

Transportation Advisory Board

Meeting Minutes Record

September 9, 2019

<u>Members Present</u>	<u>Members Absent</u>	<u>City Staff Present</u>
Dave Martinez Greg Netzner Darin Barrett Irene Fortune Jim Paulmeno Kimberly Baker Councilor Kathi Wright	<u>Citizens Present</u> Janet Lundquist Tim Bilobran Ally Mattson Michelle Hansen	Jeff Bailey Brenda Browning Candice Folkers Dave Klockeman Matt Ruder Jennifer Hewett-Apperson

Meeting called to order at 4:00 p.m. by Chair Dave Martinez

Minutes for the August 5, 2019 Meeting Record – approved

Introductions/Public Comment

Discussion Items

Highway 402 Access Control Plan Update – Dave Klockeman, City of Loveland
Janet Lindquist, Stolfus & Associates

Presentation attached. Dave Klockeman explains the Highway 402 area and the need for the access control plan. Janet presents. The first Open House will be held this coming Wednesday at the Rocky Mountain Center for Innovation & Technology, Building C, 4:30-7:30 pm. Future Open Houses will be held at this same location. Presenters would like to return to TAB in February with further information.

Transit Update

Candice Folkers provides COLT update for August. (Handout attached)

Action Items

Candice states Transit will be taking an item to City Council on October 15 asking for approval to accept CMAC grant funds. These funds will be used to purchase two new clean diesel buses. The approved grant has been specifically designated for clean diesel only and cannot be used to purchase CNG or other types of vehicles. The buses will be 29 feet, will have a 50-passenger capacity and will replace two aging buses that are in dire need of replacement. Candice asks for a letter of support from the TAB to present to City Council. Members vote unanimously to support.

Staff Report

Jeff Bailey reports the roundabout on North Monroe is on track and will be completed on time. Other paving operations will continue as weather permits. Question is raised about railroad track crossings and why it seems they need repaired so often. Jeff explains poor soils, the use of timbers and the heavy load of the trains themselves contribute for repairs to be made every 5 to 10 years. Kimberly Baker mentions her appreciation that the City's Facebook page included notices about the railroad crossing closures.

Council Report – Councilor Kathi Wright

Councilor Wright mentions Council will be discussing the budget at their next meeting. Cuts have been made by departments in order to build reserves.

Transportation Advisory Board Meeting Minutes Record

Board Member Reports:

Darin Barrett: None

Jim Paulmeno: None

Greg Netzner: None

Kimberly Baker:

Attended two YAC meetings and reports they are still interested in Transportation and are specifically focused on travel training.

Irene Fortune:

Announces her resignation from the Board. This is her last meeting. Has served for a long time and now has other commitments.

Dave Martinez:

Dave thanks Irene and her extended service to the City of Loveland and her dedication to the Transportation Advisory Board.

Adjourn 4:57 p.m.

/s/Irene Fortune, Co-Chair

LOVELAND SH 402 ACCESS CONTROL PLAN



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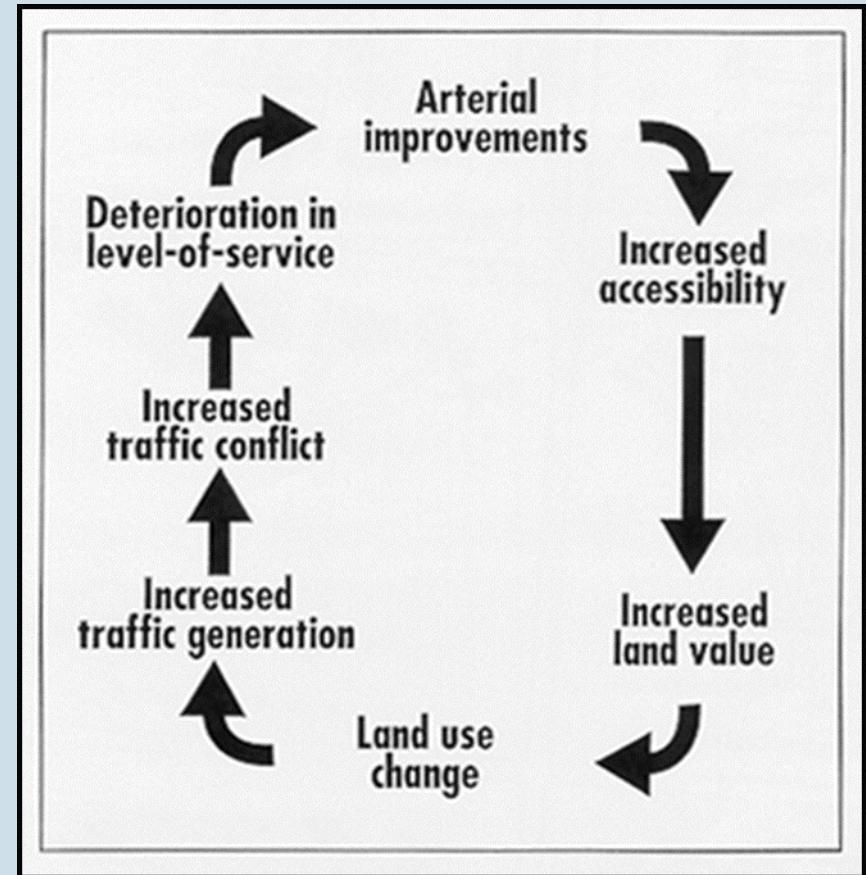
PURPOSE OF PRESENTATION

