



PUBLIC WORKS COMMISSION
Regular Meeting

Date: July 1, 2013

Meeting Called to Order: 5:31 p.m.

Meeting Adjourned: 6:49 p.m.

Present: Mike Riedmuller, Kenneth Brink, Langford Jordan, Brian Logan, Martin Karol; Robert Wells, Steven Peterson; Joe Procopio (Council Rep)

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

ITEM/SUBJECT	ACTION/BY	DISCUSSION/REPORT
Introduction of New Transportation Planner – Bob Goebel		Bob Goebel introduced our new Transportation Planner, Tom Reiff. Tom will be helping us with planning transportation systems throughout the Town and will be the contact for the Traffic Calming Program. Tom has experience in Greenwood Village and Ft. Collins in working with development review. He has experience in regional planning, local planning and traffic impact studies. He also has done work with DRCOG in their grant applications. Welcome Tom!
Call to Order		Mike Riedmuller, Chair, called the meeting to order. A quorum was present.
Public Comment on Items Not on the Agenda		None
Minutes	Motion made by Commissioner Brian Logan; seconded by Commissioner Langford Jordan	It was motioned, seconded and approved by the Public Works Commission to accept the action minutes of June 3, 2013. Motion carries unanimously.
Resolution No. 2013-xx: A Resolution Approving an Intergovernmental Agreement between the Town of Castle Rock and the Board of County Commissioners of the County of Douglas, State of Colorado, regarding funding for a portion of the North Meadows Drive Extension to US85 and I-25 Project – Bob Goebel		This agenda item is to recommend to Council to approve an Intergovernmental Agreement (IGA) with Douglas County to help us with the construction costs for the N. Meadows Drive Extension Project. Douglas County will be contributing \$10.5M to the cost of the project; specifically the area between US85 and I-25 which is the regional element of the project. Originally, when this project was started, the limit of the project was to US85. As we got going with the project working with CDOT and Douglas County, it became evident that the better outcome would be to extend it to I-25. The County has helped pay for the environmental assessment and has been our partner the entire

		<p>way. We are really grateful that they continue to step up and help us pay for the construction aspect. This item will go before the Town Council tomorrow night and the Douglas County Commissioners next week.</p> <p><u>Questions</u></p> <p><i>In the memo it is referenced that the commitment is for two years but in the IGA it looks like it is open ended so their commitment is for as long as the project takes, is that correct?</i> Yes, but we plan on getting it done over a two year time period. This is critical because the funding technically is only allowed to be spent every year so the County has to reappropriate funds every year just like the Town does.</p> <p><i>In the agreement there is certain right-of-way (ROW) that has to be acquired by the Town and later in the agreement it states that if that doesn't happen the deal falls apart. How far are we away from acquiring the necessary ROW?</i> This project has been approved by the Federal Government, the State, the County, and the Town; therefore, we have to follow the established process which is paying fair market value or just compensation for the ROW we acquire. The court system will either award the Town possession and then figure out evaluation at a later time or the Court would rule that you can't have possession until you figure out proper just compensation. Because there is a public need demonstrated for this project, typically they rule in possession and figure out the details later. The likelihood of us not acquiring ROW is very slim. Dan Sailer distributed a draft schedule that demonstrates a timeframe with and without condemnation. The Town is on track to have the full ROW cleared and acquired by early next year.</p> <p><i>At one time Castle Pines Village and Castle Pines itself was very vocal about their opposition to this project. Haven't heard much lately; has this disappeared?</i> The Town was very thorough in the environmental assessment process and the Finding of No Significant Impact (FONSI) which is a specific finding by the Federal Government. Once that was signed by the Federal Highway Administration; everything got really quiet. We have had a few property owners voice their opinions but we have dealt with them through the public process during our open houses.</p>
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	<p>Motion was made by Commissioner Langford Jordan and amended by Commissioner Robert Wells; seconded by Commissioner Martin Karol</p>	<p>I move to recommend that the Town Council approve Resolution No. 2013-xx.: A Resolution approving an Intergovernmental Agreement between the Town of Castle Rock and the Board of County Commissioners of the County of Douglas, State of Colorado, regarding funding for a portion of the North Meadows Drive Extension Project to US85 and I-25. Motion carries unanimously.</p>
<p>Discussion/Direction: Implementation of a Quiet Zone for the Union Pacific RR Crossings in Downtown Castle Rock – Bob Watts</p>		<p>There has been discussion about establishing a Quiet Zone through the downtown area since 2009. It would cover three crossings; 2nd Street, 3rd Street and 5th Street of the UPRR. These are the only three public crossings that we have within the town limits, the rest are private. Residents have asked why the Town doesn't restrict the use of the horn within the town limits – we can't. It is a Federal Law that they have to blow the horn and it has to be blown in a certain sequence. In 1996, this law was amended to allow counties and towns to enact quiet zones. Every crossing has risk factor that is based on volume of trains, volume of traffic, number of lanes, and general design of the crossing. If you are going to request a quiet zone, you have to be able to show that you haven't increased that risk factor at the crossing; it has to be just as safe with or without the horn. The Town has looked at these three crossings and a number of supplemental safety measures (SSM) and brought this information to Council. It was decided that the four quadrant gate system would be best suited for the 2nd and 3rd street crossings. Mr. Watts explained the four quadrant gate system. In 2010, Council approved getting cost estimates for the two systems and it came back at about \$750,000 for both crossings with a maintenance cost of \$10,000/year. The UPRR only allows these cost estimates to remain in effect for six months and then they expire. In the 2010 budget deliberations for the 2011 budget, Council did not approve any funding for this project. We then went back to the UPRR and asked them to postpone the project. Now Council would like to revisit this project for the 2014 budget. The Town has authorized UPRR to spend up to \$5,000/crossing to update these cost estimates. Staff was hoping that these would be complete for this meeting but UPRR has told staff that they will not be able to get these done until sometime in July. As it stands right now, the funding for this project would not come out of the Transportation Fund but rather a discretionary</p>

