



PUBLIC WORKS COMMISSION
Regular Meeting

Date: September 14, 2015

Meeting Called to Order: 5:30 p.m.

Meeting Adjourned: 6:43 p.m.

Present: Steven Peterson, Mike Riedmuller, Richard Follmer, Kira James, Jacob Kuntz, William Leung Paul Donahue (Council Rep)

Staff Present: Bob Goebel, P.E. Public Works Director; Dan Sailer, P.E., Assistant Public Works Director; Ryan Germeroth, P.E., Transportation Planning & Traffic Engineering Manager; Tom Reiff, Transportation Planner; Linda Angus, Administrative Supervisor

Absent: Langford Jordan

| ITEM/SUBJECT | ACTION/BY | DISCUSSION/REPORT |
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| Call to Order | Steven Peterson, Chair | Meeting was called to order. A quorum was present. |
| Public Comment on Items Not on the Agenda | | None |
| Minutes | Motion made by Commissioner Mike Riedmuller; seconded by Commissioner Kira James | It was motioned, seconded and approved by the Public Works Commission to accept the action minutes of August 3, 2015. Motion carries unanimously. |
| Introduction of New Commission Member | Bob Goebel, Public Works Director | Bill Leung, newly appointed Commission member, introduced himself and was welcomed by the Commission members and staff. |
| Comprehensive Master Plan Draft Update | Tom Reiff, Transportation Planner | The report that will be presented tonight is provided by Development Services. Heather Lamboy, Long Range Project Manager – Development Services, was not able to be here tonight and her stand-in, Teri Whitmore, Planning Manager – Development Services, had something come up so Tom Reiff, Transportation Planner – Public Works, will be presenting this item tonight. Tom began his presentation by distributing copies of the “draft” document for the 2030 Comprehensive Master Plan that is currently being shaped. This will be the guiding document for the Town to aid in the direction the Town expects to develop. The current Comprehensive Master Plan was adopted in 2001 when the population was 11,000 compared to today with over 50,000. Some of the project objectives for updating this plan include clarification of critical elements of the plan, streamline existing policy |

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| | | <p>framework, and conduct technical updates. The current plan extends out to 2020 where the updated plan would extend to 2030. If current trends continue, the population at that time is expected to be 90,000. Tom discussed the existing land use map and the potential development opportunities.</p> <p>The four cornerstones for the plan consist of:</p> <ul style="list-style-type: none"> • A distinct Town identity • Responsible growth and development • High quality community services • A healthy and growing economy <p>These cornerstones were set by community input through extensive outreach efforts and also by individual Town departments, i.e. Public Works. These cornerstones were discussed in detail.</p> <p>The development potential and future land use maps were presented. Should we actually see these entitlements built out to their maximum capacity, we are looking at approximately 55,000 households. To support all this growth, the roadway network will have to be expanded. Tom distributed a transportation map that is part of the Transportation Master Plan (TMP) planned roadway network. This map was created by the TMP as well as recently approved developments and has identified additional collector roads as well as the need to widen some of these roads. This map is a future map of the roadway network up to 2030. Staff is looking at updating the TMP next year so more modifications could be made at that time.</p> <p>Before this plan is adopted, there will be upcoming opportunities for input through online engagement, public displays, Senior Center Open House, focus groups and Board and Commissions briefings.</p> <p><u>Questions/Comments</u> <i>As part of the goal of a “vibrant downtown”; has the Town had any discussions on how to attract more residential into the downtown area?</i> Mayor Donahue responded that the Downtown Development Authority (DDA) is working on projects to help accomplish that goal. Aside from what is going on in Festival</p> |
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| | | <p>Park, they are looking at bringing more multi-level projects downtown. There are three projects in the works right now that will hopefully spur others to come.</p> <p><i>How does the transportation network go beyond Castle Rock for people who want to leave town to do business outside of Town or go to the airport? When we update our TMP it will be updated with the County's plan in mind as well. Denver Regional Council of Governments (DRCOG) is multi-jurisdictional and comes together with regional plans. The Town utilizes our current master plan with the State's and with DRCOG to help us plan how best to link our transportation network. There is also local/regional talk of commuter rail eventually.</i></p> <p><i>What are the big road projects anticipated? They are:</i></p> <ul style="list-style-type: none"> • Extension of Prairie Hawk Drive • Crystal Valley Interchange • Widening US85 • Widening Plum Creek Parkway • Widening of Ridge Road • Extension of Woodlands Blvd. • Widening of SH86 east of Ridge Road • Widening of Crowfoot Valley Road • Widening of Founders Parkway (Crowfoot Valley Road to 5th) • Extension of Liggett Road <p>The Commission and staff thanked Tom for his presentation.</p> |
| <p>Discussion: 2014 Town of Castle Rock Motor Vehicle Accident Facts</p> | <p>Ryan Germeroth, P.E., Transportation Planning & Traffic Engineering Manager</p> | <p>Each year the Public Works Department prepares an accident report where we go back through the previous year and look at trends in order to get a "picture" of when, why and how accidents have occurred. This helps us identify and correct problems to our street network that might be the cause of accidents. This report is shared with the Police Department in order to provide them with data that may be useful to improving their operations.</p> <p>Factors that cause accidents are:</p> <ul style="list-style-type: none"> • Driver behavior • Inexperience • Vehicle condition • Roadway/traffic control <p>Driver behavior that generally leads to</p> |