- Review Access Management
- Discuss the Draft Access Control Plan
- Discuss Process & Next Steps



ACCESS MANAGEMENT

Access Management is a tool that can help a community achieve their goals by managing the *Transportation/Land Use Cycle*



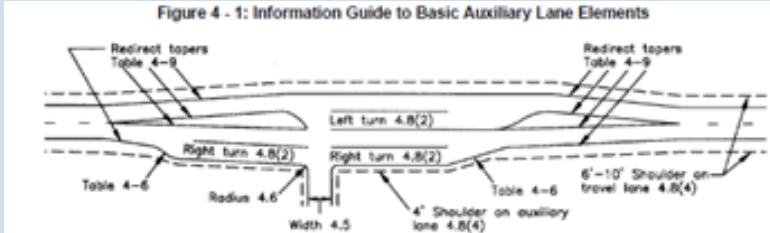
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STATE HIGHWAY ACCESS CODE

- Assigns access category to each highway.
- Sets procedures and standards.
- Requires Permits for each access.
- Requires developers to fund mitigation of their impact to the public road at each access.
- State Highway Access Code is **LAW**
- No guarantee of full movement access



(2) Necessary Components Determining Speed Change Lane Length

(a) The components of an auxiliary turn lane consists of transition taper, full width auxiliary lane, and storage length. The use of these three components varies according to the assigned access category and to some extent, site specific conditions. Table 4 - 5 summarizes the components of speed change lanes when such lanes are required by the category standards. Read the category requirements and subsection 3.5 to determine if any speed change lanes are required. Table 4 - 5 is provided to be used in conjunction with table 4 - 6.

Table 4 - 5: Components of Speed Change Lane Length

Access Category	Left turn deceleration lane	Right turn deceleration lane	Acceleration lane
F-W	Design must meet federal interstate standards, and no less then E-X		
E-X	taper + decel.length+storage	taper + decel. length	accel.length + taper
R-A	* decel. length + storage	* decel. length	* accel. length
R-B	* decel. length + storage	* decel. length	* accel. length
NR-A	* decel. length + storage	* decel. length	* accel. length
NR-B	taper + storage	taper + storage	* accel. length
NR-B >40mph	* decel. length	* decel. length	* accel. length
NR-C	taper + storage	taper + storage	* accel. length
NR-C >40mph	* decel. length	* decel. length	* accel. length

State Highway Access Code, August 31, 1998

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ACCESS CONTROL PLANS

- Defined by State Highway Access Code (SHAC)
- When adopted replaces the criteria for location and movements allowed as defined by SHAC
- Requires an **IGA** by all governing entities
- Implemented over time – no immediate changes
- Can be **amended**



Why Adopt an Access Control Plan?

EXISTING PROCESS

CDOT adherence to SHAC criteria

Isolated, individual access point analysis

Considers transportation elements only

First come, first served

Follows rigid criteria from SHAC

No plan to understand how land use and access interact when considering land use changes

