

# NATA Board Meeting Minutes

March 23, 2017

7:30-9:00am

Adams County Economic Development, 12200 Pecos Street, Westminster

Welcome by Chair Herb Atchison and introductions.

## NATA Members (who signed in)

<b>Barry Gore</b>	ACED	<b>Brad Harvey</b>	Metro North Chamber
<b>Lynn Baca</b>	Brighton City Council	<b>Joyce Downing</b>	Northglenn Mayor
<b>Christopher Montoya</b>	Brighton Staff	<b>Brook Svoboda</b>	Northglenn Staff
<b>Randy Ahrens</b>	Broomfield Mayor	<b>Catherine Sanders</b>	SCMN
<b>Kevin Standbridge</b>	Broomfield Staff	<b>Erik Hansen</b>	SCMN
<b>Sean Ford</b>	Commerce City Mayor	<b>Karen Stuart</b>	SCMN
<b>Maria D'Andrea</b>	Commerce City Staff	<b>Will Drier</b>	SCMN
<b>Gary Behlen</b>	Erie Staff	<b>Eric Montoya</b>	Thornton City Council
<b>Mark Gruber</b>	Erie Trustee	<b>Kent Moorman</b>	Thornton Staff
<b>Daniel Dick</b>	Federal Heights Mayor	<b>Herb Atchison</b>	Westminster Mayor
<b>Jeff Moore</b>	Longmont City Council	<b>Debra Baskett</b>	Westminster Staff
<b>Shawn Lewis</b>	Longmont Staff		

## SCMN Members (who signed in)

<b>Mark Shotkoski</b>	NW Parkway	<b>Bob Marusin</b>	TSH
<b>Judy Lubow</b>	RTD	<b>Ina Zisman</b>	WSP/PB
<b>Ryan Sisson</b>	TSH		

## Agency Partners (who signed in)

<b>Stephanie Alanis</b>	CDOT	<b>Henry Stoppolecamp</b>	RTD
<b>Peter Igel</b>	CDOT	<b>Dave Genova</b>	RTD
<b>Andy Stratton</b>	CDOT	<b>Lindsey Smith</b>	RTD
<b>Doug Rex</b>	DRCOG	<b>Sherry Ellebracht</b>	RTD

## Guests (who signed in)

<b>Jeremy Rodriguez</b>	Rep. Perlmutter
-------------------------	-----------------

### ➤ Approval February 2017 Meeting Minutes

*Approval of February 23, 2017 Meeting Minutes: Approval by acclamation.*

### ➤ SCMN Update- Karen Stuart, Catherine Sanders, Will Drier

**Karen Stuart:** Please save the date for the 2017 TransForum, June 19, which is a Monday. We're working around all the other events in June. Erie is hosting at the Erie Community Center, a beautiful facility. The event will be from 7:30 – 10am, program starting at 8am. We have Thomas Fry, the Futurist of the DaVinci Institute to talk about how technology is effecting planning and

workforce, from dynamic road markings, to 3D printing, to drone technology. We hope to have two other presenters as well. Should be a stimulating presentation

**Catherine Sanders:** I met with Aspen Ridge Prep School this month and signed them up as a new Schoolpool school.

**Will:** We have had a spike in applications for I Drive I-25 recently.

➤ **I-25/SH7 Mobility Hub Design Presentation- Ryan Sisson, TSH**

**Stephanie Alanis:** I'm with CDOT. We started working on this project with Adams County funding. We've been working with the locals, and getting feedback from CDOT's Division of Transit & Rail. This started with work on the DDI at I-25 and Highway 7, to provide better mobility on the corridor. We've gathered a lot of information, and we've put together five different concepts. After feedback, we've narrowed in on one of these concepts.

We have a lot of planned bus lines with RTD and Bustang on this corridor. We're trying to make sure pedestrian and bike are accommodated, as well as transit and vehicle traffic.

**Ryan Sisson:** We've really focused in on one vision with this concept. The main goal was to centralize the hub as much as possible, and shorten the movements between modes. We looked at several options, offset at the interchange, inset on the interchange. So far, what we've seen as preferred is centralizing everything in the dead-center of the interchange. We're looking at how to accommodate future BRT on Highway 7 and future I-25 express service, and how to also accommodate RTD's end-of-line facilities they'd like to have there.

