match the surrounding context.

Urban Typical Section

US 40 - URBAN
TYPICAL SECTION
(BETWEEN CR 72 AND CR 8)



LOOKING WEST TOWARD TABERNASH

Urban Typical Section

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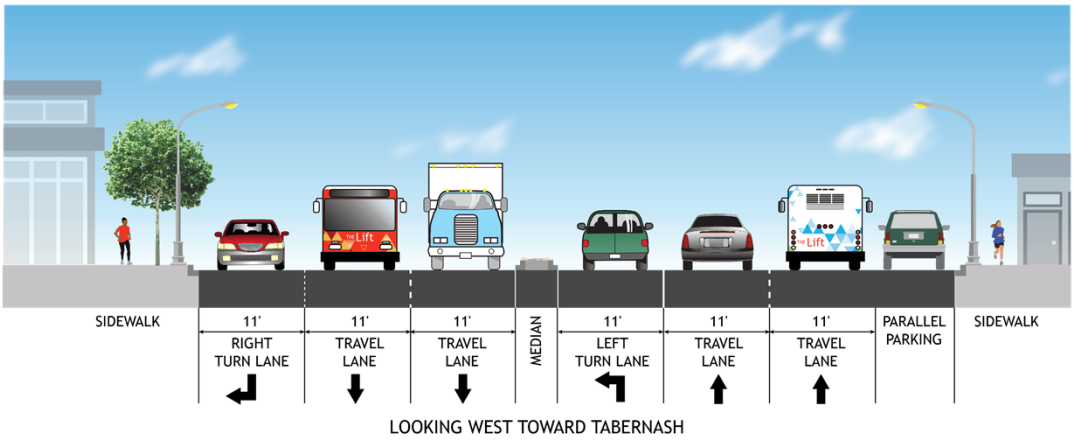
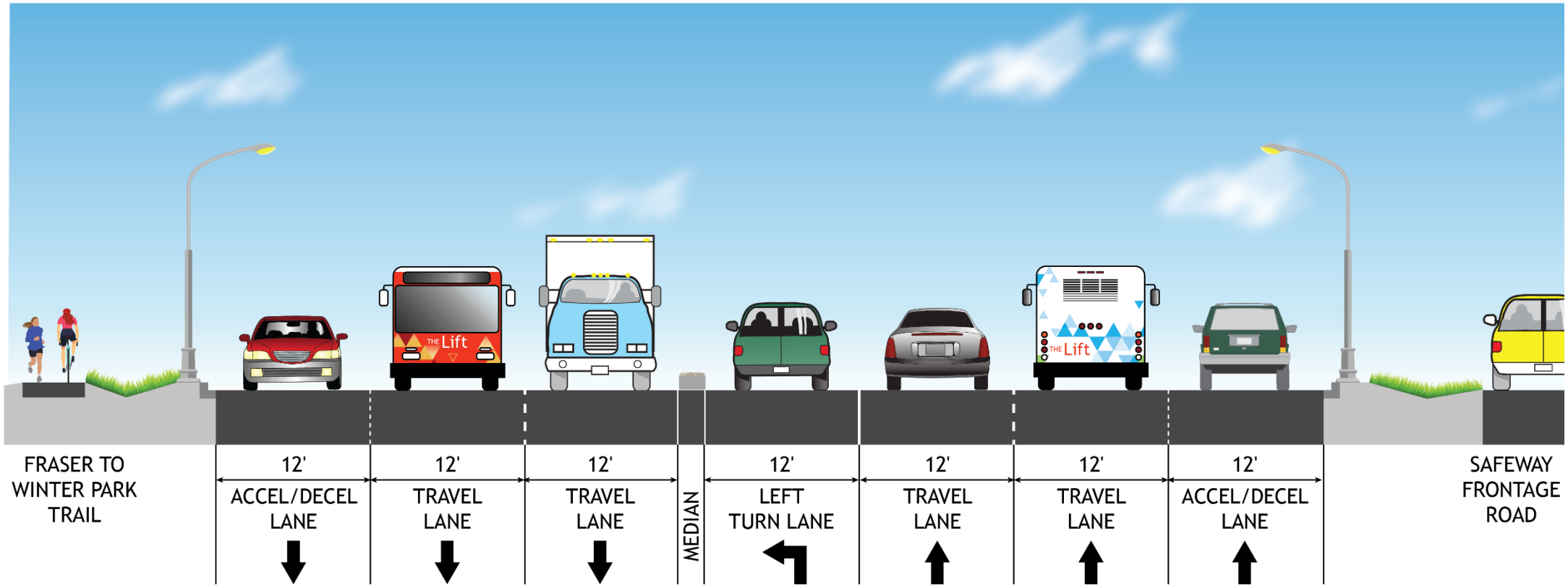


LOOKING WEST TOWARD TABERNASH

The Urban Downtown Core is the first segment, that is located between CR 72 and CR 8. This stretch of US 40 has the lowest posted speeds, multiple tightly spaced intersections with direct property access points in between, on-street parking and heavy pedestrian activity.