PROCESS WITH PLAN

Opportunity for local input on state highway access

Corridor wide analysis

Considers existing and future land use in addition

Considers adjacent access and land use interaction

Incorporates flexibility into criteria based on corridor specific conditions

Developers/land-owners know proposed access conditions up front

BENEFITS OF ACCESS MANAGEMENT

✓ SAFETY

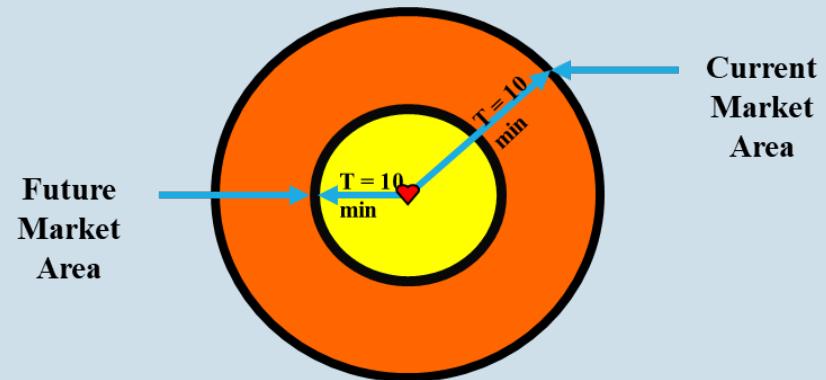
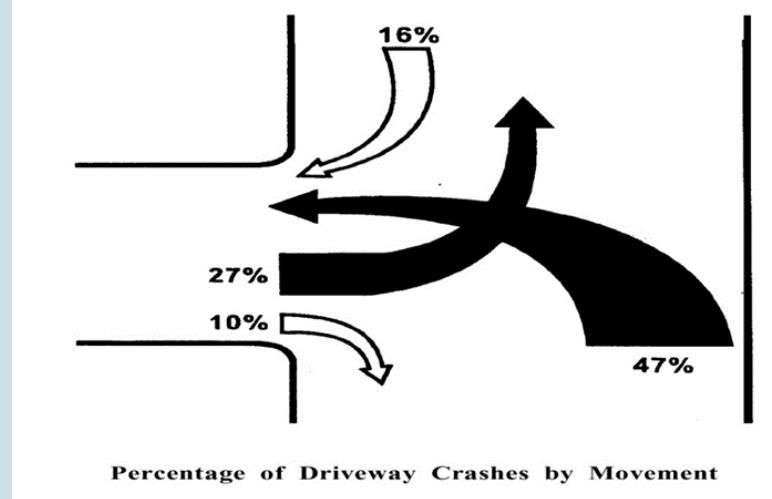
- Reduced Conflicts

✓ PRESERVE TRAFFIC FLOW

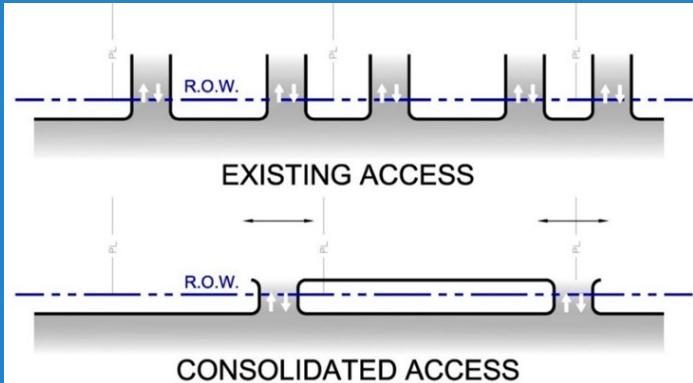
- Less Delay
- Improves Air Quality

✓ GOOD FOR BUSINESS

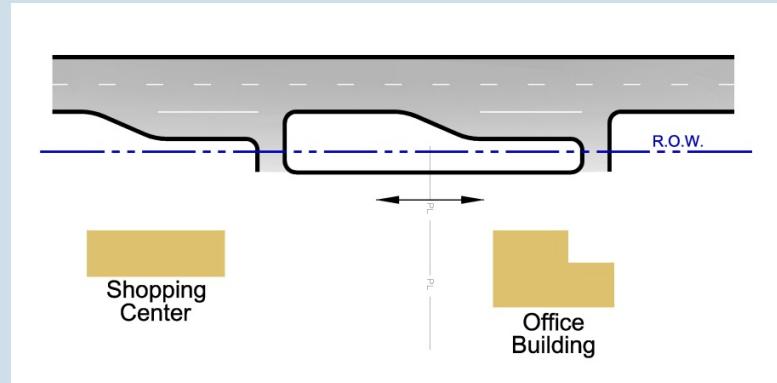
- Retain Market Area
- Predictability

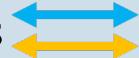


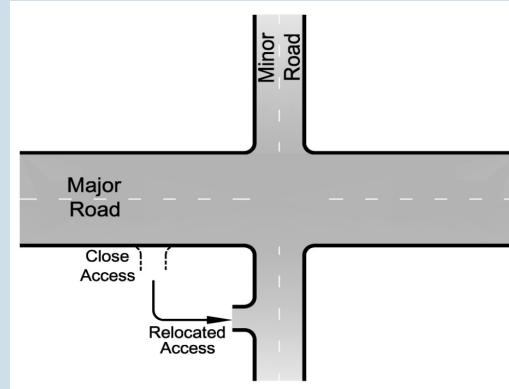
ACCESS MANAGEMENT PRINCIPLES & TECHNIQUES



