



HORIZON DRIVE **District**

Gateway to Grand Junction

Official Minutes

Board Meeting of the Horizon Drive Business Improvement District

August 8, 2012

Horizon Drive District

2764 Compass Drive #205, Grand Junction, CO 81506

10:00 a.m. to 12:00 p.m.

Attendance:

Jan Rohr
Bill Milius
Dale Reece
Brenda Brock
Jay Moss
Chuck Keller
Clark Atkinson

Others:

Victoria Patsantaras, staff member for District
Jarrod Pearson, attorney for the District
Ted Ciavonne, Ciavonne Roberts & Associates, design consultant for District
Trent Prall, City of Grand Junction, Engineering
Bryan Sims, Design Specialists, Architects and Planners, Inc., representing property owner groups.

Call to Order: The meeting was called to order at 10:05 a.m. by Jan Rohr. Minutes were taken by Victoria Patsantaras. A quorum (4) of Board Members is present. Clark Atkinson joins the meeting by telephone.

Consent Agenda: The consent agenda, consisting of emailed documents: Minutes of Board Meeting of July 11, 2012; Treasurer's Report of July 31, 2012 and Staff report dated August 6, 2012, were received by all board members.

VISIT THE DISTRICT

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Victoria Patsantaras indicated that after emailing the draft July 11, 2012 minutes, Jarrod Pearson suggested language to clarify paragraph 10 re: executive session and attorney-client privilege. Victoria read aloud for the board members' approval the suggested change. The board agreed, and the redlined changes were added to the final minutes. Approval of the entire consent agenda was moved by Dale Reece, seconded by Chuck Keller and unanimously passed.

Routine Business:

Lightning Round. The meeting chairman requested each person present give a short comment or update on the District and related matters.

1. Communication Plan. Jay Moss provides a brief update on his work relative to the District's communication plan. The Board expresses thanks and their respective positive impressions from the draft work that Jay has prepared to date and shared via email. Jay advises that he is ready to make a full presentation, when there is time available on the agenda.

New Business:

1. Overview of ideas presented at the July 25, 2012 meeting, response by City Engineering and HDD design consultant. Trent Prall and Ted Ciavonne explain to the Board the plans presented by Bryan Sims, as representative of various property owners, at the July 25, 2012 planning meeting. Generally, Option A allows full motion turns, left in, left out, right in, and right out, lots of vehicular movement. Option B contains a fair number of roundabouts and U-turns. The City liked Option B, as it provided decent access. But with the projected volume of future traffic, it does not handle through traffic. Roundabouts as shown by Option B will stop traffic, except for one car.

A. City review. Trent explained that he and his staff at the City met on July 26, 2012 to review the Option A and Option B and analyze the suggestions. Then met on July 31, 2012 with Clark Atkinson, Ted Ciavonne and Victoria Patsantaras to explain the City's response.

Trent sees July 25, 2012 meeting as a great step to move forward. In general:

- Left turns in to properties: City can live with some of them
- Need pedestrian crossings appropriately spaced
- Overall, some ideas are blended
- The focus needs to be on increasing safety
- The plan will also help beautify

However:

- Left turns out of properties cause great hesitation in the City. They are not safe, in fact dangerous. Trent Prall quotes statistics that his department put together, which reflects:

- 136 accidents over five years, equaling about 2 per month. The pedestrian accidents include 2 fatalities, one in 2010 and one in 2012.
- Horizon Drive's pedestrian fatalities are four times higher than that of other Colorado communities.
- Medians reduce accidents by 25% overall.
- If nothing is done on Horizon Drive in 15 years, by 2035, projected forecast is that there may be 567 accidents, 94 injuries and 10 more fatalities.
- With the improvements of roundabouts, medians, pedestrian crossings, by 2035 forecast is lower; may be 360 accidents, 60 injuries and 6 fatalities.

Trent is continuing to work on the statistics and will need to include in the applications that CDOT requires. Pedestrian safety is going to be a big component of this.

Board members ask questions of Trent. Several of the questions ask if lefts are possible at times of day and not others? Yes, Trent agrees that while it seems that left turns can be made at different times of day, in fact left outs are very dangerous, due to the number of conflicts. When traffic volumes increase, left outs will increase accidents so City is not supporting them.