Urban Resort Typical Section

US 40 - URBAN RESORT
TYPICAL SECTION
(BETWEEN CR 72 AND OLD VICTORY ROAD)



LOOKING WEST TOWARD TABERNASH

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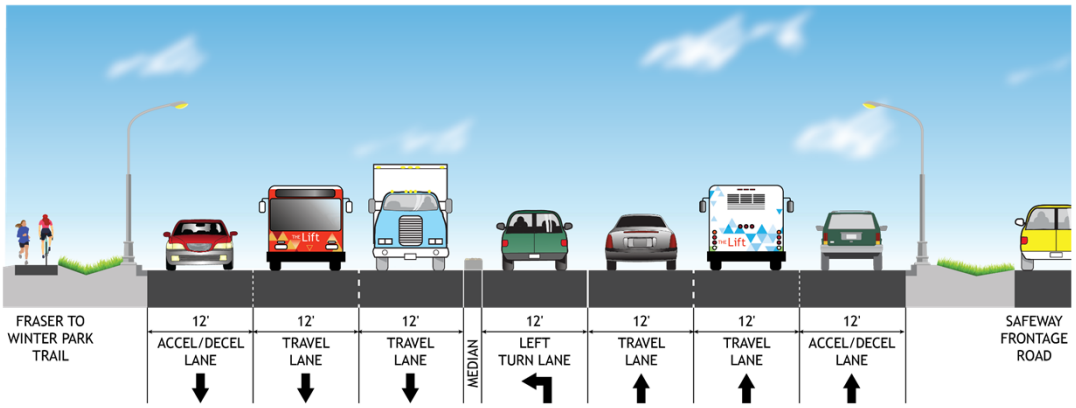
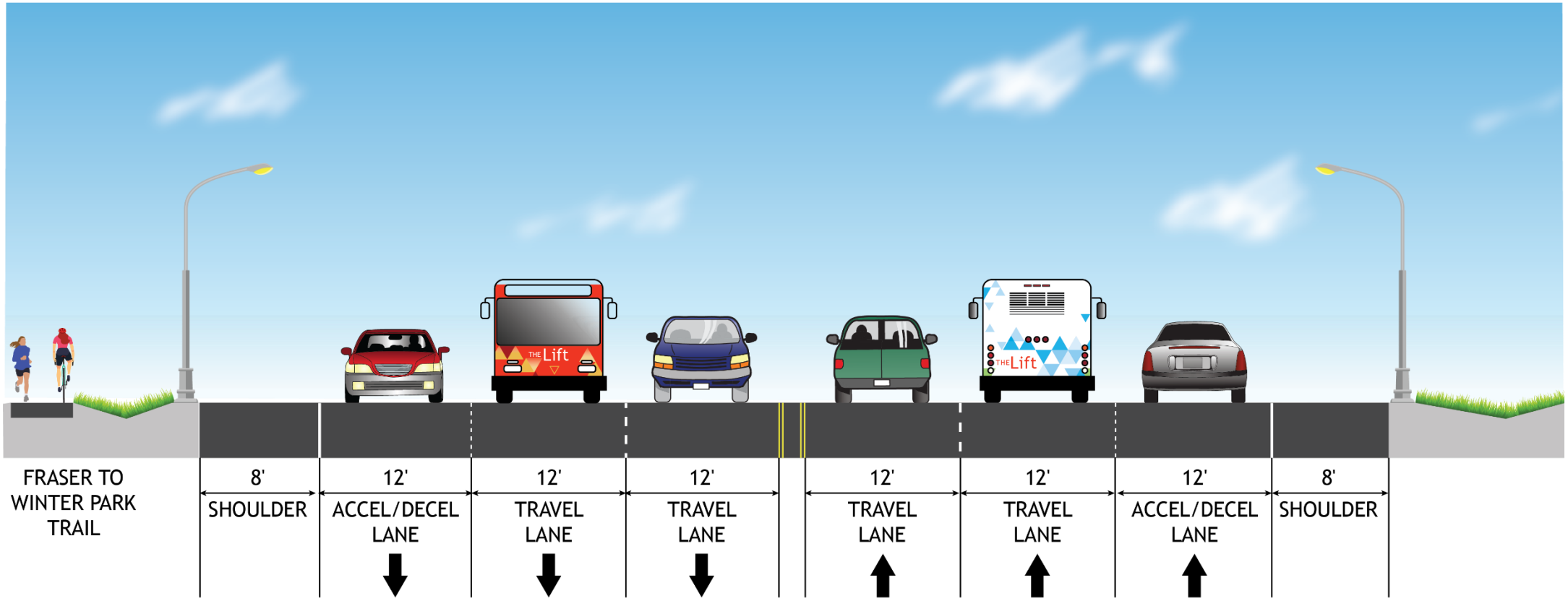


