



CORRIDOR IMPROVEMENTS



CORRIDOR STAKEHOLDER GROUP MEETING #2 MINUTES

Highlands Ranch Metro District
December 16, 2015

1. Introductions

- Project Team Presenters: Art Griffith, Roman Jauregui, Allan Brown, Jason Longsdorf, Lee Kellar, Kurt Kolleth
- CSG Members and Guests: See attached sign-in sheet

2. Debrief Public Meeting #1

- a. Jason reviewed the information shared at the November 19 public open house and informed the group that just over 30 people had attended. He asked the group for suggestions on ways to enhance public participation. They suggested the team explore the following addition actions/outlets:
 - Douglas County News Press <http://douglascountynewspress.net/>
 - HRMD Community Group through Jerry Flannery
 - Metro District e-newsletters
 - Facebook zip code ads
 - Eugene Howards 100 person email list
 - Wolhurst monthly newsletter
 - Variable message signs
 - Mailers to the property owners immediately abutting the corridor
 - Amy Sherman's email distribution list - or a meeting with a group of her corridor members

3. HRP-C-470 Project

- a. Continuous Flow Intersection (CFI)
 - The project team presented a CFI design concept being tested for the Town Center and Highlands Ranch Parkway intersections.
 - A couple simulations were shared including a YouTube video of Cedar Park
 - CSG suggested that a model be developed to visually compare the CFI to conventional intersection movements and queues for current and future traffic.
 - CSG also suggested providing it in US 85 context so impacts and turning movement restrictions could be identified.
 - CSG concerns included:
 - driver expectancy
 - repeated traffic stops for single movements
 - difficulty for bikes and peds to cross either US 85 or the cross-streets
 - Grace Presbyterian access
 - Art mentioned a possible future grade-separation for bike/ped traffic at the Highlands Ranch Parkway intersection.
 - The project team agreed to evaluate the need for a grade separation for bikes and peds.

- Art discussed access changes to the Grace Presbyterian church and discussed a possible left turn at the cross-over. Kurt suggested moving access north. Church reps suggested possibly utilizing a shared use access with the Equestrian Park and stated that they have plans to develop their parcels by 2040 for expansion and possible school.
 - No CSG members were fundamentally opposed to exploring the CFI, just that it's unique and the team would need to address the issues mentioned with special consideration given to reallocate the current access points in the area that might be impacted.
 - b. Bus stop locations/funding sources
 - The project team presented locations for bus stop, (re)locations and improvements
 - Jeff Case said HRMD has a franchise agreement for bus stops improvements and he will help us with that.
4. PEL Screening
- a. Level 1 Screening Results
 - Project team provided an overview of the results and the CSG generally concurred with the findings.
 - Dave Evans suggested we not eliminate the cycle track as it may be beneficial to provide a bike only connection from Sterling Ranch to destinations north.
 - b. Level 2 Screening Criteria and Alternatives
 - Project team presented the draft Level 2 alternatives including:
 - No Action (Complete FEIS/ROD approved improvements)
 - Segment A (CLR to HRP) – Expressway
 - Segment A (CLR to HRP) – Expressway with limited access
 - Segment A (CLR to HRP) – Split Pair
 - Segment A (CLR to HRP) – Bypass
 - Segment B (HRP to Titan) – 6 lane US 85 with $\frac{3}{4}$ access
 - Segment B (HRP to Titan) – 6 lane US 85 with RI/RO access
 - Segment C (Titan to SH 67) – 4 lane US 85 with access options at Airport, Delva and SH 67
 - Other considerations not precluded:
 - i. Congestion management: managed lanes, being able to accommodate autonomous vehicle enhancements
 - ii. Transit: bus , LRT or commuter rail
 - iii. Shared-use Path Issues
 - iv. Wildlife crossing at recommended locations
 - CSG discussion of Level 2 alternatives included
 - CSG members suggested that there should be a wildlife crossing in the vicinity of the equestrian access area.
 - Scott Rousch is Chatfield Park Manager and Justin Olson (CPW) suggested we coordinate with him for Chatfield State Park issues – especially for impacts north of Blakeland
 - It was also suggested that a second grade separated crossing may be desired south of the proposed Highline Canal crossing. Based on bike improvement option discussions, the CSG and project team agreed to

MEETING MINUTES

US 85 Corridor Improvements Highlands Ranch Metro District December 16, 2015

convene a bicycle task force before the next CSG meeting to discuss screening suggestions as well as big picture solutions (including cycle track, off road alignments and possible additional grade separated crossings south of the High Line Canal).

- If it's not done in the NEPA project, consider moving the church's $\frac{3}{4}$ access to the north adjacent to the equestrian area access (may need to be adjusted to avoid impacts to Army Corps land).
- A frontage road may be required to serve all of the residential uses on the east side of US 85 between Titan Road and Highlands Ranch Parkway (not just Chatfield Estates).

5. CSG Meeting #3:

- a. Main agenda item: Level 2 Screening Preliminary Recommendations
- b. Select CSG #3 meeting date.
 - i. Original date was January 21st and after the meeting was confirmed for Tuesday January 19th at 5:30pm
 - ii. CSG bicycle task force will meet immediately prior to that meeting at 4:30pm on Tuesday January 19th
- c. Public Meeting in early/mid February
 - i. This meeting is tentatively planned for sometime between Feb 8th and 19th. We expect to finalize a date by January 22nd.