

T.A.C. Meeting Notes
April 12, 2017

Attendees: Todd Hollenbeck, Dean Bressler, Mark Rogers, Mike Vanderhoof, Sean Yeates, Jason Smith, Dana Brosig, Sam Atkins, Paul Jagim, Trent Prall, Scott Mai, Dave Lehmann, John Hodge, Kristina Kittelson, Steve Carter

Via telephone conference: None

Meeting called to order: 3:04 pm

Information/Discussion Items:

1. Project Updates – Jason Smith/Rob Beck, CDOT

- CO 340 / Redlands Roundabout: to be advertised for bids September 2017, with some early utility work expected to be completed fall 2017 / winter 2018, with full mobilization winter-spring 2018. CO 340 resurfacing work to be combined with roundabout bid package. Additional public outreach will begin when a contractor is on board and a project-specific public information officer has been assigned.
- US 6 east and west
- Palisade Curves
- CO 65 Exit 49
- Next phase of I-70B design to begin in ~ June 2017, I-70B from American Way to 1st Street to Pitkin/Ute.

2. Region 3 DRAFT Bonding List Discussion– Todd Hollenbeck, GVMPO

Watching House Bill 17-1242. Bonding list includes approximately \$770 M for Region 3 overall, and would include projects in GVMPO and GVTPR (Mesa County-wide). Hope is that at least half or more will get funded. ~ \$225+M could go to Vail Pass alone. Legislature must pass and then it would go to a statewide ballot.

We don't know when these opportunities will pop up, which is why it is important for TPR and MPO planning to be forward thinking and have projects identified. GVMPO has done well but consider being even more bold, ID Big projects.

3. Multi-modal Transportation Coordination: ongoing outreach efforts, TAC roles and contacts at advocacy groups and partner agencies – Dean Bressler, GVMPO; John Hodge, Mesa County Bicycling Alliance; Kristina Kittelson, Cycling Western Colorado

In addition to regular TAC invitees such as Dave Lehman, City of Grand Junction's Urban Trails Committee, we're including John Hodge, coordinator and founding member of the somewhat informal Mesa County Bicycling Alliance (MCBA). MCBA charges no membership or other fees, includes 250-300 avid members. The MCBA Facebook page is the primary forum for discussion, outreach to members, and for receiving feedback. Happy to provide the MCBA page as a venue for agencies to ask questions and seek feedback from the cycling community.

Also now a regular TAC invitee is Kristina Kittelson, Cycling Western Colorado, and active advocate for cyclists and for overall multi-modal transportation improvements in the Grand Valley. Actively involved in the promotion of bicycling and recreation in Western Colorado for both locals and visitors. As with the MCBA, Kristina offered to proactively publicize opportunities for public input, notices of public meetings, etc.

Do any of the local bicycling advocacy groups coordinate for testifying? Not formally, however, it would be helpful to do so. MCBA recently provided testimony on draft legislation during an open comment period. Bicycle Colorado is the only well-known statewide advocacy organization, and they regularly testify on statewide legislation and on issues at the municipal level up and down the Front Range. If any GVMPO partner agencies are looking for public input or testimony, let MCBA know.

Examples of helpful input to TAC and GVMPO partners:

- Where is better signal detection needed?
- Where is better sweeping needed?
- Intersection improvements, dead-end bike lanes, etc.

Also discussed the goal of including one or more advocates for persons with disabilities or mobility impaired persons as regular TAC invitees. Suggestion was made to look into Project Hero. *Founded in 2008, Project Hero is a groundbreaking national non-profit organization dedicated to helping Veterans and First Responders affected by PTSD, TBI and injury achieve rehabilitation, recovery and resilience in their daily lives and increasing awareness to combat the national mental health emergency posed by PTSD and TBI.* Could also pull from the list of GVT's Local Coordinating Council members.

Mesa County, geographically and aesthetically, is a great place to ride a bicycle and that is driving the demand to further improve facilities. Involve the advocates in the long range planning processes as early as feasible.

CDOT would welcome compiled lists of specific issues that could potentially be tackled by maintenance crews. For example, guardrail end treatments that may be extending out into the shoulder or travel lane, etc.

Could an app be developed that would allow users to capture a photo, location data, and a brief description of the problem? The GV2040RTP website has a tool that is similar to this, although it is not necessarily well suited to mobile use or for large numbers of issues. TAC members will look further into this.

CDOT has its newer “Sales Force” customer service program, where customer service representatives’ field questions and concerns and use a follow up tracking system. This is similar to the City of Grand Junction’s online Fix-It form.

For near term, invite advocates to review the short and near term planning projects. Set a follow up meeting to lay out more specifics and involve / invite representatives from the disabled community.

Comments were made about the perceived deficiencies in signage, e.g., instead of “Share the Road”; is it possible to use more specific signage such as “Give 3-feet...” Will look into possibilities, allowable standard signs, etc.

4. Federal Highway Safety Improvement Program (HSIP) project funds for High Risk Rural Roads (HRRR) – Sean Yeates, CDOT

HRRR funds are allocated from within HSIP funds. There is \$2.8 M available for Colorado statewide. Local municipalities, counties, and state agencies are eligible to apply, although few state highways would qualify. Typical projects are in the range of \$50k to \$500k. Based on historical crash rates and Level of Service Safety (LOSS). CO 340 would most likely not qualify since it is not rural. Reeder Mesa Road (the steep switchbacks), and DS Road between the intersection of Little Park Road and the intersection with Rim Rock Drive in the Monument, were each mentioned as segments that are especially hazardous for bicyclists due to the high speed differentials between motorists and bicyclists. Crash data showing a high crash rate may not be a necessity; instead, anecdotal support from users may be very helpful. CO 141 may be a candidate. Would South Camp Road be a possible candidate? Probably not but look into these further with Region 3 staff. 10% local match is required. Applications are due to Region 3 by the end of May. Jim Nall, Mesa County is working on an application for the DeBeque Cutoff.

5. Draft 2018-2021 TIP as well as Amendment #2 for the 2017-2020 TIP – Dean Bressler, GVMPO

Draft 2018-2021 TIP is on the MPO/RTPO website for review, and to be considered for adoption by the GVRTC during April meeting.

Amendment #2 for the 2017-2020 TIP (include additional funds for Palisade Curves, US 6 at 22 Rd; etc.).

Other Business: None

Representative Updates:

CDOT:

Two large Region 3 projects to begin soon: 1) Palisade Curves design and environmental; 2) Vail auxiliary lanes.

Inviting City of Grand Junction to meet to continue discussion of next phase of I-70B (I-70B from American Way to 1st Street to Pitkin/Ute).

CO 340, Parsons is under contract for consultant services to develop concept and design for adding shoulders to the remaining segment of 340 without shoulders (vicinity of MP 6.5).

City of Grand Junction:

1st Street is progressing; Bike lanes on the F-1/2 Road Bridge; Los Colonias Business Park (~150 acres that will undergo some level of development/redevelopment; start phase I this fall, 15-acre lease out, remaining over next 18-24 months); Los Colonias Amphitheater ribbon cutting on July 6.

Mesa County and Palisade:

Moving forward with the Palisade Plunge. Environmental consultant has been selected jointly by MC and Palisade. Mike Vanderhoof requested that CDOT be kept in the loop so that any actions on US 6 can be addressed, as appropriate.

Meeting Adjourned: 5:00 p.m.