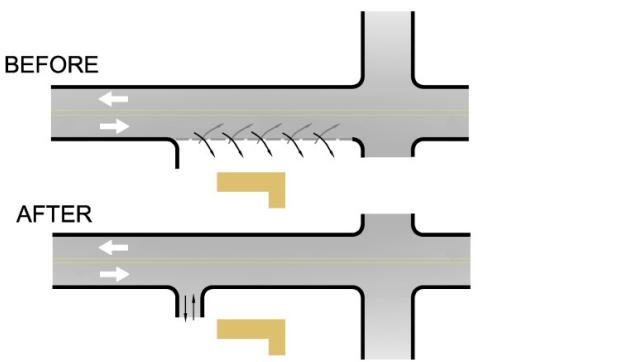
Consolidate Access Points 



Connect Adjacent Properties 



Considers Impacts
to Side Street-
DO NO HARM



Define Driveways

Relocate Access to Side Street



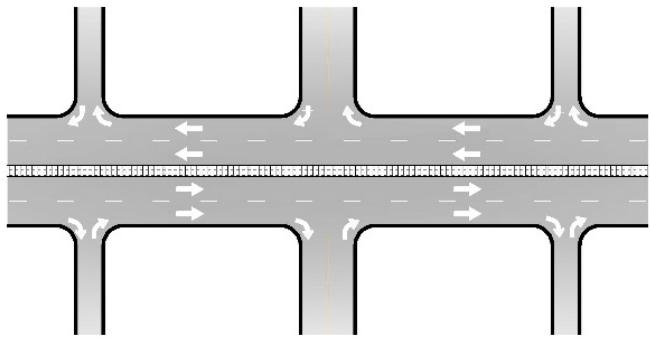
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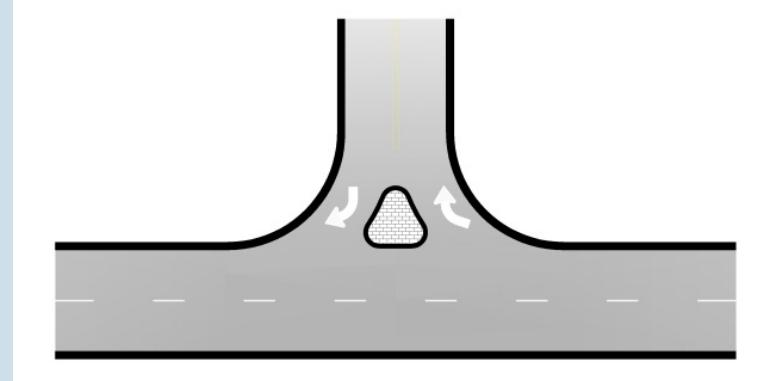
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ACCESS MANAGEMENT PRINCIPLES & TECHNIQUES