(showed plan view of preferred concept). You can see the lines, showing all the major transit connections. We want to make this convenient to use which will increase ridership.

An interesting thing about the DDI concept is that traffic flips on the interior of the interchange. Traffic is on the other side of the road from what you're used to. The sidewalks and bike lanes place the pedestrians and cyclists in the inside of the road. This is why transit really lends itself to the median.

(viewing photos from other projects) We did a design charrette last week, and looked at other models around the country. San Diego and LA have examples. San Diego has the transit station on the outside. LA has the transit station in the middle.

**Barry Gore, referencing photograph:** How do pedestrians get out of this?

**Ryan Sisson:** There is an elevator and stairs from the main highway level that goes to the pedestrian access. There is also a light rail level. This is hard to see on the photo.

In Minneapolis, there is a median cross-over in the interstate. We also have a local example of the light rail running in the median on I-225. And, the W-line on Wadsworth has an over-the-road station.

We want to keep the footprint small on the median, so we're looking for examples of that as well. We also want to accommodate future lines.

**Mayor Pro Tem Gruber:** You showed a bike lane, will there be any separation?

**Ryan Sisson:** We're looking at what would be appropriate for width. We're also looking at the ability to carry bikes through the intersection to provide another option for less-confident cyclists. We are aware that bike lanes in this situation could be a little more stressful.

Looking at a section, we can see how people would move vertically from one level to the next with elevators and stairs. We're trying to see how much room we'd need to have. We're also looking at Highway 7, and how much room we'd need there to accommodate a station in the middle of I-25. We had good discussions last week.

Now we're focusing on how we move people in and out of this station, if this is the station of focus – at-grade crosswalks with signals, other pedestrian-priority treatments? We also looked at grade-separated (a third level of structure) above Highway 7 or an in-between level below Highway 7. We're looking at these options now.

**Mayor Atchison:** How far is it from the Park-n-Ride to the station?

**Ryan Sisson:** We're looking at an 8<sup>th</sup>-mile.

**Mayor Atchison:** How do we accommodate people with mobility issues?

**Ryan Sisson:** One thing we're talking about is, if we provided pedestrian bridges, we'd have to consider the ramp situation. Another option is just crosswalks and signals, although it would be at-grade. We've run into this problem in every scenario, moving people to the station. We're trying to really focus on this challenge now. Something that goes under Highway 7 may be a little easier.

**Stephanie Alanis:** This is also something we're looking at as we review other projects. We also look at cost. It's been very complicated. We're really prioritizing getting people to the station.

**Ryan Sisson:** When we were reviewing other projects, we haven't seen anything like this. DDI is still relatively new, so there aren't a lot of examples. It's exciting, we'd be trailblazing.

**Mayor Ahrens:** Did you investigate the DDI at McCaslin?

**Ryan Sisson:** We did investigate and toured it, and took observations and lessons learned back from that project. We'd want to centralize all the connections. If you are in the median at McCaslin, are you comfortable? Would a central station work here?

**Mayor Ahrens:** They haven't had an injury accident since the DDI started. It works really well, for safety.

**Ryan Sisson:** DDIs do reduce the friction points with traffic. There's also different ways to handle pedestrians.

**Jeanne Shreve:** In the Highway 7 /I-25 PEL, this interchange is slated to be a major mobility hub – that's what we've called Nexus North. But, this really depends upon development. We're trying to make sure that all four corners have the same access to the mobility hub. We want to integrate connections with the mobility hub. We're looking at how to integrate the development that is already there, and integrate it with new mobility, like bike lanes. As we reviewed other examples, they are a lot of neighborhood stations, but they weren't economic development opportunities.

**Commissioner Hansen:** What has been your level of engagement with the private sector on these corners?

**Ryan Sisson:** We're starting this process now. We just met with McWhinney – interesting to hear their vision for their parcel, and their reactions to this. They were really interested in bike/ped access to the hub, that it doesn't end up as a secondary element.

**Commissioner Hansen:** What's your plan for the other folks?

**Kevin Standbridge:** Ikea is on the northwest corner, and we've been sharing development plans with them. The northeast corner is still in flux, as there isn't an active developer there today.

