

Floyd Hill
Focus Group #1 - Transportation

- **Representatives (see attached list)**

Information Conveyed by project team

Goals for transportation at FH:

- Peak traffic levels cause circulation issues for local users
- Interchange problem – should interchange 247 or 248 be completed
- Develop a transit-ready site
- Emergency access issues
- Emergency access improvements to local roadway system
- Gaming Area Access EIS – in process and will be completed in the fall – how travel to gaming area affects FH area
- Share the road vs. separated trail
- Increase connectivity for pedestrian and bike

Potential Interchange / FH Access Concepts:

- Option 1 – finish off 247 interchange (wetland, grading challenges, tying into 70)
- Option 2 – finish off 247 interchange (alternative route –see map)
 - Frontage road for local access
 - Going behind the high school (property challenges)
 - Concept of black hawk tunnel (connect to 119)
- Option 3 – go under I70 (work with grade challenges)
 - Potential to do shared county access w/ Jeffco – maximize funding

Transit-accessible Site:

- Examples: Basalt, Copper Mtn (density needed for rail stop), Lilloot BC, access to nature, Bern-Switzerland (gondola/bus/etc.)
 - Conceptual Transit Options:
 - Rail station at 247 or 248 with RTD stop at 248
 - Rail station at Idaho springs withy bus service to Floyd Hill
 - Aerial tram from FH to transfer station
 - Fenicular (3 miles) from transfer station to Idaho Springs (3 miles) - \$15 million? – funding from federal sources

Emergency Access:

- There is an existing emergency egress route at Sawdust Court (it is hidden and camouflaged with limited access)
 - Needs to be announced to the public – ongoing operations and maintenance issues (need awareness for public safety)
- Additional clear zones for helicopter access (would be good option for fire, if no access to interchange and emergency access)
- Aerial tram to Floyd Hill to transfer station / fenicular from transfer station to Idaho Springs.

- One more on southwest side of the mountain from Beaverbrook canyon road, pat creek road, 4-wheel drive area to get out to 103 (ADD to MAP)

Participant Comments and Discussion:

I70/Interchange Access-

- All of these options could be needed and more
- The Gaming EIS tunnel "Clear Creek Tunnel" is actually at Kermit's to 119
- Once completed the Gaming EIS will begin negotiation with Black Hawk, follow through with agreements to build the tunnel (EIS to be completed 1 year from now)
- What is a boundary for Floyd Hill and/or study area?
 - Area has been fluid, discussed between interchanges 247-248 and adjacent properties, difficult define because part is on other side of the county, have also discussed extending to intersection of Hwy 6 / Hwy 40 / I-70
 - Transportation mapping for Master Plan will be more extensive than other parts of MP - potentially from Idaho Springs to El Rancho/ I-70 to 119
- Gaming Area EIS - focus is on the tunnel, but what if it is not feasible? What are the other options?
 - Possibility for west bound fly-over at top of the hill, east-bound climbing lane, improved connection at blue dot
 - Tunnel is just one of gaming area access issues
- Beaverbrook exit - Preble's Jumping Mouse found in Jeff Co on north side of highway (Environmental considerations) could impact interchange (northeast area of interchange)
- Wetlands - only one, area is northwest of I-70
 - Need to make contact with the Army Corps of Engineers to see enforcement of the wetland area - is it jurisdictional
- Underpass to FH - reactions: AASHTO standards, engineering, LOS, permits for access
 - Blue lines hit a lot of property, need for another alignment option
 - Would northern local road still be part of this with underpass - depends on community input
 - If this is not included in PEIS, could it even be considered - if so, we need to connect with CDOT now, see if they've even considered it before. Talk to Brian Pinkerton to find out what happens next.
 - There are challenges and engineering considerations associated with it because of access code.
 - More likely to get off ramp rather than another on ramp.
 - Depends on the land uses that are decided upon - open space vs. development

Transit:

- Bus transit will not be highly used, most people would not drive to Idaho Springs
- Travel patterns on Option 3 - would El Rancho be a better option than Idaho Springs?
- Development of tourism vs. resident - tourism would support more need for Funicular than Bus, etc.
- Connection need for access to the gaming community

- Demand for a rail station would not be there without the population (residential or tourism)
 - Most are not going to Idaho Springs
 - Future is working through the interchange and local circulation issues
- Bus station/RTD connecting neighborhood in Jeff Co to Denver – may be more realistic
 - Transit-oriented design/ multi-modal access to bus service
 - Proximity to developable areas
 - Doesn't answer Clear Creek County's needs for commercial / residential development or how people travel west unless development is master planned across Jeff Co and CCC

Additional Discussion:

- Gaming Area EIS/PEIS – both need to be integrated into planning efforts and increase discussions so – create map with all of these options on there.
 - Additional stakeholder interviews with these groups
 - Last board of commissioners - 10-15% design
- What are Jefferson and Clear Creek County's plan for the area between the intersections?
 - Clear Creek County open space has offered to buy the area, but thinks it is a long shot. Will know before the completion of the study.
 - Consultant team will establish a drop dead date for information gathering, work from set assumptions
- Jeff Co - Community Planning is looking at low density residential, low density commercial (arts and crafts), outdoor village/activity center – not anticipated as dense activity center b/c no public water and sanitation, limited capacity to serve more people
- Need for water sources for the area – infrastructure related – establish development thresholds
- Missing Gilpin County and Black Hawk representatives – need extra interviews
- What needs are not being met – transfer for ambulance to helicopter (can be done currently at the school)
- Evergreen Fire – local street (red) option for Clear Creek County should be integrated – currently if accident they have to go all the way to Kermit's – turn around on highway go down to 40
 - Circulation for emergency access is an issue on I-70
 - Projections for projects – what has been approved with development rights until 2010 (180 homes, gas station, etc.) - these will influence alignment of interchange, land uses, ability to serve in an emergency situation, etc.
- Any development south of 70 would need secondary way out for emergency – frontage road would be necessary
- Comprehensive planning for other projects – need to be outlined what transportation and infrastructure improvements are recommended? Tie in with these options but need to know density of population serving
- How can we create a realistic option for the funding situation? Look at cost – benefit analysis for transportation funding options

- DRCOG – need to talk about desired land use alternatives before we get to transportation. No improvements for long range plan identified for FH.
- North side traffic to High School, park and ride east of high school – use off ramp going west and go under the highway, help emergency response go west.
- Consider wildlife along Hwy 40 frontage road
- Firefighting water supply – lookout mountain, industrial parkway, high school (sufficient based on where the wildfire is at)
- Amount of sales tax put into Jefferson County for RTD – commute to park and ride for neighboring park and rides. Cost-sharing opportunities between Counties for RTD services – meeting with RTD would happen once recommendations are formed.
- Retail development on David Elmgreen’s land would be annexed into boundary for RTD. If strictly residential, probably not.
- Conflicts between multi-modal and RTD (gaming buses, greyhound, need access)???
- Not actually true – has been resolved and can be used by other agencies such as other bus systems, etc.

Action Items / Follow up:

- Create transportation map that shows all study alignments for I-70, Gaming EIS, PEIS, etc.
- Talk to Brian Pinkerton (JF Sato) to find out what is going on I-70 at FH
- Create an emergency access map showing Beaverbrook Watershed access, Sawdust Court, Helicopter sites
- Interview with Black Hawk, Central City, Gilpin County
- Look into RTD integration at Jeff Co side