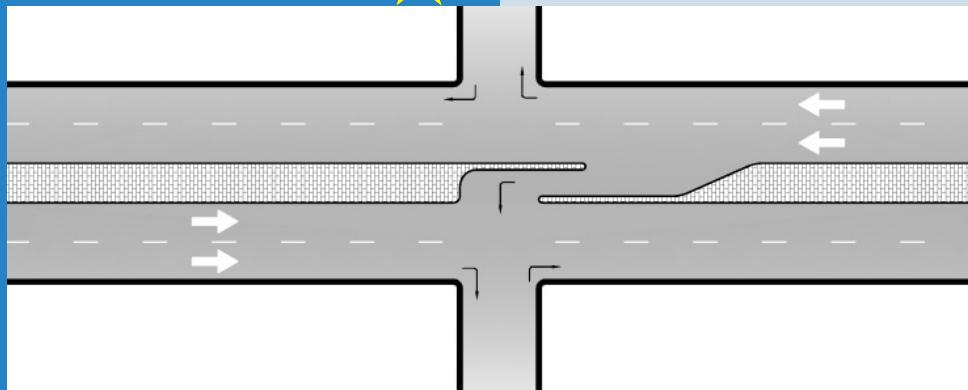
MINIMIZE LOCATIONS WHERE VEHICLES MERGE, SPLIT, OR CROSS



Right-in/Right-out with Raised Median ★



Right-in/Right-out with Channelizing Island ★



3/4 Movement or Directional Median Opening ▲

ACCESS MANAGEMENT PRINCIPLES & TECHNIQUES

- LOCATE INTERSECTIONS TO PROVIDE EFFICIENT TRAFFIC FLOW 
 - Space intersections to allow for turning movements without overlap
 - As traffic volumes increase space intersections for efficient signal progression
 - Turning movements are located at predictable locations resulting in smoother traffic flow
- REMOVE TURNING VEHICLES FROM THROUGH TRAFFIC LANES
 - Provide left and right turn lanes, if warranted



PROJECT STUDY AREA



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PROJECT GOALS



- Provide **effective and efficient through travel** for traffic on SH 402.
- Provide **safe, effective, and efficient access** to and from SH 402 for businesses, residents, and guests.
- Maintain compatibility with existing and proposed **off-system connections** that provide local circulation to support the transportation system.



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PROJECT GOALS



- Support the development of **alternative modes**, including transit, pedestrian, and bicycle routes.
- Provide a plan that can be **adopted and be implemented in phases**.
- Support the **economic viability** of the project area.
- Maintain compatibility with previous **local planning efforts**.



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IMPLEMENTATION

If nothing changes, nothing changes.

The plan will be implemented in phases as changes occur in the City/County that generate the need. Construction of improvements may be publicly and/or privately funded.

The following cases trigger implementation:

- Redevelopment that increases traffic by 20% or more.
- Publicly funded project by the City, County, or CDOT
- Safety or operational issue develops

The plan is a living document that can be **amended**.



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DRAFT ACCESS CONTROL PLAN

PLAN SYMBOLS

LEGEND

LOVELAND SH 402 ACCESS CONTROL PLAN

ACCESS POINT INFORMATION	CROSS ACCESS
<ul style="list-style-type: none">✖ Close Existing Access Point● Signalized Full-Movement (Maintain Existing)● Potential for Future Signalized Full-Movement▲ 3/4 Movement (Convert Existing)▲ 3/4 Movement (New)▲ Conditional 3/4 Movement★ Right-in/Right-out (Convert Existing)★ Right-in/Right-out (New)★ Conditional Right-in/Right-out	<ul style="list-style-type: none">↔ Existing↔ Proposed— Proposed Alignments— Loveland Alignments— Parcel Lines