B. Design overview. Ted Ciavonne overviews for the Board the design process to date (from outset of his work in January 2012 to now)

- Long view identifications by the Board were always strong on efforts to increase safety by including bus pullouts and pedestrian crossings.
- Efforts to suggest access sharing and/or parking lot restriping with property owners (which has focused on Phase 1, but with the property owners at 7/25/12 meeting already jumping ahead to Phase 3 suggestions, that is great)
- City has completed the survey of Horizon Drive
- The pedestrian crossings, lighting, landscape, etc. are ONLY appropriate for discussion after access is decided.
- The debate is ACCESS
- Recognize that more access is desired, and that is what Bryan Sims proposed. That is great.
- However, there are some dimensions that Bryan drew that cannot be accommodated. For example, the turns for some vehicles are not realistic for left ins, U-turns and roundabouts on the Option A and Option B. Size of some vehicles must be considered. City and Ted have analyzed that and prepared sketch on tracing paper.

Ted then refers the Board to a tracing paper overlay that he placed on the street design CAD drawing prepared by the City. Trent explains that his staff is used to CAD, and not to draw on tracing paper. Ted explains that he did this drawing on tracing paper so that he can reflect how he has considered the Bryan Sims' Option A and Option B, in context with the work he has done to date with the Board, and that the drawings are works in progress.

After Ted explains the tracing paper ideas to the Board, several questions are raised: one related to the location of pedestrian fatalities, the other regarding left turns, another regarding lighting, another regarding shared access and left in at Shell station and how does it match with CDOT review of roundabouts. U-turns are queried as is a roundabout size and what is the evaluation and then process for right of way acquisition on private property? Ted and Trent answer these questions.

C. CDOT permitting and cost. Mindful of the time, Jan Rohr asks Trent Prall to explain the status of the CDOT review of the street improvement plan. Trent does so, and explains that the permitting process will entail several third party studies, which also entails a cost. Trent outlines the third party consultants that will likely be required by CDOT, and the scope that is anticipated, along with the estimated cost. Trent estimates a total of \$60,000 to \$90,000 of fees. Jan Rohr asks that a note of this be made for budget discussion.

After additional discussion of the concepts for street design and necessary further evaluation and the process with CDOT being answered by Trent and Ted, the Board considers the options laid out for them.

The Board chairman suggests a straw poll regarding the roundabout concept or U-turn concept at mid-blocks. All board members speak concerning their impressions and have the opportunity to ask clarification questions of Ted and Trent. Generally, the board is looking toward U-turns.

At approximately 11:30 a.m., Jan Rohr inquires if Bryan Sims has any questions. Mr. Sims explains his clients' positions in detail, highlighting his respective clients' business efforts and access requests. The board, Ted, Trent and Bryan continue detailed dialogue, questions and statements, revisiting some of the topics from Ted and Trent's overview.

Bryan Sims asks that the Board explain to him what the next step will be after he carries this meeting information to his clients and they evaluate. Is the plan decided, the left turns and the U-turn a done thing?

Jan Rohr explains, with the help of Jarrod Pearson, attorney for the District, that the board is not able to make decisions, except at Board meetings. The meetings must be noticed in advance and minutes kept. The designs are not going to be approved now. The Board is learning about the issues and what needs to be evaluated. There is still groundwork to be done. Jan suggests to Bryan that he will be able meet with Ted and Trent at a separate meeting for details on this plan, and to continue the discussion. The board has other business, but as it is nearing noon, the meeting will have to be concluded without the Board getting to this business.

Jan Rohr moves that the Board authorize Ted Ciavonne, Trent Prall and one or two Board members, along with the District's staff, to meet with Bryan Sims at a later date, with property owners, if Mr. Sims so chooses, to discuss the specifics of the ideas presented by

Bryan Sims at the July 25, 2012 meeting and those discussed today, August 8, 2012. The motion is seconded by Jay Moss and is passed unanimously.

2. Budget 2013. As the time set for this meeting has expired, budget preparation work is postponed. Jan Rohr requests that Bill Milius and Victoria explain individually the summary documents prepared, and inquires if there should be a separate meeting called, prior to the September 12 board meeting? The board members present indicate that they will meet individually with Bill and Victoria to prepare, as not all of them will be at the September meeting, or available for another meeting before September.

3. Next board meeting. The next board meeting is September 12, 2012.

Adjournment:

All business before the Board being concluded, and with thanks to all, the meeting is adjourned at 12:05 p.m.

Horizon Drive District

By: _____
Chuck Keller, Secretary

Date: _____