



**PUBLIC WORKS COMMISSION**  
Regular Meeting

**Date:** January 5, 2015

**Meeting Called to Order:** 5:30 p.m.

**Meeting Adjourned:** 6:58 p.m.

**Present:** Steven Peterson, Langford Jordan, Mike Riedmuller, Martin Karol, Richard Follmer, Jacob Kuntz

**Staff Present:** Bob Goebel, P.E. Public Works Director; Dan Sailer, P.E., Assistant Public Works Director; Ryan Germeroth, Transportation Planning & Traffic Engineering Manager; Tom Reiff, Transportation Planner; Linda Angus, Administrative Supervisor

**Absent:** Robert Wells, Renee Valentine (Council Rep)

ITEM/SUBJECT	ACTION/BY	DISCUSSION/REPORT
Call to Order	Steven Peterson, Chair	Meeting was called to order. A quorum was present.
Minutes	Motion made by Commissioner Langford Jordan; seconded by Commissioner Mike Riedmuller	It was motioned, seconded and approved by the Public Works Commission to accept the action minutes of August 4, 2014. Motion carries unanimously.
Discussion/Direction: Neighborhood Traffic Calming Program	Tom Reiff	<p>The purpose of this item is to receive a recommendation from the Commission to Town Council on the Neighborhood Traffic Calming (NTC) program and whether to: 1) amend the program based on lessons learned from previous projects; 2) leave the program as is; or 3) eliminate the program. The program has been in play since 2006 when two projects were brought to the attention of the Public Works Department. A formal program policy was then adopted by Council in 2007 which was amended in 2012. Tom discussed with the Commission the amendment that was made in 2012 to the program policy and the different projects that were accomplished during this timeframe that triggered the amendment. Council has funded this program each year with a budget of \$25,000.</p> <p>This program is championed by the neighborhood; staff does not go looking for these projects. When a project is brought to staff, they take the "3E" approach; Enforcement, Education, Engineering. The</p>

		<p>NTC team consists of staff from Public Works, Police, Fire, Development Services and Community Relations. In order for staff to have parameters when they look at a project, a minimum threshold criteria was established; 85<sup>th</sup> percentile speed of 30 mph or more <b>and</b> 500 average daily vehicle traffic (ADT), or 20% determined to be cut through traffic. Tom discussed how this is determined.</p> <p>Between 2006-2008, the Town implemented four traffic calming projects and since 2010 staff has had 22 inquiries for traffic calming in which only three met the established criteria and only one project was actually implemented for traffic calming measures. Staff has found that most of the time it is a few people that have the perception that someone is speeding through their neighborhood and when they are presented with the report stating that their street does not meet the established criteria, they are concerned that nothing will be done. That is when staff talks to them about the educational portion of the program (i.e. traffic treaties, yard signs, word-of-mouth among the neighborhood, etc.). Tom discussed with the Commission the five traffic calming projects that have been implemented.</p> <p>Dan Sailer discussed the program and how it has evolved to what it is today. Early in the program, the projects were consensus driven. Currently, it is the consensus of the committee but the final decision of which treatment is by a vote of the people who actually live on the street. Town staff is purely facilitators. Staff devotes a lot of time to planning, engineering and construction of the treatment. The Commission discussed the staff time that is utilized for this program. If a process wasn't in place, it would be difficult to deal with these traffic calming issues. Staff's role is not to satisfy all those residents involved, it is to facilitate the process. It was felt that the HOA needs to be involved in the process but if they don't want to get involved, that shouldn't affect the neighborhood in progressing through the process. Staff feels that traffic calming issues should start to die off since</p>
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	<p>Motion made by Commission Chair Steven Peterson; seconded by Commission Vice Chair Langford Jordan.</p>	<p>many of the issues that they are dealing with are now discovered during the plan review phase of the development.</p> <p>It was motioned, seconded, and approved by the Public Works Commission to recommend to Town Council that the Neighborhood Traffic Calming Program be continued and any amendment to this program, based on feedback and experience gained from previous projects, would be presented to the Commission for their consideration.</p>
<p>Introduction of Ryan Germeroth</p>	<p>Dan Sailer</p>	<p>Dan Sailer introduced Ryan Germeroth as the new Transportation Planning &amp; Traffic Engineering Manager. This position is a promotion for Ryan as he was our Traffic Operations Engineer. Before Ryan came to work for the Town, he was with Felsburg, Holt and Ullevig consulting firm. He serves as the Secretary/Treasurer for the Institute of Transportation Engineers (ITE) and has a Master's degree in Civil Engineering and is a Professional Engineer. Obviously, Ryan is very well qualified for this position and we are excited to have him on board. The Commission congratulated Ryan on his promotion and look forward to working with him.</p>
<p>Projects Update</p>	<p>Bob Goebel</p>	<p>An overview of the current Public Works projects/programs was provided to the Commission in their packet.</p> <p>Bob Goebel distributed the Transportation Supplemental Report–Five Year CIP Strategic Plan that was approved by Council on January 27<sup>th</sup> and a memo from Mark Stevens, Town Manager, outlining the CIP items that were approved for all the departments within the Town. Commission decided to review this and discuss any items in question at the next Public Works Commission meeting. The Commission did ask for clarification of the Wolfensberger pedestrian bridge that will connect Miller Park with the Meadows and Ridgeline open space and trail system. Bob explained that Ridgeline open space and trail system has approximately 13 miles of trails and, at this time, there is no direct connection between the open space and Miller Park so this pedestrian bridge will provide that</p>