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| | | <p>accidents consists of distracted driving, aggressive driving, speeding, fatigue, drugs, alcohol or illnesses. Driving inexperience is usually young drivers. Another accident factor is condition of vehicle, i.e. worn tires, broken headlights, brake lights and/or turn signals not functioning. Roadway conditions such as traffic control, malfunctioning traffic signals, pavement problems, weather, lighting, etc. also contribute.</p> <p>The last three years of data was compared and overall there was upward trend in the total number of collisions but injury collisions have slightly decreased. It's not unusual to see the accident trend increase as our population increases.</p> <p>The 10 year accident history has stayed at the overall range when it is compared to the population increase over the years. Types of accidents were looked at. The majority of multi-collisions in Town are rear end collisions at 52% and broadside (front to side) collisions are second at 29% so overall those types of collisions make up about 80%. Accident data trends show what you would suspect that during peak rush hours is when the accidents tend to take place.</p> <p>Ryan discussed the top 15 high accident locations for 2014. The majority of accidents are taking place in the Meadows/Founders corridor which is not unexpected due to this being the high volume corridor in the Town. Once the top 15 locations are identified, the safety performance analysis is completed. This analysis will determine the patterns going on with regards to types of accidents at each intersection whether it's rear end collisions or front to side, etc. Ryan discussed the safety performance analysis for the top 15 locations. Some of the proposed actions for crash patterns that came out of our review are:</p> <ul style="list-style-type: none"> • Rear end collisions (primarily due to congestion) <ul style="list-style-type: none"> ✓ Review/change red/yellow clearance intervals (adjust if too long or too short) ✓ In 2016, staff will be teaming up with CDOT and DRCOG to perform a re-timing project for Meadows/Founders corridor from Prairie Hawk Drive to Crowfoot Valley Road. At that time we will review |
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| | | <p>the clearance intervals and modify the signal timing which could help with the congestion along that corridor. This will probably take place after the N. Meadows Extension project is complete.</p> <ul style="list-style-type: none"> • Front to side collisions (approach turns – when the left approaching vehicle turns in front the through vehicle) <ul style="list-style-type: none"> ✓ The Town has installed flashing yellow arrows at a couple of intersections to help alleviate this problem. ✓ Consider change to left turn phasing or protected left ✓ Evaluate location for a roundabout at Wilcox/I-25/Wolfensberger intersection • Front to side collisions (broadside) – Factory Shops/New Memphis specifically <ul style="list-style-type: none"> ✓ Review signal timing ✓ Enforcement related to red light running ✓ Evaluate location for roundabout <p><u>Questions/Comments</u></p> <p><i>When is the completion date for Founders/Meadows construction? It is scheduled to be completed by the end of September.</i></p> <p><i>Did any of the “fixes” the Town performed in 2013 not work? A lot of the intersections that are in the top five are still there this year which is most likely due to all the construction projects and we haven’t been able to perform the re-timing project in those areas this year. In fact it probably got worse due to the construction! These intersections could be improved with either signal timing or widening of the roadway. In theory with construction ending and performing the signal timing project, we could see a reduction this year. That being said, this corridor is still going to see the majority of accidents due to the amount of traffic the flows through there. Crowfoot Valley Road did come off the list from last year due to the protected left turn that was installed.</i></p> <p><i>Are there any changes going to be made to Butterfield Crossing and N. Meadows Drive/ Castle Rock Parkway intersection once N. Meadows extension opens and traffic increases? There have been modifications made to the signal with the installation of a flashing yellow arrow. Staff will monitor the</i></p> |
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| | | <p>shifts in traffic once the N. Meadows extension project opens. Staff will be performing traffic counts before it opens up and then after to see where the traffic impacts are. The traffic study for that area indicated that a signalized intersection should be sufficient to handle the increased traffic from the North Meadow Extension project. It will be interesting to see how well the study forecasted this. N. Meadows Drive has been re-striped to be four lanes with a double turn from Meadows Blvd.</p> <p><i>Is there any possibility of Butterfield Crossing Drive being widened to four lanes? We want to discourage people using Butterfield Crossing Drive as a regional route and keep it two lanes but it's likely that people will discover that route eventually. Again, we will monitor the area once N. Meadows Extension project is complete.</i></p> |
| Projects Update | Bob Goebel, Public Works Director | <p>An overview of the current Public Works projects/programs was provided to the Commission in their packet.</p> <p>Bob informed the Commission that staff will be giving a tour of the N. Meadows Extension to approximately 50 students of University Colorado Denver (UCD). Ryan Germeroth was contacted by a professor at UCD and requested a tour. We hope to teach them a little about the traffic design process!</p> <p>The Town's Parks and Recreation Department was nationally accredited today! Public Works is working on our accreditation and hope to have Public Works nationally accredited in 2016. The Commission would like to have a presentation on the process of the accreditation in the future.</p> |
| Council Comments | Paul Donahue, Mayor (Council Representative) | None |
| Commission/Staff Comments/Concerns | | None |
| Adjournment | Steven Peterson | There being no further business, the meeting adjourned. |