**Kent Moorman:** Thornton has been sharing with the Perlmutter's.

**Commissioner Hansen:** Do you think Ryan should meet with Perlmutter directly?

**Kent Moorman:** That's the next step.

**Commissioner Hansen:** There is a requirement that some of these developers pay for improvements through their development agreements so they should be involved in the design. I know the Perlmutter have been involved in the DDI concept. DDI has a smaller footprint, which is good for development. It's interesting, because my philosophy would be to bring the people while the plan is being developed, instead of showing them the finished plan.

**Kent Moorman:** We brought 4 different concepts to the Perlmutter, and asked for their input on the plans, and asked which they liked best. The next step is to get them more involved in this planning process. We'll be talking to the developers and owner for the Highway 7 BRT.

**Kevin Standbridge:** The developers are concerned about an end-of-line Park-n-Ride. There is a massive amount of land used at the Wagon Road Park-n-Ride, and that amount of land destroys development potential at that size. We're looking at that problem.

**Mayor Atchison:** It sounds like Thornton and Broomfield are working on this already.

**Ryan Sisson:** We're also looking at different stations and amenities, to look at them more closely. We recognize you'd be in the middle of a highway, and the middle of a six-lane road. How do we make this more comfortable? I-35 in Minneapolis is a good example of how they provide protection around the stairs.

**Mayor Pro Tem Gruber:** The most important is protection from the wind in this area of the metro.

**Ryan Sisson:** We're looking at protection from the wind, snow and elements.

**Stephanie Alanis:** Next steps will be refining stations on I-25 and Highway 7, evaluate options for buses and end-of-line facilities for RTD (RTD's expressed this will be end-of-line). Working on bicycle connections, etc.

The other piece we're working on is 144<sup>th</sup>, adding slip-ramps and parking, to help alleviate the system. We didn't discuss this much today, but we're looking at this.

**Henry Stoppolecamp:** Our teams have been working with this team. We're looking at our routes and where we end up. We really just go to 120<sup>th</sup> now. This will help alleviate the volume at Wagon Road.

**Mayor Atchison:** We will still encourage you to build that parking structure at Wagon Road.

**Dave Genova:** I think this is a good concept, and could work really well.

**Mayor Dick:** Are you looking at this not being end of line in the future?

**Ryan Sisson:** Yes, we are thinking about the future, beyond the immediate future. Part of that is the express bus station in the median. Bustang, or RTD, can use that in the future.

**Henry Stoppolecamp:** The reason that is the end of the line is that it is the end of the RTD boundary. So at this point we can't move further north.

**Jeanne Shreve:** One of the reasons we wanted to centralize the bus operations is because of feedback from Bustang. The time that Bustang takes to get off the highway adds substantial cost to bus operations. We want to keep this streamlined, and optimize the bus service we have.

**Karen Stuart:** I wanted to mention that at one of our upcoming NATA meetings, we hope to have Mark Imhoff and David Kruitsinger of the Department of transit and Rail talk about the possible expansion of Bustang, and the stops they are considering. We're also looking at the Front Range Rail Feasibility Study, and how it could connect to this hub.

➤ **CDOT: I-25 Incident Management Report- Kevin Devine and Pete Igel**

**Pete Igel:** We have two incident managers in the state, one for I-25, one for I-70. Our purpose is detecting and responding to incidents on the roadway, to open up the road quickly while keeping first responders safe. We're helping first responders to work together.

In February, the clearance times have been reduced. This is related to "Courtesy Patrol," which are tow trucks who are out on the highway in peak periods. They patrol and look for issues on the roadways and shoulders which causes stopping and slowing. They also work with law enforcement.

The big project we work on is Traffic Incident Management, that's been around since 2005. I'd like to have everyone here involved in the program. We have 22% of the first responders in CO that have gone through this training. I've had some difficulty getting everyone in the north to participate. Aurora, Denver, Douglas have participated. We're working on building partnerships to efficiently clear the roads. It is a balance of the safety of first responders and clearing the roads quickly.

**Discussion:**

**Mayor Atchison:** Any time we have first responders on I-25, it's a high-level of risk to our people. We are happy to help you get these trainings.

**Pete Igel:** I know their schedules are very full. It's a 4-hour online course. It's good for getting us all on the same page. The quicker we get off the road, the safer we are, and the benefit is to the public.