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SH 402 ACP 01OF 06



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Town of Johnstown

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SH 402 ACP 02 OF 06



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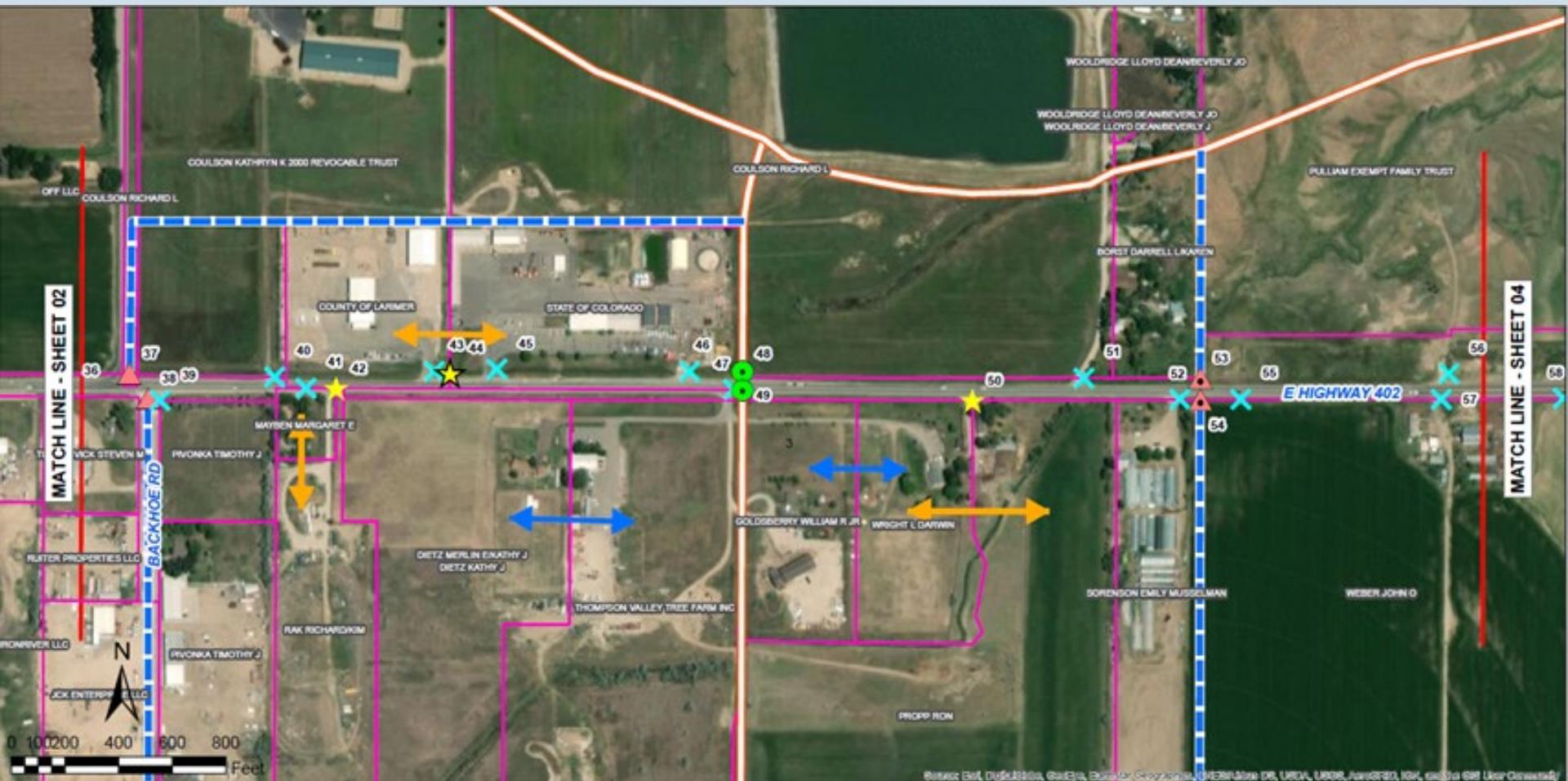
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Town of Johnstown

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SH 402 ACP 03 OF 06



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The logo for the Town of Johnstown features the words "Town of" above a stylized mountain range graphic, which is then followed by the word "Johnstown" in a large, bold, serif font.

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SH 402 ACP 04 OF 06



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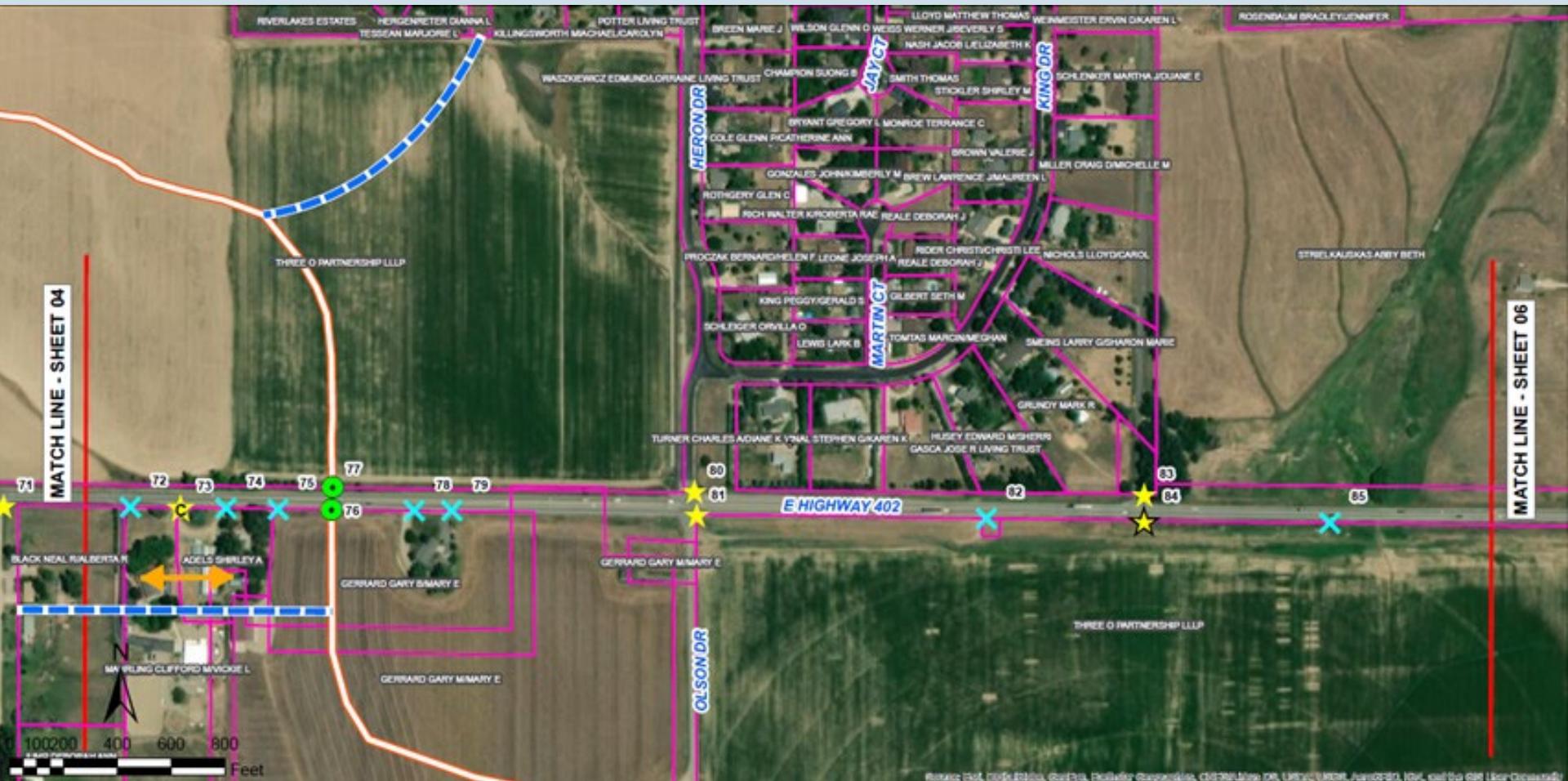
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Johnstown

