



# Broomfield County Transportation Forum

September 09, 2022

1:00 - 2:30 pm

Virtual Meeting made accessible via Zoom Webinar

Broomfield County Transportation Forum - [09.09.2022 Meeting Recording](#)

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## PARTICIPANTS

- Present Forum Members:** William Lindstedt, Forum Chair  
Austin Ward, Forum Vice-Chair  
Deven Shaff, Council Member
- Other Councilmembers:** James Marsh-Holschen, Broomfield City Council, Ward 1
- Other Staff:** Katie Allen, City Engineer  
Bryce Hammerton, Traffic Engineer  
Sarah Grant, Transportation Manager  
Marc Ambrosi, Senior Transportation Planner  
Allison Baxter, Senior Transportation Planner  
Joliette Woodson, Transportation Engineer  
Jake Donnelly, Customer Success Manager  
Lisa Sacker, Administrative Coordinator
- Partners:** Danny Herrmann, CDOT, Planning, Region 1  
Charlie Stanfield, RTD, Planning Project Manager  
Todd Cottrell, DRCOG, Project & Program Delivery Manager  
Jacob Riger, DRCOG, Manager, Long Range Transportation Planning  
Alvan-Bidal Sanchez, DRCOG, Senior Transportation Planner  
Josh Schwenk, DRCOG,
- Guests:** Katie Langford
- Absent:** NA



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## MEETING SUMMARY

1. Call to Order by Forum Chair Lindstedt at 1:03 pm
2. Welcome, Agency Introductions and Forum Roll Call for Quorum (3 members)
  - a. Roll call
    - Chair Lindstedt present
    - Vice Chair Ward present
    - Councilmember Schaff arrived during first presentation and before first vote
  - b. quorum present (2 required)
3. Public Comments
  - a. No public comment
4. [August 2022 Meeting Summary](#) - Discussion/Corrections - Chair Lindstedt
  - a. No edits; accepted as is
5. DRCOG Transportation Improvement Program - 22-25 TIP Call Update & Actions [Presentation](#) - Sarah Grant, Broomfield Transportation Manager
  - a. Call 3 Review & Approve Potential Application Submittals and Seek Peer Agency Support
    - i. Call 3: 2024-2027 Regional Share Call → just opened
    - ii. \$49M overall funds available
      1. Broomfield = \$1.9M air-quality & multimodal track
      2. Broomfield = \$2.7M for surface transportation block grant
    - iii. Scoring
      1. 30% Regional Impact
      2. 50% Metro Vision Regional Transportation Plan Priorities
      3. 10% Project Leveraging Overmatch
      4. 10% Project Readiness
    - iv. Review of 2020-2023 TIP Projects & Broomfield Priorities



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- v. CO 7 Corridor Status (slide 9)
  - 1. Package of projects proposal is still under consideration by all stakeholders
  - 2. Discussion still in progress for funding scenarios; Required local match of 10% vs overmatch to increase score
  - 3. Potential projects under consideration for the Broomfield area (slide 10)
  - 4. Questions/Comments  
No questions or comments
  - 5. Action Items
    - a. Motion to support the development of an application for CO 7 preconstruction and coordinate with corridor agencies scope elements, peer agency support and cost-sharing by Councilmember Ward
    - b. Seconded by Councilmember Lindstedt
    - c. Councilmember Schaff arrived during first presentation and before first vote
    - d. Roll Call; quorum present; 3 yes, 0 no
- vi. I-25 Segment 3B Preconstruction
  - 1. Section 3B = between E470 & State Hwy 7
    - a. Has not move forward; currently at 30% design
    - b. Next logical step → advance preconstruction
    - c. Potential peer agency support: Thornton, Adams County, Erie, SW Weld
  - 2. Questions/Comments
    - Q: Is this just for managed lanes or also does it also incorporate a redesign for increased traffic?
    - A: This project is not the construction of the project; it is specifically for securing particular ROW and relocate XCEL transmission lines to prepare for the future construction of the Managed Lanes, interchange improvements and mobility hub.
    - Q: What is the benefit for Broomfield to be involved in this project?



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A: Funding would leverage the regional federal funding to advance towards future construction and reduce time to implement the future project. Three-fourths of I-25/CO 7 interchange being within Broomfield, one-fourth is within Thornton.

### 3. Action Items:

- a. Motion to support development of an application for I-25 segment 3B preconstruction with City of Thornton and coordinate scope elements, cost-sharing and seek peer agency support by Councilmember Ward
  - b. Seconded by Councilmember Shaff
  - c. Roll Call; quorum present; 3 yes, 0 no
- b. Approve Broomfield Forum Technical Review Panel Member
- vi. Motion to appoint Marc Ambrosi as the Broomfield Forum technical member to the DRCOG Call 3 Project Review Panel by Councilmember Ward
  - vii. Seconded by Councilmember Schaff
  - viii. Roll Call; quorum present; 3 yes, 0 no

### Update: Peer Agency Applications - CO 7 Transit Operations - Starter Service

- Boulder County is developing an application building from Call 1 for starter transit service on CO 7 corridor from Brighton to Boulder
- More information at the meeting on Sep 23, 2022

### Questions/Comments

Q: Do they have an operator secured or ideas for the operator?

A: Same approach as in Call 1, cost elements would be taken into consideration; Boulder County will be submitting the application and putting it out for bid; anyone could bid on it.

Q: Have they identified parking related to I-25/CO7 interchange?

