

Town of Blue River/CDOT Meeting Notes: 04/14/21

Attendees

Topics

- Michelle Eddy, Blue River Town Manager
- Toby Babich, Blue River Mayor
- Ahmet Susic, Blue River Police Chief
- Bob Widner, Blue River Town Attorney
- Jay Nelson, Red, White & Blue Fire District, Deputy Fire Chief
- Patti Henschen, CDOT Region 2 Design Engineer
- Clark Roberts, Ulteig Design Engineer
- Laeken Carey, Ulteig Engineer
- Emily Wilfong, Collective Public Information

Review homework

- **Michelle Eddy identified pull-offs**
 - Discussed locations identified. The three shown on southbound CO 9 were five miles from the pass, making them less optimal locations. Many trucks won't stop that far away from the ascent up the pass.
 - Chain station design team working off the assumption of a 2.3 to 2.8 percent truck traffic volume on CO 9 near Blue River.
 - Many overland haulers moving nationwide get dispatched over Hoosier Pass to the truck stop in Fairplay to fuel up. Colorado State Patrol is working with hauler dispatch to have the haulers stay on I-70 to get fuel.
 - **NOTE:** CO 9 is not a designated HAZMAT route, local delivery only.
- **CDOT Crash Data**
 - CDOT crash data pulled for 5-year period from 2015 to 2020 for CO 9 between Blue River to Alma. There were 300 crashes involving 441 vehicles in this period. Trucks make up 3% of these crashes. Data pulled from DOR. Note: Blue River didn't submit crash data between 2015 to 2017.
 - Most of this corridor is characterized as a Level of Safety Service 4, meaning small improvements could help decrease crashes.
 - Off-road crashes, sideswipes and head-ons are reoccurring on this corridor. The majority coincide with snowy and icy road conditions (66%).
 - **Note:** Review study from Jay Nelson about hot spots for Hoosier Pass crashes (data from 2018 to March 2021). On CO 9, MP 77 (first switchback, where semis jackknifed last week) and 79 (Blue Lakes area, traffic near trailhead) are hot spots. The top of the pass is MP 76.5.
 - **Jay Nelson:** We are talking about putting in a chain station for 2% of the traffic, but the issue is really with the general motorists
 - **Mayor Babich:** Are these crashes occurring mostly on northbound or southbound CO 9?

- **Patti Henschen:** Out of 300 crashes, 165 occurred in northbound.
- Chain station would be open to commercial and general motorists to chain up.
- **Mayor Babich:** Do we have data that shows what percentage of motorists use chain stations?
- **Clark Roberts:** Code 15 is for all vehicles to chain up. Code 16 is only for motorists who don't have appropriate tires (tread/mud-snow designation). We don't have crash data coordinated with when a chain law was in effect.
- **Mayor Babich:** If we created a wider shoulder, it would be a better option than a couple chain stations that people won't utilize.
- **Jay Nelson:** Requested crash data from MP 76.5 (top of Hoosier Pass) to MP 86 (top of Boreas Pass). Then wants crash data from MP 76.5 (top of Hoosier Pass) to MP 81 (Town of Blue River limits)

Blue River feedback from 3/31 meeting:

- Multimodal users
- Environmental concerns with water quality and wildlife crossing
- Narrow to nonexistent shoulders – brought up by both Mayor Babich and Chief Susic
- Speed differentials – tourists slower, residents faster
- Residents want a recreation plan implemented; currently too costly
- Appropriate access for motorists entering and exiting the highway, better left turn movements
- Deadman's curve – data won't show near misses
- Bumper to bumper traffic when I-70 closes
- Where can trucks chain down?
- Importance of dark night sky – it's why the residents live here

Summit Stage

- Pick up/drop off location is on the east side of the highway
- **Potential Design Option**
 - Widen pavement to allow for a bypass lane that can also function as chain up station in the area on the west side of CO. This will achieve the goal of a safe location for truckers to chain up, help with left turn movements, and maintain the aesthetics of Blue River (it wouldn't look like a chain station (potentially no lighting) or parking area, particularly in summer months). CDOT needs to run this through Region 3 and also ensure it will still qualify for freight funding. Review mock-ups at next biweekly meeting.
 - Showed US 83 mobile port of entry as an example of what this could look like
 - Potentially improve Summit State pick up/drop off with a bus shelter. This would come from transit funding and requires further investigation. Blue River is interested in exploring this further.
 - **Mayor Babich:** Idea is intriguing, interested in hearing/seeing more. Clarified that this would be in lieu of the original chain station design CDOT was considering. From the public sentiment he's heard, he thinks this would be a different discussion with the Town of Blue River. They may be happier with it.
 - **Michelle Eddy:** Something to look at further, needs to see more visuals.

- **Jay Nelson:** May be a good solution. It's kind of what is already there without being official – currently a delineator post prevents people from using the dirt patch to pass. It's something worth looking at.
- **Chief Susic:** Concurs with Jay, wants to see more visuals and ensure it would improve safety.