



PUBLIC WORKS COMMISSION
Regular Meeting

Date: November 6, 2017

Meeting Called to Order: 5:37 p.m.

Meeting Adjourned: 6:40 p.m.

Present: Kira James, Thomas Feeney, William Leung, Larry Grauberger, Mike White

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; Eric Lee, Street Operations & Maintenance Manager; Linda Angus, Administrative Supervisor

Absent: Steven Peterson, Joe Whitehead and Jess Loban

ITEM/SUBJECT	ACTION/BY	DISCUSSION/REPORT
Call to Order	Kira James, Chair	Meeting was called to order. A quorum was present.
Public Comment on Items Not on the Agenda		None
Minutes	Motion made by Commissioner William Leung; seconded by Commissioner Thomas Feeney	It was motioned, seconded and approved by the Public Works Commission to accept the action minutes of August 7, 2017. Motion carries unanimously.
2016 Motor Vehicle Crash Report	Ryan Germeroth, Transportation Planning & Traffic Engineering Manager	<p>Purpose of this report is provide a description of the Town's safety record and trends as it pertains to vehicles and pedestrian safety as well as helping us identify and correct problems to our street network that might be the cause of accidents. It provides a "picture" of the when, why, and how the accidents have occurred and is based on the information obtained by the Police Department accident reports that are entered into a database. This report is shared with the Police and Fire departments and also the Colorado Department of Transportation (CDOT) 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 accidents consists of distracted driving (phone usage, eating, etc.), aggressive driving, speeding, fatigue, drugs, alcohol or illness. Driving inexperience is usually young drivers. Another accident factor is condition of the vehicle, i.e. worn tires, broken</p>

		<p>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 it was found that there was an overall downward trend in the total number of collisions. Unfortunately we did have one fatal accident.</p> <p>The 11 year accident history and types of accidents were discussed. The majority of multi-collisions in Town are rear-end collisions and turning movement collisions are second.</p> <p>Ryan discussed the top 15 high accident locations for 2016; eight of which are CDOT intersections. Safety performance and how we benchmark ourselves against the rest of Colorado using CDOT's safety performance function bell curve was discussed.</p> <p>In the 2016 report, we have included a review of un-signalized intersections. This includes stop control intersections and roundabouts. We haven't included these in the past because typically they are not as big as a crash generator as signalized intersections. Last year a resident contacted the Town regarding safety concerns at the intersection of Perry/Rio Grande. After looking at the crash data for this intersection, it was found to have a broadside collision problem which made us question other locations. After gathering crash data for un-signalized intersections, it was found that also Coachline/Foothills had the same broadside collision problem. We installed four-way stops at both intersections and this has seemed to eliminate the broadside collision problem.</p> <p>Proposed mitigation actions for accident locations at intersections and un-signalized intersections were presented and discussed.</p> <p>Commission suggested a campaign could be done to educate drivers with little catchy things to help them be more attentive (Educations, Engineering, and Evaluation – three E's of safety!). Statistically speaking, 90% of accidents are driver behavior so trying to educate drivers is important.</p>
<p>Snow & Ice Control Policy</p>	<p>Eric Lee, Street Operations & Maintenance Manager</p>	<p>As we move into the snow season, we like to provide an overview of the service levels we</p>

		<p>provide to the community for snow and ice control. The Snow & Ice Control Policy was adopted by Town Council in November 2008. The objective of this program is to “Keep the public streets within the Town passable during and after snow events”. We do not have a “dry road” policy.</p> <p>Town streets are classified based on the street function, traffic volume and importance to the welfare of the community. Two categories of streets (Primary and Secondary) with four priority rankings (Priority 1, 2, 3, 4) have been established.</p> <ul style="list-style-type: none"> • Priority 1 = Arterials, major routes through business/commercial areas (primarily the largest volume of traffic) • Priority 2 = Minor collectors and school bus routes • Priority 3 = Residential/low volume streets • Priority 4 = Cul-de-sacs and alleys <p>Currently, the Town has 663 lane miles. Approximately 66% of the Town’s street network are Primary (Priority 1 and 2) and 34% are Secondary (Priority 3 and 4). The Town has 13 trucks that handle the primary streets and 10 4x4 trucks that handle the secondary streets.</p> <p>The heart of the winter is normally between the November 15th and March 15th dates. During this timeframe, our equipment is mobilized to all streets when there is a predicted accumulation of 4” or more of snow. If it’s less than 4”, we would typically only mobilize to the primary streets. Staff has found that most people can get around in this amount of snow but each storm event is a little different so we monitor each storm and use discretion. During the time before the November 15th and after March 15th, the temperatures are higher and the streets tend to retain the heat and the snow will generally start melting on its own so typically during those time frames we only deploy for 8” or more of predicted snow amounts.</p> <p>Eric discussed with the Commission the performance measures established to quantify service levels. All these performance measures have currently been achieved.</p> <ul style="list-style-type: none"> • Plow snow from primary streets (Priorities 1 & 2) so that all lanes are plowed from curb to curb within eight hours after snowfall ceases, 90% of the time.
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Projects Update	Bob Goebel, P.E., Director of Public Works	<p>An overview of the current Public Works projects/programs was provided to the Commission in their packet.</p> <p>Bob Goebel discussed the I-25 Gap Project which will construct an additional lane on I-25 between Monument and Castle Rock. There has been 24 letters of support for this project sent to the US Department of Transportation, Castle Rock included. This is a \$350M project in which they are requesting a \$65M grant. Funds would also come from CDOT and local areas, i.e. Douglas and El Paso counties. CDOT hopes to break ground on this project in 2019.</p> <p>The Service Center expansion is at 60% plans and still on schedule to go out for construction bids December/January timeframe.</p>
Council Comments	Jess Loban	Absent
Commission/Staff Comments/Concerns	Kira James, Chair	None
Adjournment	Kira James, Chair	There being no further business, the meeting adjourned. Next meeting is scheduled for December 4 th .