

Roundabouts and Parking ITF
C 070-486 / 24440 - Floyd Hill Early Projects
May 10, 2021, 11:30 - 1:00
MEETING SUMMARY

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1. Purpose of the Meeting:

- Review CSS Commitment Tracking Spreadsheet in relation to Floyd Hill roundabouts and parking designs
- ITF Members brainstorm and provide input on initial design

2. Project Updates:

- The Floyd Hill Early Action Projects will be Design-Bid-Build Projects with construction beginning in 2022. These projects are separate from the CM/GC process for the larger Floyd Hill project.

3. Roundabouts:

Anthony Pisano, Atkins, gave an overview of the proposed roundabouts and asked for ITF input:

- The purpose of the designs is to help alleviate traffic, improve safety and maintain access to neighborhoods. There is a need to accommodate trucks with a 67ft wheel base (Westbound 67); incorporate pedestrian movements, and blend bikes safely with traffic. The ITF will also need to consider the aesthetics for the median island paving and any required walls.
- There will be a roundabout at US 40 and Homestead Rd. Signage for trucks will be added to deter trucks from turning back and going towards the school.
- There will also be a roundabout at US 40 and CR 65.
- The next steps will be to optimize geometry.

ITF Discussion Highlights:

- There is a need to consider Clear Creek County transit, formerly called the “Prospector,” now called the “Roundabout.”
- There is a need to accommodate traffic through the roundabouts for approximately three years before the Floyd Hill project is built and the Floyd Hill managed lanes are finished.
 - ITF suggestion to consider two designs: An interim design could be implemented until the Floyd Hill managed lane is open. Once the managed lane is open, changes can be made to accommodate the new traffic flows.
 - A “scaled down roundabout” is not going to be able to handle the back-ups on CR 65.

- Roundabouts must consider neighborhood accommodations. There is a need for a left turn lane on Westbound US 40 for access to the Floyd Hill neighborhood at Homestead Rd.
- Westbound 67 Trucks must be accommodated as well. This will be done by installing a truck apron.
- Roundabout at CR 65 and US 40
 - There is a desire to keep regional traffic on a regional road - to allow traffic on US 40 to bypass the roundabout if most are going straight and only a small portion of traffic is routing to CR 65.
 - Consider making Westbound US 40 two lanes through the roundabout with both a two-lane entrance and exit. Traffic from CR 65 making a left could use the inside lane while through traffic on US 40 would stay in the outside lane. This could cause the ramp traffic to back up onto I-70, further discouraging traffic from using this area as a by-pass or access for gaming. Gaming traffic would exit I-70 at US 6.
 - **ITF Question:** How do we handle the Eastbound to Southbound - there is a need to determine this traffic movement to keep that left turn from blocking everyone. Consider striping in a Southbound left turn lane onto Eastbound I-70 on the CR 65 bridge.
 - There is a lot of bicycle traffic in this area:
 - Bicycles will need to merge over to the far right side of the roundabout. When bicycles or walkers approach a roundabout, it is chaotic. Bicycles need to get off at CR 65, and go near high school. The best practice for cyclists is to stay in the center of the lane, and as they exit, they move to the right side. There is a lot of cycling traffic on US 40 and they stay on 40. They will go around and straight through the roundabout.
 - One option could be to look at the emergency access on the Southside of the road. There is a trail on the high school property. This could get the cyclists what they need and the emergency access for the Floyd Hill neighborhood.
 - **ACTION:** Look into high school trail options. Would earthwork be needed?
 - Is there an existing easement in Jeffco?
 - **Steve Durian: Check in with Yelena Onnen and Real Estate**
 - **Mitch Houston: Will send the path of the planned trail to CDOT.**
 - There could be some safety issues with students since they run across the bridge and head into Open Space park to the left. It might be safer if they stayed on the Southside of I-70.
 - Suggestion to avoid “clutter” in the center of roundabouts (i.e. statues and/or brush). Cyclists need to be able to look across roundabout to anticipate what’s on the other side to avoid collisions.
 - Use slanted (i.e. mountable) curbs on the interior of roundabout to assist with cycling safety.
 - US 40/Homestead Roundabout
 - Currently, Homestead northbound is overwhelmed by vehicles coming from/going to gaming areas and people getting off for Evergreen. There is a need to provide a bypass lane and create a merge further to the east.
 - Consider making Westbound US 40 two lanes through the roundabout with a two-lane entrance and one lane exit. Maintain two lanes in the roundabout to the Westbound I-70 entrance ramp. Westbound I-70 traffic in the outside lane would exit onto the single lane Westbound I-70 lane or continue around the roundabout

