

CITY OF IDAHO SPRINGS
County of Clear Creek, Colorado

Resolution No. 23, Series 2016

**A RESOLUTION ADOPTING THE RECOMMENDATIONS OF THE INTERSTATE-70
VISIONING TASK FORCE FOR THE CITY OF IDAHO SPRINGS**

WHEREAS, the City Council for the City of Idaho Springs (“City Council”) and relevant City staff, in association with community stakeholders, developed the Interstate 70 (“I-70”) Visioning for the City of Idaho Springs; and,

WHEREAS, improvements to I-70 in the City of Idaho Springs are currently permitted as non-infrastructure improvements in the Memorandum of Understanding between Clear Creek County, City of Idaho Springs and the Colorado Department of Transportation (CDOT) dated January 16, 2014; and,

WHEREAS, the City Council appointed an I-70 Visioning Task Force to develop recommendations for the improvements to westbound I-70 within the City of Idaho Springs because of the imminence of CDOT undertaking concept and design development; and

WHEREAS, the Task Force presented recommendations to the City Council with respect to I-70 improvements within the City, attached hereto as Exhibit A and incorporated here by this reference (“Final recommendations for presentation to Idaho Springs City Council”), including recommendations for future CDOT projects along I-70 from mile marker 243 to mile marker 239; and,


WHEREAS, the City of Idaho Springs is a prominent stakeholder in the planning and implementation of improvements to the transportation system in the I-70 Mountain Corridor, including the planned transit center at Exit 240 in the City; and

WHEREAS, it is valuable that the other stakeholders, CDOT and the public are acquainted with and certain about the positions of the City Council on various aspects of the I-70 Mountain Corridor development; and

WHEREAS, the City Council accepts the recommendations of the Task Force; and

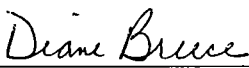
NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Idaho Springs hereby approves the I-70 Visioning Task Force Recommendations for the City of Idaho Springs as contained and attached hereto in Exhibit A.

RESOLVED, APPROVED, and ADOPTED this 5th day of December, 2016.



Michael Hillman, Mayor

ATTEST:



Diane Brece, City Clerk

EXHIBIT A

I-70 Visioning Task Force Idaho Springs

January 26, 2016 – May 11, 2016

Executive Summary

City of Idaho Springs Mayor Michael Hillman, having participated in the local stakeholder visioning processes for portions of the I-70 corridor in unincorporated Clear Creek County, desired to have the Idaho Springs vision for I-70 through the City reviewed and updated. Using the process developed by THK, CH2M Hill and Atkins in 2014, Cindy Neely and Jo Ann Sorensen led a group of Idaho Springs citizens and business owners through the process of identifying issues, impacts and opportunities. The group discussions were guided by the values of the community and the community's vision for its future.

Three meetings were held from January through April 2016, and the group completed final edits to the list of recommendations in May 2016. Attached is a copy of the recommendations that are in two categories – one for municipal planning actions, and the second for inclusion in a resolution proposed for adoption by the City Council. The resolution will provide guidance to the Colorado Department of Transportation and future City leaders as highway projects that will have an impact on the City are proposed.

I-70 Visioning Task Force Idaho Springs

May 11, 2016

Final recommendations for presentation to Idaho Springs City Council

Recommendations to Idaho Springs City Council for municipal planning actions to assist in coordinating with Interstate development

1. Develop a City-wide signage plan to thematically identify City gateways at all exits. An example may be the stone sign off the 240 exit in front of the Kum and Go. Develop a consistent directional and coordinated informational signage program throughout the City for pathways and major sites.
2. Develop a City-wide pedestrian and recreational pathway plan incorporating the Greenway to connect all areas of the City including areas to the south of the Interstate between exits 241 and 240.
3. Work with the Clear Creek School District and potential partners such as CDOT and USFS to find alternative locations for the school bus lot to facilitate use of that area for a multi-modal transit center and additional parking.
4. Consider, and seek private resources for, a shuttle system for special events and summer activities in coordination with the Clear Creek County transit plan.

I-70 Visioning Task Force Idaho Springs

May 11, 2016

Final recommendations for presentation to Idaho Springs City Council

Recommendations for a resolution for future CDOT projects along I-70 from MM 243 (Hidden Valley) to MM239 (west end of Idaho Springs): Future projects in this area are presently limited to the actions specifically identified in the Record of Decision and Intergovernmental Agreement between CDOT, Clear Creek County and Idaho Springs. Recommendations for any actions beyond that limitation are expressions of Idaho Springs' overall concerns and are not an official endorsement of further projects.

