



PUBLIC WORKS COMMISSION
Regular Meeting

Date: October 7, 2013

Meeting Called to Order: 5:34 p.m.

Meeting Adjourned: 6:51 p.m.

Present: Mike Riedmuller, Brian Logan, Martin Karol, Robert Wells, Kenneth Brink, Joe Procopio (Council Rep)

Staff Present: Bob Goebel, P.E., Public Works Director; Dan Sailer, P.E., Assistant Public Works Director; Bob Watts, Linda Angus, Administrative Supervisor

Absent: Steven Peterson, Langford Jordan

Guests: CDOT: Alazar Tesfaye, Paul Scherner, Clark Roberts – *Muller Engineering:* Kenneth Ryan – *Town Council:* Mark Heath – *Residents/Business Reps:* Michael Scheckiel, Joe Morian, Tim Hadjis, Linda Ryan, Julie Ousley, Lori Goracke, R. Doug Bishop, Steven Long, Brandon McCrary, Mark Costello, Craig Lofton, Mark McPherson, Robert Blackwood, Donna Blackwood, Michael Robinson, Dr. Brian Harward

ITEM/SUBJECT	ACTION/BY	DISCUSSION/REPORT
Call to Order		Mike Riedmuller, Chair, called the meeting to order. A quorum was present.
Minutes	Motion made by Commissioner Rob Wells; seconded by Commissioner Martin Karol	It was motioned, seconded and approved by the Public Works Commission to accept the action minutes of September 9, 2013. Motion carries unanimously.
Presentation: CDOT's Proposed Improvements to the Meadows Pkwy/Founders Pkwy Corridor and on the Design Alternatives for the Founders Pkwy/Allen Way Intersection - CDOT		<p>CDOT has been planning a project along Founders Pkwy (SH86) for a few years now due to the rapidly deteriorating surface. Along with this project, CDOT is looking for improvements they can make along the Allen Street/Founders Pkwy intersection since this has been a problem for quite a while. CDOT did an extensive evaluation of this intersection and the adjacent signals affected by the improvements they are proposing. The network includes northbound off ramp of I-25, Allen Way, Milestone Lane, Front Street, and Founders Pkwy. The analysis and findings include how this network performs comparatively one alternative to the other.</p> <p>Two alternatives are suggested by CDOT:</p> <ul style="list-style-type: none"> • Alternative 1A: This restricts northbound and southbound traffic, through traffic, and also northbound and southbound

