



MEETING NOTES

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| PROJECT: | WestConnect Coalition PEL Study |
| PURPOSE: | Technical Working Group Meeting #5 |
| DATE HELD: | August 18, 2016 |
| LOCATION: | Rocky Mountain Metropolitan Airport |
| ATTENDING: | Neil Ogden, Jana Spiker, Steve Harrelson, Stephanie Gibson, Steve Durian, Steve Cook, Derek Schuler, Michael Sweeney, Melinda Urban, George Gerstle, Dave Baskett, Dan Hartman, Alex Arinello, Bill Ray, Jordan Rudel, Jonathan Bartsch, Joe Hart, Stacy Tschuor, Elliot Sulsky, Devin Joslin |

See attached packet of information from the TWG meeting.

The following is a summary of the Technical Working Group Meeting:

1. Introductions, Agency and Coordination Updates

- The meeting notes from the last TWG meeting were finalized along with the website and Coalition video (see www.westconnectcoalition.com)
- Schedule update
 - » The next TWG meeting will be combined with the Alternatives Workshop. The TWG meeting will be held just before the Alternatives Workshop to discuss alternatives evaluation criteria.
 - » The Alternatives Workshop is expected to be about a half-day session. The group will develop a broad range of reasonable alternatives for consideration in the study.

2. Travel Demand Forecasts

- See Comparative land use data information in the packet of information.
- Land use data – local agency input
 - » Graphics displayed show the 2040 socioeconomic data differences between the current DRCOG forecasts and input from the local agencies.
 - » It was noted that there are other changes expected in the areas outside the study area, to the north and to the south, which is important since traffic along the corridor is based on regional traffic to/from those areas.
 - » In general, it doesn't seem like a large discrepancy on average over the area, although specific areas and intersections may have large differences and impacts.
- Initial 2040 forecasts
 - » 2040 forecasts are being developed with the FOCUS model based on the current DRCOG travel demand model and project land use changes based on local agency input. Graphics displayed shows the initial forecasts that are still being reviewed/modified.

- 2040 Origins-Destinations

- » Origins and destinations were evaluated from the current DRCOG model.
- » Differing travel patterns were noted. At the north end of the corridor, 13% drive the whole corridor while 2% to the south drive the whole corridor. It shows these are very different corridors with different characteristics. It was noted that the percentages are for different total volumes (the north end is a higher percentage but a smaller volume).

3. Purpose and Need Development

- Safety assessment

- » C-470 is operating pretty well related to LOSS, particularly in the southern section. The north end of the corridor (SH 93) is where crashes could be reduced with some countermeasures.
- » Crashes related to distracted drivers and alcohol are common throughout the corridor.

- Traffic conditions

- » The intersection LOS along the corridor was reviewed. The intersections at the interchanges along C-470 operate well. The intersections along SH 93 north of Golden fail during peak hours.
 - Intersection LOS information along US 6 within Golden will be added from the planning documents for the improvements currently under construction.

- Project needs

- » The project need and goals were summarized in coordination with CDOT and FHWA based on the previous discussion with this group, as well as the Coalition and others throughout the study.
- » Improving transit ridership should be discussed in the project need. It should include a discussion on the need for improvements in multimodal choice along the corridor, as well as the current pedestrian/bike facility gaps and infrastructure issues.
- » The statement should describe the competing issues and interests by acknowledging that there are different issues in different segments of the corridor.

- Project goals

- » The goals and need should reflect the MetroVision Goals to be consistent, which is important for regional funding.
- » Next Steps are to make revisions to the Purpose and Need and present to the Steering Committee at the upcoming meeting.

4. Next Steps

- TWG Meeting: no September 15 meeting (meeting to be combined with Alternatives Workshop)

- » TWG/Alternatives Workshop: Sept. 26

- Steering Committee Meeting: 12 – 7:30 am

- Public Meeting: TBD in November 2016