**Mayor Pro Tem Montoya:** You talked about clearing incidents? What about preventative measures?

**Pete Igel:** There's been a working group, I haven't been a part of it. They have been meeting quarterly to do enforcement and outreach. It's hard to train drivers to change their habits, and instead we're focusing on law enforcement training. It's been a struggle on I-25, because there is reduced space on the shoulder. We see crashes with the speeds, when there is a 10 MPH difference between the general purpose lane and the toll lane.

**Mayor Pro Tem Montoya:** Who is in the working group?

**Pete Igel:** I'd have to check with the manager. Law enforcement is involved.

**Jeanne Shreve:** Does the working group help to coordinate with local jurisdictions to do signal-timing for alternate routes, to move it more quickly?

**Pete Igel:** That is something we'd likely do moving forward. They've done this in Lakewood, to move traffic when there is a closure. I'm new to working in the north area, since July last year.

**Jeanne Shreve:** Do you have the numbers on alternate routes?

**Doug Rex:** The work that CDOT has done on the two corridors is good. I mentioned at the last board meeting about forming a regional incident management coalition. Over the next few months, we'll be working on this group. We need to identify alternate routes, and determine if they are prepared for that level of traffic load.

**Barry Gore:** There was a fatality accident on I-25 early on a Sunday morning, and it took more than 2 hours to clear. Can we have law enforcement to help move the traffic through faster?

**Pete Igel:** If there is a fatal crash, we expect to see a 4 hour closure. We're working with law enforcement to reduce those times.

**Commissioner Hansen:** Barry, that's a local law enforcement issue. The CSP dissolved this function years ago.

**Kevin Standbridge:** I've talked with our police chief about this. One of the problems is that they always start on the premise that it is a homicide. That's part of the reason it takes so long.

**Jeanne Shreve:** That's why alternate routes are so important. If there is a fatality, we need to activate alternate routes.

**Mayor Atchison:** It sounds like the first steps is to get Pete and his folks into our police departments.

**Karen Stuart:** I want to return to preventative. Drivers are frustrated with the speed of the general purpose lane and are moving in and out of the express lane. This is a problem we need to solve, as CDOT has said all the new roads are going to be toll roads at this point. We need to think about how to prevent this. Is it better public education? Or other means?

**Barry Gore:** There is a sign on southbound I-25, just south of 84<sup>th</sup> in the afternoon and on weekends, that the "express lane is closed." People in the express lane are moving across the I-270 ramp, even though there is an express lanes exit south of 70<sup>th</sup>. This sign is confusing and misleading.

**Mayor Ahrens:** What is the different in the incidents between north I-25 and south I-25?

**Pete Igel:** Since the toll lanes have opened, it's gotten better on the north part of I-25. The crashes we're seeing are at the merge points. There are more accidents down south.

**Kent Moorman:** Thornton has been in contact with our first responders. There has been a 141% increase in incidents on I-25 between 2013 (before the Express Lanes project started) and the last 7 months. They are going to do a road safety audit. This is a move beyond observation to doing an audit. They are trying to determine the causes.

**Barry Gore:** Is the number of incidents more on the NB or SB lanes?

**Pete Igel:** There are more incidents SB. A lot is tied to the confusing signs mentioned by Barry.

**Kent Moorman:** There are a lot NB as well, from Thornton's records.

**Mayor Pro Tem Gruber:** There is another factor with large trucks moving into the left lane many miles before I-270. This is impacting the traffic, people passing on the right. We need signage to tell trucks when to merge into the left lane. This is a contributing factor.

**Pete Igel:** Drivers habits are a big cause. People don't give trucks room to get over. We're trying to address this too.

➤ **NATA Priority Project List for 2017-2018 – Debra Baskett**

***Draft Scope of Work for Priority Project Facilitator***

**Mayor Atchison:** The SPC spent a lot of time on this last Friday. This is the project prioritization list. We looked at the scope of how this group is going to prioritize projects. The scope is larger than what we discussed at the February NATA meeting. We're looking at an increase in the funding and scope from the last meeting. We're asking the group to increase the cap from \$5,000 to \$10,000. This money is in the bank, so we won't need to borrow.