LOOKING WEST TOWARD TABERNASH

The second segment is the Urban Resort Typical Section that is located between CR 72 and the east side of Old Victory Road. This segment has far less direct access to US 40, no on-street parking and has a dedicated recreation path that connects the Town of Fraser with the Town of Winter Park.

Rural Typical Section

US 40 - RURAL
TYPICAL SECTION
(BETWEEN RENDEZVOUS ROAD AND OLD VICTORY ROAD, WEST OF CR 8)



LOOKING WEST TOWARD TABERNASH

Rural Typical Section

US 40 - RURAL
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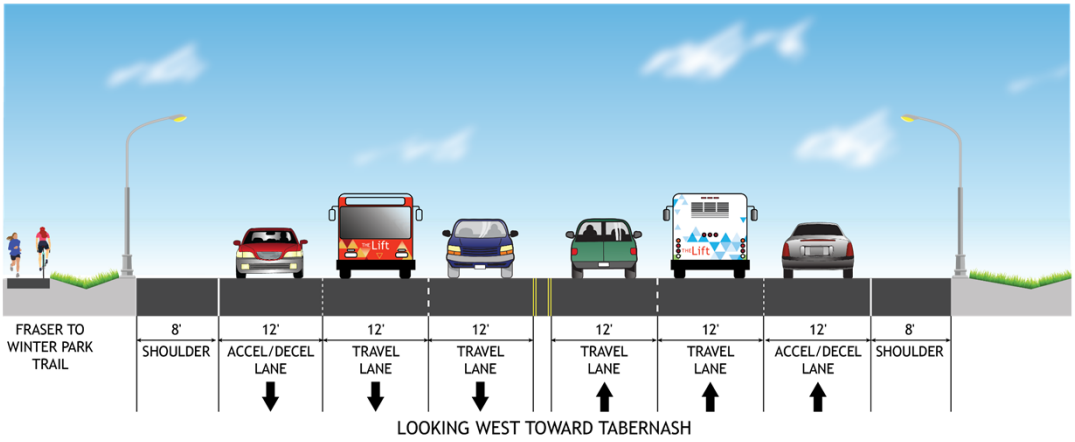
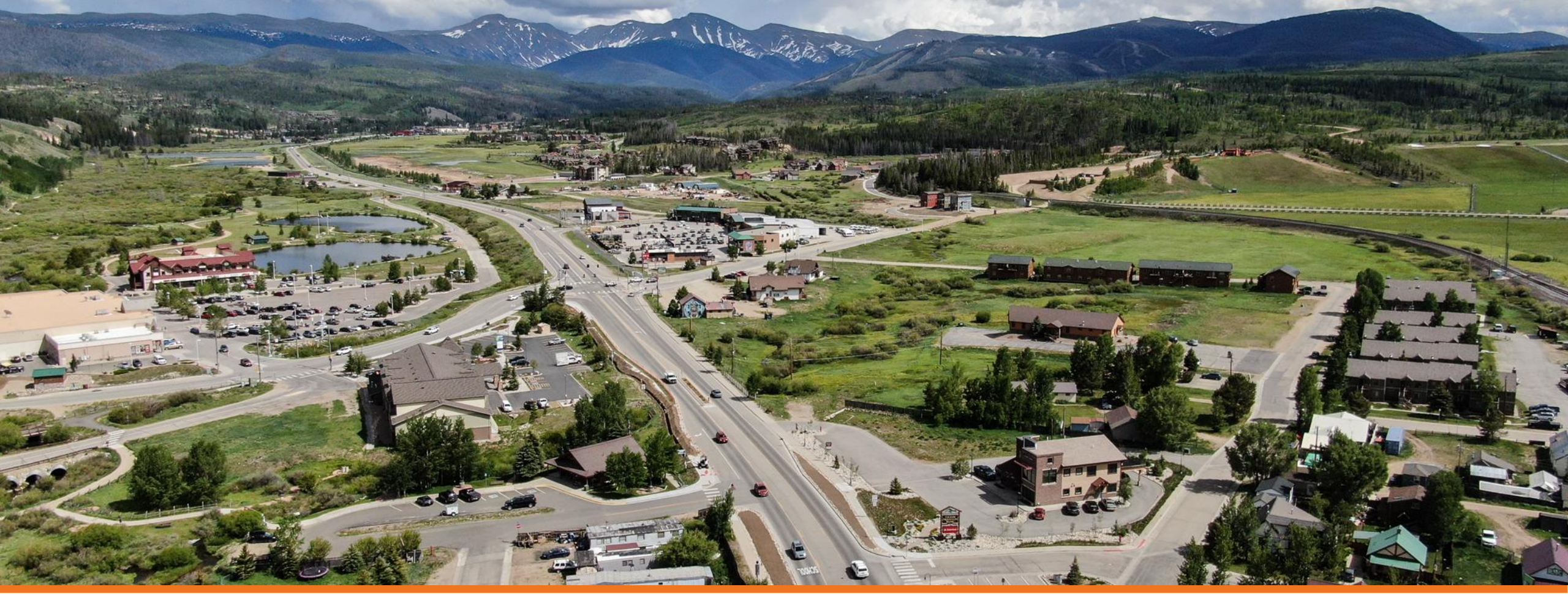