- and be forced to use the Westbound I-70 entrance ramp. Traffic on the inside lane would continue around the roundabout to Southbound Homestead Rd.
- Use signage similar to Jeffco's to educate drivers: "Bicyclists can use full lanes and give 3 feet to pass." Drivers need to know that cyclists have a right to the road and will be in the center of the lanes. Cars will be looking to the left, not looking for people ahead and to the right.
- Truck signage: Multiple times per year, trucks get lost on school grounds. The current design does not allow trucks to exit. It is very disruptive for trucks to get stuck on school grounds.
 - Need a sign that is effective and communicates to drivers that there is NO ACCESS to Evergreen if they turn right.
 - CMCA Question: Where are the trucks coming from?
 - Need to be careful of having too much signage, it becomes busy and overloaded. It is essential that signage is poignant and to the point. Need a lot of clarity around what trucks should/should not do.
 - Assuming that most of the trucks are not local - need to push them back to the interstate.
 - The incident management plan and ConOps will be critical - especially when considering winter closures. Emergencies and re-routing are what need to be considered in the design. Everyday operations are fine; the concern is when US 6 is closed or there is a detour, or when there are Floyd Hill closures with sun glare. There are the times when we need to ensure trucks are going in the right directions.
 - As trucks come into the roundabout at Homestead, there are a lot of times that trucks will wait for opportunity to take up both lanes.
- When going south on Homestead, there needs to be signage that they are being redirected back toward I-70.
- The roundabout will have raised islands with cement; this could be an issue for larger vehicles?
 - The roundabouts will use truck aprons and mountable curbs to accommodate larger vehicles.
- **ACTION:** Atkins will run templates to provide all the various movements.

4. Parking Lots

There is an existing paved lot by Homestead Road used by the Floyd Hill neighborhood. There was an ITF discussion on potential parking lot improvements:

- This parking lot could provide a loading truck ramp area across the bridge and to the west.
- The west side of the lot could be an area where a truck can turn around (would need approx 75 feet long and 24 ft wide). This area could accommodate moving vans, trucks turning around, accommodation for school kids and buses, and Clear Creek County Prospector (transit).
- CMCA supports this idea. Truckers that are going in the wrong direction could safely turn around.
- Residents also use the current lot frequently. This lot would need to be wide enough for vehicles sitting there as well as a pass-thru lane, approx. 24 feet.
- Consider a microtransit stop or EV parking. Clear Creek County transit and a passenger bus stop.
- ITF members would be very supportive of changes to this lot. It could serve cyclists and the community (i.e. airport shuttles, pizza deliveries, parking for 2WD vehicles in snowstorms). There is an interest in formalizing this lot.

- Consider a shelter that could be used for walkers, cyclists or people taking the bus.
- There is a streetlight that doesn't work. It would be good to fix this or ensure some additional lighting.

Parking Lot at CR 65:

- Right now this lot is being used for carpools; it is always full - especially on the weekends.
- A design with a right in/right out is not going to work.
- Consider a retaining wall to move the entrance further down the road.
- It would work better as a formalized "park and ride."
- This would be a great lot for cyclists.
- This would be a good CDOT microtransit area and a key stop/secondary hub for ski transit or little busses.
- Move the entrance to the lot as far away from roundabout as possible. Consider relocating the entrance.
- CMCA notes that trucks will be looking for a place to rest. We either need to accommodate this, so trucks can get in and out, or use signage to indicate "NO TRUCKS."
- People will also park here and bike up and across to the Open Space.
 - The current parking for the Open Space is being formalized and better defined.
 - The entrance will be widened to accommodate two cars.

ConOps:

- There is a need to consider truck issues in ConOps. What happens when there are top of the hill closures?
- There need to be emergency facilities/accommodations for truckers so they can wait out a storm or need to figure out how to re-route them out of the area.
- Consider an expanded shoulder or accel/decel lane on US 40 (between roundabout) for staging. Depending on how long the area is shut down, truckers will stage along the roadway. We need a plan for this scenario.
- Need to accommodate cyclists and parking lots. For example, Eastbound on US 40 going downhill. As more parking is put in along this road, consider how to keep descending cyclists from colliding with motor vehicles.

Next Steps:

CDOT will advance some conceptual designs and come back to this team in a month.

Attendees: Amy Saxton (Clear Creek County); Lynnette Hailey (Black Hawk and I-70 Coalition); John Muscatell (Floyd Hill Community); Michael Raber (Clear Creek Bikeway User Group); Mitch Houston (Clear Creek School District); Steve Durian (Jefferson County); Tracy Sakaguchi (CMCA); Kevin Shanks (THK Associates); Anthony Pisano, Tyler Larson (Atkins); Shonna Sam (Peak Consulting); Neil Ogden, Vanessa Henderson, Jeff Hampton, Matt Smith (CDOT); Taber Ward (CDR Associates)