		<p>left turning traffic at Allen Street/Founders Pkwy. It does allow left turns eastbound and westbound and also the right turning traffic northbound and southbound. There are some advantages to this in terms of managing traffic between the two signals and between the northbound off ramp and Allen Way. The 165' separation between the two signals is getting very difficult to manage.</p> <ul style="list-style-type: none"> • Alternative 2A: This alternative retains full movement with an addition of a double left turn lane onto Allen Way. This mitigates the left turn spillover that is occurring now that blocks a lane on Founders Pkwy. One of the issues involves the need for additional right-of-way. <p>CDOT showed the network using a traffic simulation. The focused area was Allen Way/Founders Pkwy modeling to US85 to the west and Crowfoot Valley to the east. They expressed the reasoning for their recommendation of 1A being safety. In the last five years there have been 100 accidents at this intersection. Alternative 1A reduces conflict points with eight compared to the 32 for Alternative 2A and only two crossing conflicts for 1A compared to 16 in 2A. Given the reduction in the conflict points, there is an assumption of a potential accident reduction of 35% with 2A only reducing accidents by 16%. Another advantage of 1A is the increase in signal timing through the intersection which is important because future modeling shows an increased amount of traffic on the I-25 off ramps. One problem with 1A is the stack up of cars existing out of Milestone Lane onto Front Street. With 2A the signal timing would not be increased and once exiting I-25, you would have to stop again.</p> <p><u>Questions</u> Did CDOT look at the impacts of diverting traffic up Allen Street due to the restricted left turn lane at Allen Way? CDOT did not assess impacts as the modeling did not extend to that section. Bob Goebel</p>
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		<p>stated that staff had also shared these concerns with the CDOT team. While CDOT had looked at the system as a network in a the way the general traffic low pattern is converted, they did not look at all the diversions and do a specific analysis on the intersections or the cues and impact to the King Soopers Center at the Milestone/Front Street intersection. These questions came up in the meetings and open houses and were not adequately addressed and still not addressed tonight. The alterative 1A handles more traffic through the CDOT system but it diverts traffic to the local system. That's the primary reason staff supports 2A.</p> <p><i>Did CDOT tweak the signal network? Yes, CDOT optimized the signal network to try to get as many vehicles through as possible. Due to the tight intersection spacing in between the northbound off ramp and Allen Way, there's always a give and take; you can get cues to clear from one direction but it would make it worse for the opposite direction.</i></p> <p><i>Based on the modeling and the flow of this area, is there any new intersections or future projects coming on line that would service the area that would affect this traffic being alleviated? CDOT used the traffic volumes generated by the environmental assessment for the North Meadows Extension Project. Other than that project, they are not aware of any projects to the east. It is expected that traffic volumes will increase due to the anticipated growth.</i></p> <p><i>What is the cost difference between 1A and 2A? Right-of-way purchase makes 2A more expensive. 1A allows us to stay within existing perimeters.</i></p> <p><i>Did the model show what kind of cuing would happen onto Front Street with parties coming out of the King Soopers Center at Milestone Lane onto Front Street to head over to SH86? Yes, that was modeled; cue in 1A was longer by 15%.</i></p>
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		<p>the traffic going in front of the Shoppes, getting out or even trying to get in would increase the problem we already have. I just wanted to make sure that you heard our concerns in support of 2A.</p> <p>Mike Scheckel, representing King Soopers Real Estate. King Soopers cooperates with CDOT all over the state. Between King Soopers and City Market we have 139 stores statewide. The Founders Pkwy/Allen Way intersection is certainly a congested situation but we under no circumstances will ever support 1A and will do everything we can to stop it! We have sent a letter to Town staff specifically diving into the model. CDOT has a very difficult job to do but we just disagree with some of their conclusions. We have had our own traffic consultant look into this and have a detailed letter to staff explaining some of the differences we have. We are not opposed to 2A and will support it. Another option that we would fully support is to study this more thoroughly in conjunction with or even after the exit to the north on I-25 is implemented. Taking a quick glance at our facility and where our customers are coming from, there would be a minimum of a 10-20% reduction in our overall business with option 1A and that translates to millions of dollars over the course of years lost to the Town just from our facility. Again, another reason why we cannot support 1A. We are not trying to throw rocks at CDOT, very difficult job, very difficult situation, very difficult intersection but to cut off that much access, is to us, unacceptable and at a minimum it would need to be studied in conjunction with other issues that have been brought up tonight. But if something has to be done in the immediate future, we will support 2A. 1A is not something we could support, in fact, we will obstruct in every way. We cannot take that hit in our business and in our shopping center – not practical.</p> <p><u>Commission Comments</u> Robert Wells: I feel the Commission</p>
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		<p>should oppose 1A for three reasons: 1) Safety - by increasing traffic volume in the King Soopers Center is a safety problem especially for pedestrians, 2) The impact on businesses, and 3) The re-routing of cars. It takes more time for residents and, as staff mentioned, it is moving a problem from this intersection to side streets that are not capable of handling the extra traffic especially on Allen Street. I would request the Commission support 2A.</p> <p>Ken Brink: Regardless of 1A or 2A, I am not in support of anything that would impact the businesses or increase traffic on side streets. There are other options to look at to find solutions that aid everyone.</p> <p>Brian Logan: Of the two alternatives proposed, I would be more in favor of 2A. I have a feeling that eventually there will be another store in the Meadows area that will reduce the traffic to this area. I have an issue with Milestone Lane/Front Street intersection – it is not capable of handling the traffic.</p> <p>Martin Karol: Would agree in supporting 2A. Different signal timing as an alternative to help with traffic is maybe something we would need to look at first and go from there.</p> <p>Mike Riedmuller: Would agree with what has been said. Using the two criteria that CDOT has put out there, being vehicle delay and vehicle stops, there is no question that 1A has a larger reduction than 2A. But I don't think that's the only two things that we can judge this project on. We need to be concerned with what's going on in terms of business access and what we are doing to the rest of the system. When we take into consideration those factors and the fact that we can change this later, if need be, 2A would be the better alternative to go with. If we polled everyone in this room that lives here in Castle Rock, I'm sure they would agree that this intersection is a challenge so achieving any reduction is a win and we will get some reduction with 2A.</p>
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		<p><u>Staff Comments</u></p> <p>Bob Watts: We don't doubt that the Founders Pkwy/Allen Way intersection will work better under 1A than 2A but at the same time what we have done is taken traffic off of a major road and put the traffic on either minor roads or minor movements onto a major road. Again, I still think that even though we only have a 10% diversion of traffic, that 10% diversion represents a major impact to the Milestone Lane/Front Street intersection and we don't really have any way to deal with that. It's not like we can go in there and add lanes! There are no improvements that can be made to that intersection other than through signal timing. At least with 2A we have the opportunity to put in another left turn lane. The diversion that we have coming out of the King Soopers Center will have to turn left at Milestone Lane onto Front Street then a triple left turn movement onto Founders Pkwy then you have to be a part of the through traffic at Founders Pkwy/Allen Way. Instead of one movement you have to be a part of three different movements. The amount of time you would save you've lost in making all those other movements and adding congestion to two other intersections. The Front Street/Founders Pkwy intersection already has significant problems. We don't doubt a lot of the logic but the impact to the minor streets and the minor movements would create problems for us with no way to resolve those problems.</p> <p>Bob Goebel: I just want to make everyone aware that this is a CDOT owned roadway and we are appreciative of them giving us a chance to comment on their project. We will take this input to Council along with the comments we received from the open houses. But CDOT controls this intersection and can do what they want but we hope they consider all the Town comments in their decision making. Council may make a recommendation to staff to prepare a resolution for elevating this to a higher decision making authority</p>
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	<p>Motion made by Commissioner Robert Wells; seconded by Brian Logan</p>	<p>than CDOT staff and you can certainly make a recommendation or motion to Council in any manner you see fit as a Commission. I think the Council would appreciate any help that they can get especially on this challenge.</p> <p>The Commission would like to thank CDOT for their presentation and would also like to thank the public for their participation.</p> <p>It was motioned, seconded and approved by the Public Works Commission to recommend to Town Council the Commission's support for Alternative 2A. Motion carries unanimously</p>
<p>Discussion/Direction: Downtown Wayside Horn Follow-Up – Bob Watts</p>		<p>At the Public Works Commission meeting in August, the Commission motioned that the implementation of the Quiet Zone was not their preference and deferred making a recommendation to Town Council regarding the wayside horns until they received the final cost estimates and the required liability policy was defined. Cost for the installation of wayside horns at 2nd 3rd and 5th would be \$294,000 with annual maintenance estimated at \$1360. We will not have a firm figure on the maintenance costs until we have a contract with our signal maintenance contractor. We are not even sure how much maintenance has to be performed. Our thought is visual inspections monthly and an inspection of the lights probably twice/year.</p> <p>The insurance issue is complicated. What we have found out is that there is two different insurances in play here; one policy at installation and also a general liability insurance policy. Insurance is needed at the time of installation is because of work being performed in the right-of-way. We can piggyback on the railroad insurance policy which would be somewhere in the neighborhood of \$1,000-\$1,500/year, however, we don't expect that it will take that long to install these horns. We still don't have a firm cost for the general liability policy. There are so many different ways that insurance companies look at general liability. There</p>