The third segment is a Rural Typical Section that is located between the east side of Old Victory Road up to Rendezvous Road and the west side of CR-8 towards Tabernash. These rural segments are the highest posted speeds and are more rural in context with no roadside curb and gutter but rather dirt drainage ditches similar to what exists today.



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Next Steps

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- Document comments received from this Virtual Public Engagement
- Prepare cost estimate of recommended improvements
- Archive project materials
- Identify and secure funding opportunities to complete environmental clearance, design and construction

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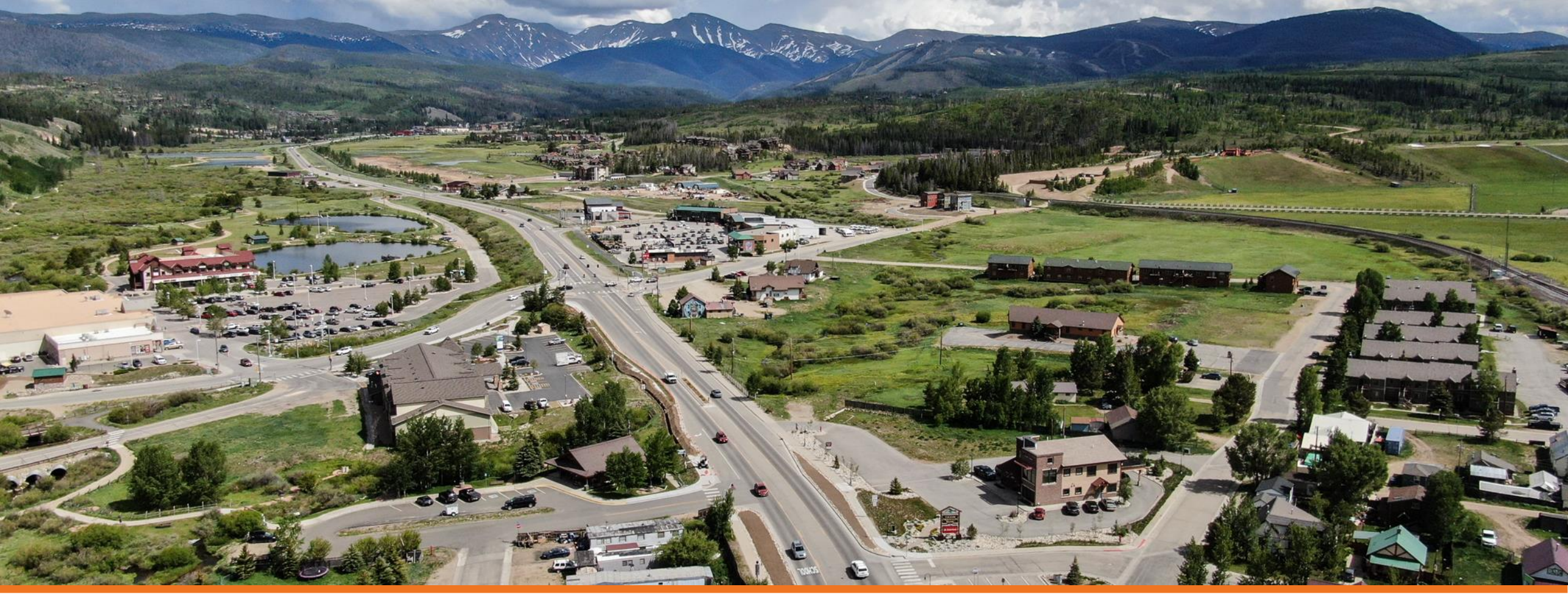
Final design and associated environmental work will not commence until funding has been identified.

