

WestConnect Coalition
Technical Working Group Meeting
Thursday, February 18, 2016
Jefferson County Administration Building
Draft Notes

Welcome and Updates

Following introductions, Steve Durian provided an update on the consultant selection process for the Jefferson Parkway Authority's 1601 application. Bill confirmed that the completion of the narrowly focused traffic analysis will occur ahead of the PEL process.

City and County of Broomfield Presentation – Kevin Standbridge

Kevin presented Broomfield's informal transportation plans, not adopted or vetted with CDOT/FHWA, that relate to the WestConnect PEL. Kevin discussed the relationship between SH128, S. 96th Street, Jefferson Parkway and the Northwest Parkway LLC or NWP (see attached presentation).

The Northwest Parkway Public Highway Authority (NWPPHA) signed a 99 year lease with Brisa (Northwest Parkway LLC), with Broomfield serving as the administrator. As part of the concession agreement, Brisa put \$40 million into an escrow account that can be accessed if and when the Parkway is extended south over US 36 to SH 128. Additionally, an extension payment of \$60 million will be made if the financing is in place for the Jefferson Parkway by the end of 2018 and construction is completed on the connection by the end of 2020. Per the terms of the concession agreement, the extension must be at a standard comparable to the existing NWP. It was estimated through the Northwest Quadrant Study in 2004 that a limited access freeway/tollway approach, as conceptually designed in 2004, would cost between \$400 – \$450 m (\$3.5 million per mile). A major factor in the cost estimate is the number of elevated structures needed to connect NWP to the Jefferson Parkway.

As a result of the high cost estimates, Broomfield examined other options including a managed lane concept, with a smaller number of elevated structures. The cost estimate for the managed lane concept, with a toll on the managed lanes along with non-tolled options, was significantly lower (between \$125 m - \$150 m). While the managed lane concept has a lower cost estimate, it is unclear whether a 'managed lane' concept would be viewed as "standard comparable to NWP" to Brisa.

Town of Superior - Alex Arieniello

Alex discussed the Town of Superior's interest in the WestConnect corridor and the importance of McCaslin as a two-lane arterial. He noted that the Town is a 'roundabout' community and is focused on traffic control and safety on McCaslin. Due to the steep terrain, it is hard to widen McCaslin south of Coalton Street.

The Town focus for the PEL is the north/south movements on SH93, as it is important to alleviating or worsening traffic on McCaslin. Alex also talked about how the Town Board's concerns with the Jefferson Parkway, specifically traffic impacts and environmental issues stemming from roadway construction. Bill Ray noted that information about traffic impacts on McCaslin as a result of the construction of the Jefferson Parkway has been provided to the Town and that existing construction in the area (Candalas) has received adequate approvals from a variety of resource and regulatory agencies. The Jefferson Parkway remains an issue and PEL efforts will be focused on educating the Coalition and public about the purpose of the PEL, i.e. SH 93.

Arvada – Bob Manwaring

Bob Manwaring outlined Arvada's transportation plans that relate to the WestConnect Coalition PEL. He discussed the adopted plans for Indiana, McIntyre, SH 93, SH 72 and the Jefferson Parkway (see attached presentation). He mentioned that a robust civic engagement process was implemented to get feedback for the plans.

Transportation Plan Summary

Following the presentations from the WestConnect jurisdictions, the TWG members were asked to identify if there were known issues that would impede the ability to 'respect jurisdictional' plans during the PEL. One issue identified was the lack of clarity among the TWG, regarding options for SH 93 north of SH128 – Marshall Road. Operational improvements for safety, intersection improvements, and potential additional capacity needs were discussed. The TWG talked about how important it is to identify the transportation needs first, prior to answering such questions, and to allow the technical analysis and deliberation process of the Coalition to drive the policy level discussions. It was critical for some to ensure that the broader, regional effect of decisions be considered, i.e. if you constrain capacity in one area, what is the impact to other areas.

Note - Westminster will be asked if they want to make a presentation at the next TWG.

Introduction and Presentation - Joe Hart , David Evans and Associates

Joe Hart introduced the key team members of the PEL consultant team, including Stacy Tschuor and Leah Langerman. The role of various team members including Felsburg Holt and Ullevig (FHU), Communications Infrastructure Group (CIG) and other specialty firms was discussed. CDR Associates and DEA will work closely with CDOT to successfully implement the project. Joe mentioned that DEA has been following the WestConnect process and participating in the WestConnect Coalition meetings. It is anticipated that DEA will receive the first task order starting in March. An organizational chart and

project timeline with key milestones were reviewed along with draft topics for TWG and Steering Committee meetings. The goal is to keep the process moving and have the meetings be relevant and focused.

Traffic Modeling

An item of discussion was how the traffic analysis/modeling effort relate to DRCOG's model update. How the analysis is conducted is important to all the jurisdictions and for being able to advance PEL projects to construction. A focused TWG meeting, with traffic experts from jurisdictions, was suggested. The development of the analysis methods and assumptions for travel demand forecasting will begin early in the process, and will include FHWA.

Q: Alex Ariniello asked where DRCOG is in terms of land use updates and how will we incorporate these into the PEL? A: Stacy clarified that DRCOG is looking at substantial changes to the model and the land use update is occurring right now. The approach for the PEL will be to conduct an initial model run and later incorporate changes that DRCOG has. In addition, there will be sensitivity runs to consider volumes with and without Jefferson Parkway, and with potentially faster land development occurring than estimated by DRCOG.

Q: How literally do you take the DRCOG model? A: The goal is approval by DRCOG that the project has used their model appropriately and we will work with them to check it out, particularly in light of the DRCOG update process.

Public Involvement

Leah Langerman highlighted the public outreach approach including the telephone town halls (with online follow capabilities), website development and creation of videos to help the broader public understand the effort and needs of the project, as well as the Coalition. Distribution lists and contact information from jurisdictions are requested to incorporate in the PEL process. A public involvement plan will be developed including approach and tactics for TWG review.

Q: Kevin Standbridge asked what the intent of the key person interviews is? A: Jonathan noted that the focus will be on key stakeholders not included in the process thus far, because he has already conducted stakeholder interviews with all TWG/Steering Committee members.

The timing and focus of the innovative brainstorming workshop was discussed. At the alternatives development phase a broader group of stakeholders will be invited to explore alternatives in an interactive workshop atmosphere after the existing corridor conditions are developed. A more descriptive name for the workshop was suggested.

Data Requests

In order to expedite the process, jurisdictions will be asked to provide existing information to DEA including traffic analysis, speed data/counts, crash data and historic information. A data request list will be distributed to jurisdictions.

Next Steps

The next TWG meeting will be held on April 22 from 10 am – 12 am.

Attendees

Alex Ariniello	Steve Harelson	Neil Ogden
Bill Ray	Jon Chesser	
Melinda Urban	Jonathan Bartsch	
Kevin Standbridge	Derek Schuler	
Steve Durian	Joe Hart	
Jana Spiker	Leah Langerman	
Bob Manwaring	Stacy Tschuor	