**Motion to increase the funds available from \$5,000 to \$10,000 for the hire of a project facilitator for the Priority Project List.** *Motion to approve made by Commissioner Hansen, seconded by Councilmember Baca, and approved unanimously.*

➤ **NATA: Areas of Influence- upcoming ADCOG Breakfast, DRCOG Workshop, RTC vacancies-Kent Moorman, Jeanne Shreve**

**Discussion:**

**Kent Moorman:** At DRCOG, we have an election coming up for the Regional Transportation Committee (RTC). It would be good for us to have representatives on this board – the vote is next month.

**Commissioner Hansen:** I want to add a little more color. There are a couple of slots open, and in my political memory, I don't think Adams County or any of our jurisdictions have had a

representative on RTC (unless we had someone on the DRCOG Executive Board, like Denny). We need to build a coalition and work together, and we need to have someone from this area so we will have a voice. We asked Eric Montoya to talk to Mayor Williams, and she's interested in doing it. We're going to ask the SPC to support her candidacy.

**Mayor Atchison:** There are two slots open, one seat and one alternate. They are voted on separately.

**Kent Moorman:** Often, DRCOG chooses the alternate that is closest.

**Doug Rex:** What Kent is referring to is, if we need an alternate, we often call the person who is physically closest to DRCOG's office location.

**Mayor Atchison:** I'm on RTC because of being on the DRCOG Executive Committee.

**Commissioner Hansen:** We want to have one person that everyone rallies around, and build a coalition with other groups. You need 20-25 votes on DRCOG to get elected. You don't want to split votes between more than one candidate. It's up to individual jurisdictions. I'd encourage us to rally around one person.

**Mayor Atchison:** One issue with Heidi, the meeting is Tuesdays, not Wednesdays. If she can't make Tuesdays, we need someone else.

**Doug Rex:** There are 5 members on the committee. The chair and vice chair are on RTC, and there are two open slots we're filling at DRCOG. RTD has 4 slots, CDOT has 4 slots, and two others from business. RAQC and Denver Chamber are on this committee.

**Karen Stuart:** One of the things we've done in the past is a matrix of influence. We've been frustrated about RTC, as we haven't had representatives from the north area in many years, including in RTD and CDOT. The whole region isn't represented equally. It speaks to the importance of putting an elected official on this. We really lack in influence up here.

**Mayor Atchison:** If someone is interested, they need to put their name in.

**Doug Rex:** We did get the latest slate from RTD. Bob Broom is the leading member from RTD.

**Karen Stuart:** Bob Broom is from Aurora.

**Doug Rex:** OH, then my mistake. The purpose of RTC is to approve all documents that we produce as a planning organization, all the planning documents. We need to have RTC and the board both vote in the affirmative. If the board votes differently than RTC, it has to go back to the RTC.

**Kent Moorman:** The other item coming up is the May Work Session. The TIP policy group will be bringing up specific items at this work session, so please make sure your DRCOG folks are representing at that meeting. The work session is very rigorous discussion, and the Board is less.

**Jeanne Shreve:** ADCOG breakfast – it appears that the DRCOG board is open to the counties being the recipient of the funding from TIP. We're trying to work together and be integrated. We're also having ADCOG breakfasts. All elected officials in AC and Broomfield we hope will come, and will be able to provide more of an update on the TIP Policy Group.

➤ **NATA Discussion: HB 1242-New Transportation Infrastructure Funding Revenue  
SB 213-Automated Driving Motor Vehicles**

**Action: Motion to Support**

**Mayor Atchison:** Yesterday was the first reading of the 1242 House Bill. There were 90 speakers signed up to speak. They were still talking at midnight. This is an update from midnight. The bill did pass out of the committee on an 8-5 vote. Most of the opposition was about transparency, General Fund funding, and the multimodal committee. Originally, there were 30 amendments proposed. 15 were put on the bill. (Mayor Atchison read 8 meaningful amendments from an email).

There isn't a lot of expectation that this will pass in the house. We need to work with our senators. This is the only possibility to increase our transportation funding – there won't be property tax or fuel tax increases. This is the only opportunity we have.