Timing for project construction will depend on when CDOT secures construction funding.



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Public Feedback

Comments and Questions

We Want Your Feedback!

Please submit your comments regarding the US 40 Fraser project by email to US40FraserProject@gmail.com by close of business August 7, 2020

Project Website: https://www.codot.gov/projects/us40fraserstudy/css-process-virtual-public-engagement

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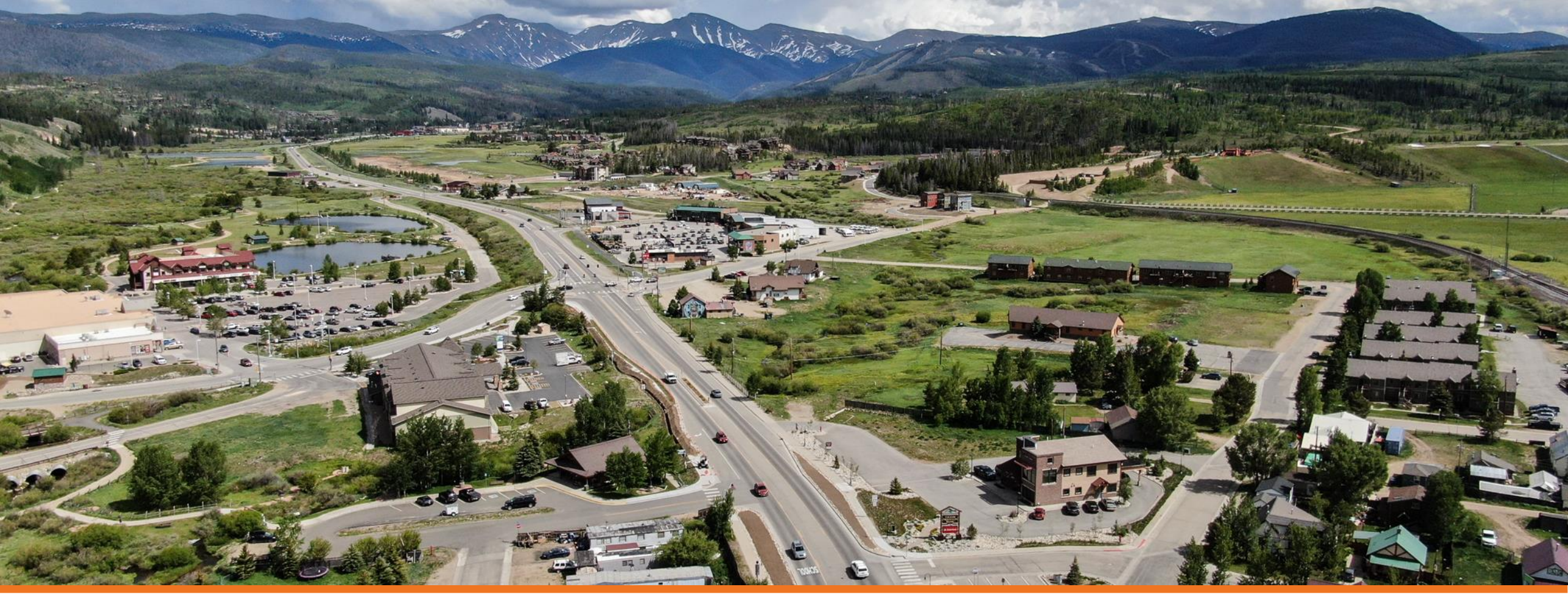

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Thank You!