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SH 402 ACP 05 OF 06



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SH 402 ACP 06 OF 06



C O L O R A D O

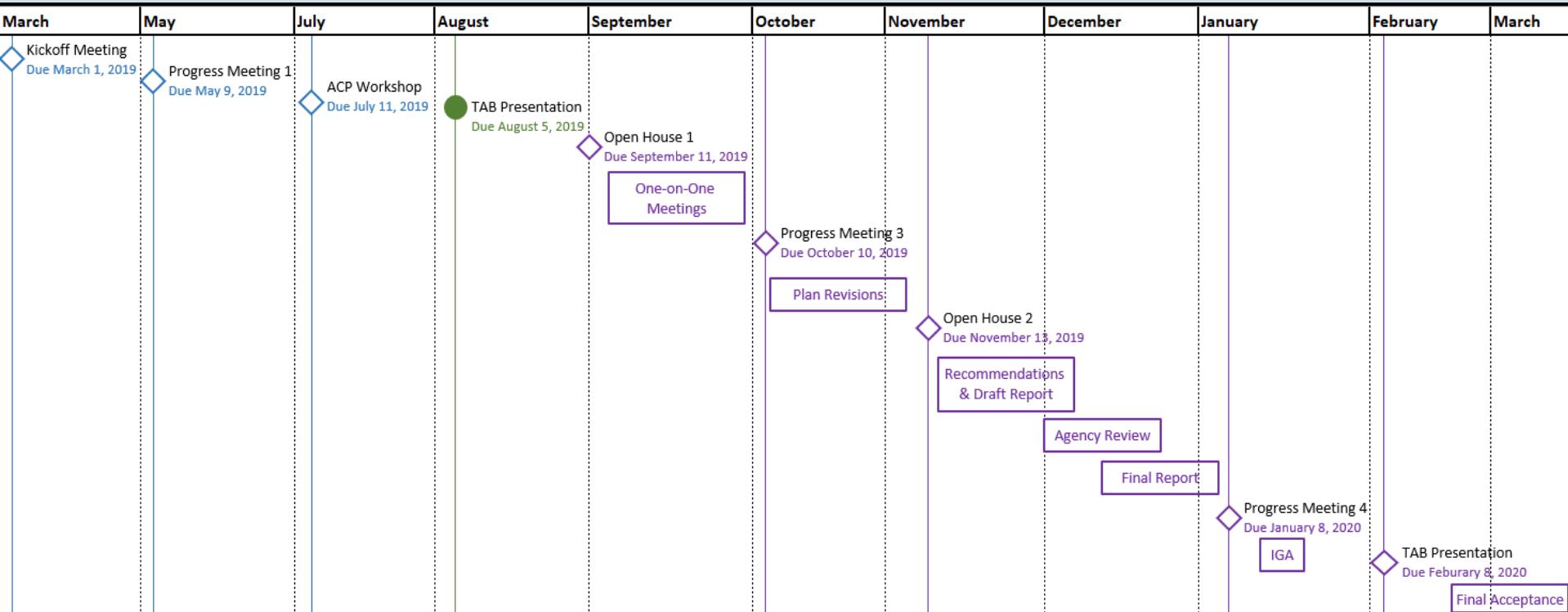
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The logo for the Town of Johnstown features the words "Town of" above a stylized blue mountain range graphic, which is positioned above the word "Johnstown" in a blue serif font.