**Discussion:**

**Mayor Ahrens:** One of the representatives asked “what else if not this.” I wished I had brought up the total value capture idea. The incremental funding from development would allow communities with development to raise their own funds. Last year, we ran this as a late bill. Seeing how 1242 is moving, we're now wondering if we should bring it back up. If this bill fails, it might be the only thing we can get through.

**Mayor Atchison:** This is only the first hearing. We've talked about this as a transportation solution for the entire state. This can't be a local issue, it has to be a state issue. For Northglenn and Commerce City, this will put you over a 10% sales tax. NATA hasn't taken a position on this. We'd like to take a position.

**Commissioner Hansen:** I'd move to support this.

**Councilman Moore:** Longmont hasn't taken a position on this yet. It's coming up next Tuesday.

**Councilwoman Baca:** we're in the same position.

**Commissioner Hansen:** Let's do a conditional approval, pending outcome from Brighton and Longmont.

**Mayor Ahrens:** We've also not taken a position.

**Mayor Atchison:** Can Brighton, Broomfield and Longmont let us know as soon as possible what they decide? We will plan on having a final result on Wednesday.

***Approval of Letter of Support to for HB 1242, with a condition that the Longmont, Brighton, and Broomfield City Councils take a position of support at their council meetings. Motion to approve made by Commissioner Hansen, seconded by Mayor Downing, and approved unanimously.***

**Major Atchison:** Regarding SB 213, from Westminster's perspective, we're not taking a position. There isn't a lot in the bill. The autonomous vehicle piece is there, and moving forward. We took an oppose position at DRCOG without amendments, because there isn't any local control in the bill.

**Councilman Moore:** We're going to be neutral

**Mayor Downing:** We're not discussing.

**Mayor Ford:** We haven't discussed.

**Mayor Atchison:** Sounds like most of us haven't discussed. This is being pushed by General Motors. Other companies are watching, but not taking a position.

**Karen Stuart:** We added this on the agenda more to let you know that this is happening. We've talked about autonomous vehicles before. We want to make sure everyone is aware of this.

**Mayor Ahrens:** Has CML taken a position? I see this as a slap in the face on local control.

**Mayor Atchison:** CML has taken a position against without amendments.

**Jeanne Shreve:** Our lobbyist said that CML was behind the amendment, so assuming they are now supportive.

**Mayor Atchison:** Let's everyone have a discussion with staff about this at least.

➤ **NATA Discussion: Resolution re: RTD FISA funds to Unfunded FasTracks Corridors**

**Karen:** We wrote a draft resolution. We noticed that the US36 Mayors and Commissioners Coalition and the City of Longmont just drafted a resolution that RTD place any savings from loan consolidations, or other cost savings, into a FISA account for unfunded corridors. We thought this was a good idea. We wondered if NATA wanted to do this as well. We think we should go on record



that any savings should be put into FISA for unfunded corridors. If we are silent, it makes it look like we don't have a desire to do this. We want to make this resolution to go on record.

**Mayor Atchison:** We need to have everyone look at this again, with their elected bodies.

**Karen Stuart:** Let's bring this up next month, so elected officials can review.

**Dave Genova:** The timing on this for RTD is that we won't be looking at this until the next APE process, this summer.

**Judy Lubow:** I'll definitely participate in a resolution.

**Dave Genova (asked about Mobility Choice Blueprint):** We just did a session with our board this past week on Mobility Choice Blueprint. The board had a lot of questions, but we haven't had any follow-up discussions with mobility choice since last week.

➤ **NATA Leave Behind- Karen Stuart**

**Karen Stuart:** We gave everyone the leave behind for review. You can get this on the website, it's too large to email. Originally, we talked about having this printed. We have \$3,000 left in the funding request. Maybe now we can have this distributed digitally, for printing-at-need. We're reprioritizing projects now, and will revise that at the end of the year.

**Mayor Atchison:** I recommend digital distribution.

**Karen Stuart:** We agree, especially if the project list might change. Please send any comments or changes to us soon.

➤ **Closing Remarks**

**Mayor Atchison:** Any final remarks?

**Councilman Moore:** Our next regular council meeting is April 4. We won't have a position until April 4.

**Mayor Atchison:** That shouldn't be a problem.

**Mayor Atchison:** Also wanted to point out, there isn't a workshop for April for DRCOG, just the board meeting.

**Meeting adjourned at 8:59 am.**