Overall

1. Past commitments, specifically the Phase II, Exhibit A of the Twin Tunnel Agreement of June 2012, which includes finishing work on CR 314/East Idaho Springs Road and a separated bike path along CR 314/East Idaho Springs Road or an alternate route from MP 243 to MP 241, must be completed before, or in conjunction with, any additional capacity improvements (i.e., the addition of a new travel lane) to westbound I-70 between Floyd Hill and Idaho Springs. In keeping with the January 16, 2014 IGA between Clear Creek County, Idaho Springs and CDOT, westbound Peak Period Shoulder Lane must use existing infrastructure and must not exceed the agreed upon dimensional width for the Eastbound Peak Period Shoulder Lane.
2. As future projects along the corridor are planned and constructed, the City desires that westbound mainline work on I-70 through Idaho Springs be completed before mainline work between Floyd Hill and the Veterans Memorial Tunnels. The City does not want to experience three lanes of interstate traffic being diverted to Colorado Boulevard, as would likely occur if westbound widening from Floyd Hill is accomplished first.
3. The legal status of the Interstate Right of Way through the City should be examined.
4. The Context Sensitive Solutions process as implemented through Project Leadership Teams must remain active through all phases of a project. Construction schedules, traffic control management plans, lane rental, hours of operation, haul routes and staging areas must be developed with municipal and stakeholder input and a plan for economic and travel impact mitigation developed. Mitigations, incentives and penalties should be considered.
5. CDOT shall develop a standard, special specification that requires a public communication plan targeting both locals and travelers in partnership with the City for any project affecting Idaho Springs. Reliable, timely and clear communication must be emphasized. Both CDOT and their contractors must commit to full implementation of the plan.
6. A jointly developed aesthetic theme and messaging should be developed to create an image of Idaho Springs for the traveling public. The aesthetic theme should begin at Hidden Valley and carry throughout all exits
7. Messaging must be consistent on both Interstate and municipal signing. Example: Colorado Boulevard rather than Business I-70. Interstate structures throughout Idaho Springs are worn, dirty and unattractive. Guardrail and jersey barriers must be cleaned and/or replaced with designs that may be well maintained.

8. Natural areas adjacent to the highway must be landscaped.
9. Baseline air quality measurements must be established through Idaho Springs, as residences, parks and schools are adjacent to the interstate. Air quality and particulate matter must be monitored before, during and after construction.
10. Idaho Springs was the site of numerous mining and milling operations in the 19th and early 20th centuries. A master drainage study including the provisions of the Clear Water Act should be undertaken prior to construction.
11. A reevaluation of traffic regulatory signs on the interstate should be undertaken to reflect the new traffic patterns associated with the Peak Period Shoulder Lane.

Specific to MM 243 – 241

1. The westbound chain down area for Floyd Hill should be located at the base of the hill as recommended in the Clear Creek County Resolution regarding improvements from Floyd Hill to Twin Tunnels, not between 243 and 241.
2. Signage at the west end of Hidden Valley exit should welcome westbound travelers to Idaho Springs. Signage at the westbound exit of Exit 243 should indicate the connection to CR 314/East Idaho Springs Road and the Greenway toward Game Check Park.
3. A wildlife viewing station might be appropriate in the Game Check Station area.

Specific to MM 241 – 240

1. Connectivity between the commercial centers of Idaho Springs and the Ballpark/Events Center is crucial. The new bridge at Exit 241 was built to accommodate the interstate and barely accommodates pedestrians. It does not provide the needed vital connection between two essential sections of the City. A local bridge to accommodate pedestrian, bicycle and recreational traffic should be placed to the west of the exit bridge.
2. The frontage road surface leading to the ballfields south of the Interstate must be cleared and cleaned up.
3. A parking structure in keeping with the aesthetic of the community should be constructed at Exit 240 in coordination with the interstate. The structure should use existing space and retain development space. It should be planned in consideration of future multi modal transit options, including a transit center.
4. Discourage through truck traffic on Colorado Boulevard.

Specific to MM 240 -239 (west end of Idaho Springs)

1. Any increased capacity on the Interstate will increase the noise and air quality concerns in this residential area. The current sound wall is deteriorating badly and must be replaced. A new sound wall should be placed from the west end of the football field to the west end of town. This wall will assist in addressing previous damage created by the original construction of the

Interstate which resulted in housing in close proximity to the Interstate. The sound wall should be coordinated with the City of Idaho Springs.

2. Appropriate signage should be placed to control those exiting both EB and WB at MM 239 as it is frequently used by rafting companies. Consider a stop sign at the end of the westbound 239 exit ramp.
3. The rafting staging area at the base of the 239 exit is insufficient and creates a traffic hazard. It should be expanded.

Contact Group Name:

I-70 Visioning Task Force Idaho Springs

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Documents Used by the Task Force

Idaho Springs 3 Mile Area Plan - July 2008

Idaho Springs Area of Special Attention Report - May 2010

Idaho Springs Assets and Opportunities Map - January 2014

Idaho Springs Comprehensive Plan – July 2008

I-70 Mountain Corridor Programmatic Environmental Impact Statement Record of Decision – June 2011

I-70 West Transportation Needs Assessment – April 1988

Intergovernmental Agreement between the Colorado Department of Transportation and Clear Creek County – June 2012

Memorandum of Understanding between Clear Creek County, the City of Idaho Springs and the Colorado Department of Transportation – January 2015

Photo collections of locations that are valued and need protection or improvement – January 2014