	<p>Motion made by Commission Chair Mike Riedmuller; seconded by Commissioner Robert Wells</p>	<p>is a list within the railroad contract of several different insurance sections everything from automotive to workmen's comp. CIRSA, the Town's carrier, said they have a problem with the general liability policy due to the \$10M per occurrence requirement. Our insurance deals with things on a demand basis and they describe their policies differently. CIRSA is going to go to one more underwriter to see what they say. So needless to say, we don't have that cost yet but everyone we have talked with believes it will be between \$2,000 to \$4,000/year.</p> <p>Staff will be going to Town Council on November 19 with this item so we still have another opportunity to come to the November commission meeting and hope we will be able to give you that information at that time.</p> <p>The Commission feels that this item has been discussed enough and would like to move on to a motion.</p> <p>It was motioned, seconded and approved by the Public Works Commission to recommend to Town Council to direct Town staff not to proceed with wayside horn project and not take the necessary steps for its implementation. Motion carries 4 in favor and 1 abstention.</p>
<p>Projects Update – Bob Goebel</p>		<p>An overview of the current Public Works projects/programs was provided to the Commission in their packets. The Commission wanted to know if the Town doing roadwork in the Meadows? The roadwork currently being done is widening Meadows Blvd. to four lanes between approximately Prairie Hawk Drive and Coachline Road. This work is being completed by Castle Rock Development Company (CRDC). They have met the trigger points outlined in their Development Agreement and are required to perform this work.</p>
<p>Council Comments – Joe Procopio</p>		<p>Joe gave the following updates to the Commission:</p> <ul style="list-style-type: none"> • The first reading for the 2014 budget will be October 22 with the second reading

		<p>the first Council meeting in December.</p> <ul style="list-style-type: none"> • Promenade (new business area north of outlet mall) – The newspaper said that this development is dead; it is not dead. It is moving forward with both legal teams working together to get the Metro district vote on the ballot for November. • Ice rink – There has been talk about the Parks & Recreation Department getting involved and making this a joint public/private enterprise. • Across from the ice rink is an old historical hotel. This is being modernized by White Construction (Tim White) and putting in a 150 seat theatre. This item was very high on the Town’s survey - residents would like to see some kind of downtown entertainment. Council has looked at Lone Tree and Parker entertainment centers and they are both running in the red which is a stopper for us. • There will be a special Council meeting on October 29 regarding the Urban Renewal Authority (URA). So if you are interested in learning about URA, this is where it will be taught! • Wedding District – The Town has invested money into this district which was going to be a major asset to the Town. They were going to have shops that sell wedding gowns that would be tied in with caters and flower shops. This district has been very weak and the Town is looking at what to do - maybe turn it over to private industry.
Commission/Staff Comments/ Concerns		None
Adjournment		There being no further business, the meeting was adjourned. Next meeting November 4, 2013.