

Meeting Summary

Date: July 10, 2024

29 Road Interchange at I-70, NEPA/1601 Project

Meeting Name: TAC Meeting #12B (virtual)

Meeting Date: July 9, 2024

Attendees:

Invitee	Organization	Invitee	Organization
Kevin King	Mesa County	Melanie Bishop	FHU
Scott Mai	Mesa County	Gaurav Vasisht	FHU
Daniel Larkin	Mesa County	Paul Brown	FHU
Eric Mocko	Grand Junction	Cady Dawson	FHU
Trent Prall	Grand Junction	Alex Pulley	FHU
David Thornton	Grand Junction	Amanda Cushing	FHU
Stephanie Gibson	FHWA	John Dibble	FHU
Ajin Hu	FHWA	Rob Beck	CDOT
Dana Brosig	RTPO	Zane Znamenacek	CDOT
Rachel Peterson	RTPO	Dave Cesark	CDOT
Nathan Lindquist	CDOT	Mark Bunnell	CDOT
Tom Joyce	CDOT	Jen Klaetsch	CDOT
Dean Bressler	RTPO		

Note: Not all details that were included in the presentation are shown in this summary, but comments and discussion brought up during the presentation are included; discussion is denoted as **blue** text. Data that was received following the meeting is denoted in **pink** text.

Meeting Summary

Meeting materials can be found at the end of this meeting summary.

Meeting Goal:

Review TDM Strategies and Trip Reduction Methodology, Discuss CDOT Comments and Agree Upon Next Steps

Agenda:

Welcome and Introductions

- ▶ Despite the lack of data, the City and County are putting forward a good faith effort to develop a TDM plan rather than apply for a waiver.

Screening Process Flowchart

- ▶▶ Level 1 and 2 screenings are complete, and we are currently advancing Level 3 screening, which will be documented in the 1601 SLS and eventually the IAR.
- ▶▶ The current plan is to present the project to the Transportation Commission during the August 14, 2024 workshop for a September 19, 2024 vote.
- ▶▶ Once the project is approved by the Transportation Commission, there is a three-year period before it expires.
- ▶▶ NEPA must be completed prior to completion of the IAR.
- ▶▶ **Question:** Operations and safety must be addressed prior to the IAR.
- ▶▶ **Response:** Understood. That information is included in the SLS which, with the Project's Methods and Assumptions document, will be emailed to Ajin.

TDM Strategies and Evaluation Process

- ▶ To follow the Procedural Directive 1601.1, a 3% trip reduction on the ramps must be achieved through implementation of TDM strategies.
- ▶ Forecasted 29 Road Interchange Ramp Reductions
 - ▶▶ Forecasted 2030 (Opening Day) Ramp Volumes: **7,660 ADT (passenger vehicles)**
 - ▶▶ Forecasted 2030 (Opening Day) Truck Traffic: **305 Trucks**
 - ▶▶ 7,660 passenger vehicles – 305 trucks = **7355 passenger vehicles**

Meeting Summary

- For this project, a 3% reduction would be **221 trips**.
- Proposed TDM Strategies include the following:
 - **Development of a Transportation Management Organization/Association**
 - Anticipated reduction of **201 trips (2.7 percent)** (methodology is included in the attached meeting materials)
 - Based on data received from DRCOG after the meeting about percent of new carpoolers using rideshare matching program the anticipated reduction was changed to **48 trips (0.8 percent)**
 - **Question:** Was the Grand Valley MPO on board with creating a TMA/TMO?
 - **Response:** Yes, we have been in coordination with them.
 - **Mobility Hub /Park and Ride**
 - Based on 100 parking spaces and a 50% utilization rate
 - Anticipated reduction of **100 trips (1.4 percent)** (methodology is included in the attached meeting materials)
 - **Question:** Are there utilization rates for CDOT-maintained Park-and-Rides across Colorado?
 - **Response:** Not currently.
 - **Statement from the RTP:** The Clifton Park-n-Rides are at least 50-60 percent utilized every day. This location is more central and has the potential to have even higher utilization rates given use locally and regionally for longer distance trips.
 - **Bicycle and Pedestrian Facilities**
 - Facilities will be located on 29 Road and in the interchange area
 - Anticipated reduction of **38 trips (0.4 percent)**
 - Based on discussion, the ramp reduction factor was modified to 95% from 75% resulting in an anticipated trip reduction **8 trips (0.1 percent)** to account for limited number of bicycle trips that would have used the interchange.
 - **Schoolpool Program**

Meeting Summary

- ▶▶ Focused on Independence Academy
- ▶▶ Anticipated reduction of **27 trips (0.4 percent)**
- ▶▶ Based on data received from DRCOG after the meeting, the anticipated reduction was changed to **79 trips (1.1 percent)** based on an increase of the reduction goal from 5 percent to 15 percent.
- ▶ **TDM Strategy Totals**
 - ▶▶ Anticipated trip reduction: **366 trips**
 - ▶▶ 3% reduction goal (vehicles): **221 trips**
 - ▶▶ Excess: **145 trips**
- ▶ Based on data received from DRCOG after the meeting, the TDM totals were modified to the following:
 - ▶▶ Anticipated trip reduction: **235 trips**
 - ▶▶ 3% reduction goal (passenger vehicles): **221 trips**
 - ▶▶ Excess: **14 trips**

Action Items

- ▶ Send the SLS revised draft and the Project's Methods and Assumptions document, to Ajin (FHWA).
- ▶ Send over the meeting materials and provide DRCOG data with updated trip reduction information to Nathan Lindquist (CDOT).
- ▶ Submit the updated final TDM memo while CDOT is reviewing the meeting materials and meeting summary.

Next Steps

- ▶ Submit the SLS revised draft. Anticipated to be July 12, 2024.