A: Money set aside in the 10-year plan for the I-25/CO7 mobility hub; interim transit improvement project; interim ped bridge and Park & Ride in the Thornton quadrant; CDOT is kicking off the project next week. Project would provide starter service; project team does anticipate construction in 2024 and operations in 2025. The interim Park n Ride is the next logical connecting point for service expansion.



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6. DRCOG Metro Vision Regional Transportation Plan GHG & Congestion Mitigation Action Plan Update- Jacob Riger, DRCOG
  - a. Working for 6-8 months to revise 2050 Regional Transportation Plan which was adopted in April 2021 to comply with new state GHG rulemaking adopted in Dec 2021
  - b. Published a proposed a 2022 Regional Transportation Plan Update
  - c. Multiple
  - d. Public Comment Period from Aug 7 - Sep 6; 31 days
  - e. 5 open houses during public comment period
  - f. Public Hearing in front of the DRCOG Board
  - g. 350 comments received on the plan
    - Very satisfied with the engagement
    - Cataloging and responding to all comments
  - h. Publish final plan and all comments early-mid next week
  - i. Transportation Advisory Committee; asking for recommendation on Sep 19
  - j. Regional Transportation Committee, asking for recommendation on Sep 20
  - k. Looking to take to the DRCOG Board; take action and approve plan on Sep 21; in compliance with Oct 1, 2022 deadline

### Questions/Comments:

Q: Were the comments generally positive or negative?

A: Received interactive discussion (comments on comments; new dynamic); several buckets of comments; one set agreed with GHG standards, another set agreed but wished that more had been done, some comments who did not support changes, comments more neutral/technical nature, comments back and forth between commenters

### 7. Broomfield Traffic Mitigation Program

[Traffic Mitigation Presentation](#) - Bryce Hammerton, Broomfield Traffic Engineer

- a. Current Criteria posted on the Broomfield Transportation webpage
- b. Process (slide 3)
- c. Current Criteria (slide 4); can implement education/enforcement treatments which do not require neighborhood support OR engineering treatments which does require neighborhood support



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- d. Current Minimum Requirements (slide 5)
- e. Current Outreach Process (slide 6)
- f. Results (slide 7)
- g. Proposed ADT Changes (slide 8); includes ADT requirements of other local agencies
- h. Flex Posts Pilot (slide 9)
  - Potential Pilot - 6th Ave, 287 to Kohl; already several traffic calming measures installed but still meeting the minimum requirements
  - Pilot is to establish whether speeds are lowered, maintenance feasibility; monitor for a year; addition of flex posts

Questions/Comments:

- C: Would be great if CCOB could post the Traffic Mitigation Presentation on the CCOB webpage.** Many are interested in the current calming measures.
- Q: What kind of costs are associated with the anticipated traffic mitigation?
- A: This past year, CCOB had four projects that met the requirements for traffic mitigation. With the lowered requirements, an additional two projects would meet the requirements. If ADT requirements are lowered, based on a one-year sample, a conservative estimate would double the number of projects per year; additional \$30K annually.
- Q: Do we have a similar metric for crashes? What other prevention does traffic mitigation efforts produce?
- A: Requirements for crashes (min 3 in a given year). This requirement is not typically met in CCO. The assumption is, lower speeds do have a correlation with crash rates. However, CCOB crash rate is low.
- Q: What methodology was used to get to the 500 number in comparison to other agencies whether it be local, state, national, global?
- A: Goal is to come up with numbers that help use resources with the locations of practical need and benefits community as opposed to randomness; These numbers are the 'middle-ground' and there is some flexibility in the numbers. Example: Boulder has no ADT requirements; opens up to many more roads. Comes down to define CCOB goals.
- Q: Minimum Requirements for community outreach/approval: Is this just Broomfield practice or is there a state statute requirement? How was the methodology derived.
- A: Just Broomfield policy for the outreach policy.



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- C: CCOB install a calming mitigation device may not be popular with residents but, in the end, may reduce incidents; Consider reviewing/altering the requirements for identifying incident to placement of traffic mitigation treatments.
- C: Traffic Engineer would be open to the consideration of modifying the requirements while maintaining the 'public voice'.
- Q: Traffic Safety: What is the reason CCOB doesn't lower the ADT?
- A: Balance; trying to use CCOB resources in places that matter. There will always be outliers.
- Q: What is the criteria for determining ADT; ensuring that measurements are taking place during the time of concern?
- A: Industry standard for a study is 24 - 48 hours. CCOB studies are a minimum of 24 hrs to ensure that a complete day of data is collected. If concern is reported in the winter but is more affected by summer foot traffic; CCOB will typically execute a study right away and agree to go back out again during the period of concern.
- Q: Is there any time that CCOB would override the  $\frac{2}{3}$  public rejection of a traffic mitigation measure?
- A: No cases since the Traffic Engineer has worked with Broomfield but there is always a possibility.
- Q: Are speed cushions the only mitigation that CCOB is using?
- A: Speed cushions are typically widely accepted; they are cost effective. Neighborhood traffic circles, flexposts may help mitigate costs of traffic circles. Open to a variety of treatments.
- Q: If standards would be changed, would it go to City Council?
- A: Speed cushions are accepted by the Fire Department; not all treatments are accepted by emergency entities. **Not sure whether a change would require City Council approval, will check into this and report back.**

Meeting adjourned at 2:06 p.m.

Next meeting September 23, 2022, at 1:30 pm - Special Meeting to approve TIP applications and cost sharing