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PROJECT SCHEDULE



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QUESTIONS?



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City of Loveland

City of Loveland Transit – August 2019 TAB Update- 1



Transportation Advisory Board Monthly Update – August 2019



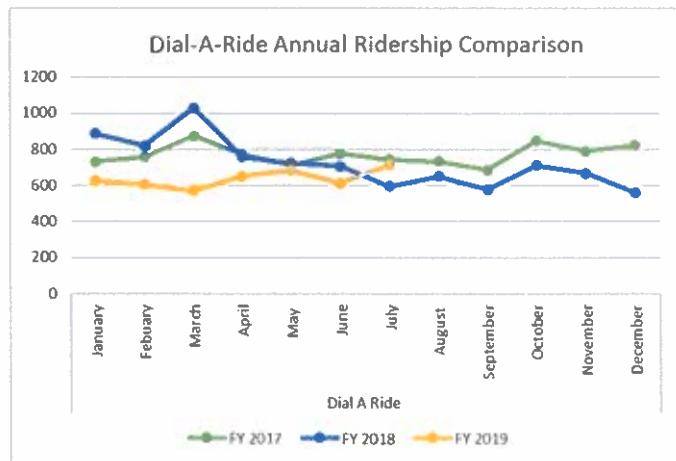
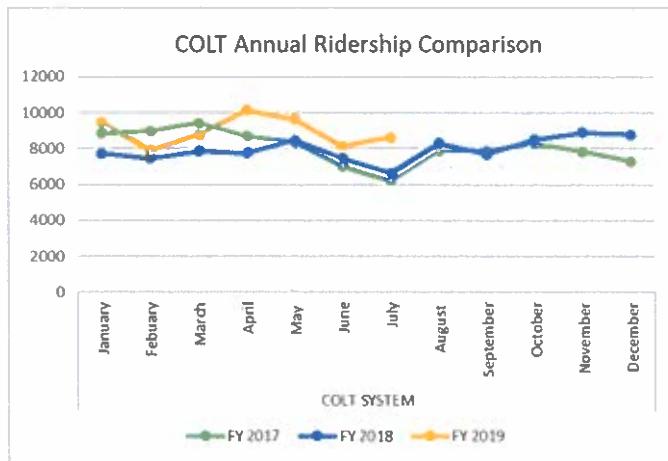
COLT Annual Ridership Update

Fixed Route

July ridership of 8624 was up 23.01% over July 2018

Paratransit

June ridership of 713 was up 16.41% over July 2018.



COLT Project Updates

Bus Purchase

COLT will be asking City Council on October 19th to approve an ordinance authorizing the acceptance of FTA grant funding and appropriating the funds to purchase two 29 foot Gillig transit buses using an option from the contract of the Commonwealth of Virginia. Placing the order before the end of 2019 will avoid a price increase that will occur in 2020.

COLT is seeking TAB approval and input on pursuing this ordinance with City Council.



City of Loveland

City of Loveland Transit – August 2019 TAB Update- 2

Stuff the Bus

Winter Gear Drive

Help us... STUFF THE BUS!!!



Help us reach our goal and fill the Bus. We will have pick ups at various locations throughout the City of Loveland.

Drop off Locations include:

The Chilson Recreation center

The Loveland Public Library

Maintenance Operations Center

Public Works Administration

Donations accepted September 9th - September 20th.

We will gladly accept all cold weather gear for children & adults:
coats, gloves, hats, scarves, boots, socks, sweatshirts, sweaters, vests, snow pants, blankets, tents, sleeping bags and backpacks.

Place clean items in drop bins located in most City buildings.

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City of Loveland

Items will be distributed at the
Loveland Connect event
October 11th at Truscott Elementary
8:00 am – 1:00 pm



**LOVELAND
CONNECT**

COLT
City of Loveland Transit

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