		<p>connection for residents.</p> <p>Public Works has been successful with obtaining grants this year. Staff is 99% sure that the Town now has two projects selected to receive monies from the Denver Regional Council of Governments (DRCOG) consisting of; 1) the reconstruction of Meadows Parkway (US85 to Meadows Boulevard) and; 2) a \$2M grant for the Founders Parkway/Allen Way intersection improvements. The reconstruction construction of Meadows Parkway is expected to occur in year 2017, and the construction of the Founders Parkway/Allen Way intersection in 2019. Staff also received preliminary approval for several traffic signal equipment purchase grants also from DRCOG. These include the upgrade of communications along some of the signalized corridors from a dial-up connection to a high speed connection. In addition, money has been allocated for the upgrade of the central software system that is used to monitor and operate the Town's traffic signal system remotely from the Service Center. The funds received from DRCOG will help to offset the cost of the materials needed to complete these projects. Staff would like to thank Tom Reiff and Ryan for all their hard work in obtaining these grants.</p> <p>Staff is currently working with the Colorado Department of Transportation (CDOT) on access for the Promenade development re: the roundabout. CDOT is not satisfied with the traffic study that the developer provided. This has become a real challenge. Bob and Dan will be meeting with CDOT, Federal Highways Administration (FHWA), and Douglas County on Tuesday to see if we can't move this along as it is a critical element to the project.</p> <p><i>Why has the date on N. Meadows Extension Project been extended?</i> The original target date of December 2015 was based on the developer for the Promenade being able to accept some of our dirt. Some of the delays associated with the Promenade development facilitated that to be pushed back so we are</p>
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Council Comments	Renee Valentine	Absent
Commission/Staff Comments/Concerns		<p><i>Is there anything that can be done from a Public Works perspective regarding the parking on Auburn?</i> The current approach that we have been taking is parking is allowed to occur on the street as long as the sight distance is adequate and parking is not blocking a travel lane.</p> <p><i>The associated apartment complex charges for parking and it is also Section 8 housing so they shouldn't be charging for parking. Can Public Works check on this?</i> We will discuss this with Development Services and see what can be done.</p> <p>Update on the Quiet Zone – The Quiet Zone will be going to Council in March for discussion. Douglas County has offered 50% of the construction costs to help get this off the ground if we include the two private crossings on Atrium and Fifth. The Town will have to fund the rest of construction, the maintenance and liability insurance.</p> <p>Commissioner Richard Follmer would like to make two speed limit recommendations: 1) Woodlands Blvd/ Scott Blvd: Increase from 30mph – 4 lane median divided road seems like 35 might be a better speed limit; and 2) Ridge Road (Fifth Street to Plum Creek Pkwy): Decrease the 45mph speed limit. Moving southbound on Ridge Road from Fifth Street, it is a relatively short distance from Fifth to the first roundabout at Enderud where the speed limit drops from 45 mph to 20 mph. After</p>

		<p>exiting the Enderud roundabout, the speed limit increases to 45 mph where again it is a relatively short distance before you enter the second roundabout at Plum Creek Pkwy where it again drops to 20 mph. A more balanced speed limit through this area may be more appropriate. Staff will look into performing an engineering evaluation as this has to be completed before we can make any changes.</p>
Adjournment	Steven Peterson	<p>There being no further business, the meeting adjourned.</p>