		<p>fund from the Council. If Council decides to proceed with this after the revised cost estimates are received, the Town would have to make payment probably in the amount of \$350,000 which would represent approximately half of the total cost. Again, we would have to see how the contract is written and what the revised costs will be. There are parts of the Town that have a great impact with this horn noise and others that don't. The Downtown Development Authority (DDA) recommends that this project proceed because they feel like redevelopment of the downtown area is hindered by the horn noise.</p> <p>Mr. Watts talked to the Commission about the different options that had been discussed; closing one of the crossings, making 2nd and 3rd streets one-way pair, installing wayside horns which are not blown from the train but from the crossing allowing a more concentrated amount of noise in a smaller area.</p> <p>We are asking the Commission to make a recommendation as to whether we should go ahead and proceed with this project; not to approve the funding. This will not be presented to Council until we receive the cost estimates.</p> <p>Mr. Procopio talked about the Miller Park running into a \$4M shortfall so we have to find how we are going to come up with those funds. Plus we have a piece of property north of the Outlet Mall that the developer wants some financial help to develop that – where is that money going to come from? We have a lot of budget considerations that we are going to be discussing the next couple of months. Bob Goebel mentioned that Council has designated the N. Meadows Drive Extension Project as the number one transportation project. So Public Works has scaled significantly back on our capital projects to put money into this project. Also, we just authorized \$22M in bonds to help pay for this project. Anything beyond the bonds, beyond the \$10.5M from Douglas County, beyond the \$4.6M from CDOT, is cash the Town needs to come up with whether by the Public Works transportation fund or other Town funds. Without knowing the final price for the N. Meadows Drive Extension project and the entire ROW associated with that, we don't know if the quiet zone will impact a Public Works project at this point.</p>
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	<p>Motion made by Commissioner Ken Brink; seconded by Commissioner Martin Karol</p>	<p>Commissioner Rob Wells commented that with the focus on the N. Meadows Drive Extension Project and if we add more projects that is competing with that and the regional park; it's too much money for the Quiet Zone Project at this time.</p> <p>Commissioner Langford Jordan can see a good case for this project making the downtown more appealing but also more available for community events. It is a lot of money and it bothers him that there is no business group that stepping up. "It's easy to be in favor of something if you don't have to put any money towards it."</p> <p>It was motioned; seconded and approved by the Public Works Commission to defer making a recommendation to Council at this time and reschedule this item when the revised cost estimates are received from the UPRR. Motion carries 4-2 (Commissioner Logan had to leave before motion was made.)</p>
<p>Discussion: 2012 Motor Vehicle Accident Report – Bob Watts</p>		<p>Bob Watts gave an overview of the Annual Accident Report for 2012. Every year, since 2004, Public Works compiles accident statistics from Police reports and creates a summary report. This report is generated primarily for public interest but also to assist the individual departments to help them identify locations where the infrastructure could be the contributing cause toward accidents and for them to address any trends that might be developing. There are three reasons why accidents occur, driver behavior, vehicle maintenance, and infrastructure conditions. Public Works uses statistical modeling to identify the locations where corrections to the roadway environment may enhance safety; perhaps by improving maintenance, sight distance, signal timing, design, etc. Mr. Watts discussed with the Commission the total reported accident trends from 2004-2012.</p> <p>The highest accident locations in Town controlled intersections are: Factory Shops/New Memphis and at Plum Creek/Wilcox. On CDOT controlled intersections there has been more accidents at the intersection of US85/Factory Shops (majority being rear end accidents). Allen Way had a large increase in accidents but there is more commercial development there now which adds more traffic to that intersection. This information will be forwarded to CDOT. CDOT does have a proposed project for Meadows</p>

		<p>Pkwy to add another lane eastbound on Meadows Pkwy from Factory Shops up to the I-25 northbound on ramp. This should improve traffic flow through this corridor.</p> <p>It should be noted that CDOT did make some improvements to the SH86 and Crowfoot Valley Road intersection by changing the signal operation so that the Founders left turn movement is only permitted on a protected phase instead of protected/permissive phases, which has reduced right angle and left turn accidents.</p> <p>The Commission appreciates this study being completed each year and feels that it is a good tool in improving safety on Town roads. This information will be presented to the Public Safety Commission and will be provided to Town Council at their August 6th meeting. Once presented to Council, it will be put on the website for public information.</p>
Projects Update – Bob Goebel		<p>An overview of the current Public Works projects/programs was provided to the Commission in their packets. Commissioner Rob Wells wanted to know what the traffic control plan is for the remainder of the Enderud Reconstruction Project. Bob will talk to the project manager and get back to him.</p>
Council Comments – Joe Procopio		<p>Mr. Procopio discussed the development that is proposed in the area north of the Outlet Mall. The Town has been in negotiations with a developer for a long time. Negotiations are still taking place regarding tap fees, tax incentives, etc. to make it more feasible for them to develop that area. Those negotiations should be completed sometime in August. Once all of this is put into place, this development is going to be twice the size (in square footage) of the Outlet Mall and will be a major contributor to the Town.</p>
Commission/Staff Comments/ Concerns		None
Adjournment		There being no further business, the meeting was adjourned. Next meeting August 5 th .