



Public Works Commission Meeting Minutes - Final

Gio DiDomenico, Chair
Joel Wood, Vice-Chair
Charles Fletcher
Aidan Gray
Keith Novak
Brad Patton
Kevin Raasch

Monday, January 6, 2025

5:30 PM

**Castle Rock Service Center
4175 Castleton Court
Castle Rock, CO 80104**

This meeting is open to the public. Please note that all times indicated on the agenda are approximate and interested parties are encouraged to be present earlier than the posted time. Three or more Council members may also attend this meeting, during which the items listed herein will be discussed.

Dinner and Informal Discussion

Call To Order

Introduction of New Commission Member Aidan Gray, welcoming him to the Public Works Commission.

Present 6 - Commissioner Charles Fletcher, Vice Chair Joel Wood, Commissioner Brad Patton, Chair Gio DiDomenico, Commissioner Keith Novak, and Commissioner Aidan Gray

Not Present 1 - Commissioner Kevin Raasch

Attendance 5 - Ryan Hollingshead, Dan Sailer, John LaSala, Jacob Vargish, and Monica Cammalleri

Public Comment on Items Not on the Agenda

There were no public comments.

Action Items

[PWC 2024-038](#) September 9, 2024 Public Works Commission Meeting Minutes

A motion made by Commissioner Patton and seconded by Commission Wood to approve the minutes for the September 9, 2024 meeting. Motion passes 6-0

Yes: 6 - Commissioner Fletcher, Wood, Commissioner Patton, Chair DiDomenico, Commissioner Novak, and Commissioner Gray

Not Present: 1 - Commissioner Raasch

[PWC 2024-039](#) Resolution Approving the Town of Castle Rock - Transportation Safety Action Plan

The purpose of this item is to adopt the Transportation Safety Action Plan. The safety on Town roadways is a key element valued by the community. The causes of vehicle crashes on roadways are widely variable, and therefore requires a collaborative and multi-variable approach to reduce. The challenge is that the largest cause of vehicle crashes is the result of driver behavior. This plan leverages research-based recommendations that should assist with providing the best cost/benefit ratios.

The following questions were asked by the Commission:

1. What about zoning, does this plan include future expansions?
 - a. The plan is very focused on systemic historic crash information, not looking at future development areas where there is no existing traffic. We did create a High Risk Network (HRN), that includes roadway characteristics that are at risk of having severe injury crashes. This will help us better evaluate and communicate about newer areas of Town in plan review.

2. Do we work with the Developers when they are in the beginning stages of development?
 - a. See answer above. Also there is an action item to continually review and update the Transportation Design Criteria Manual (TDCM) for Safe System Approach information and recommended countermeasures determined in the plan. Developers are required to meet the TDCM criteria as a part of their submittal review and permitting process.

3. Since this was a grant to create this action plan - would this open other opportunities for the Town?
 - a. Yes, by having an adopted Action Plan, the Town is eligible to pursue FHWA Implementation Grant funding to complete actions or projects recommended in the Plan. There are also other CDOT safety and TIP grant opportunities that could be pursued.

4. Moving forward with the Federal Highway Administration - could the Town go through them for grant money and not through CDOT?
 - a. Yes, see above, the same FHWA grant program, Safe Streets for All (SS4A), used for the Action Plan planning process, has an Implementation grant program also.

5. How does this get implemented if we don't get any grants, how does the Town prioritize the projects? And do any of these projects overlap other projects in the Town?
 - a. Besides seeking grant funding, we plan to use the Plan to:
 - Explore speed management education, enforcement, and engineering strategies with Police on four high priority corridors: Meadows Pkwy, Founders Pkwy, Meadows Blvd, and Plum Creek Pkwy. The cost of implementation to be determined based on strategies utilized.
 - Create implementation work plan for low cost, highly effective signage, marking, and signal modification recommendations at 60 locations. The anticipated cost is \$320,000 beyond current maintenance of these assets. Implementation will be contingent on annual budget development and weighed against competing priorities for those funds.
 - Create a 5-year plan for budget and resources to complete high benefit to cost ratio projects at 54 locations, including: speed tables, clearing intersection sight lines, vehicle movement restrictions, additional signal detection technology, revise pedestrian crossing setbacks, advanced warning beacons, and curb extensions. The anticipated cost is \$1.7M. Implementation

will be contingent on annual budget development and weighed against competing priorities for those funds.

There is a prioritization table in the Plan that we would follow. High benefit, low cost projects would be the best use of resources as stated in the bullets above.

The plan has been shared and communicated with other Project Managers and teams involved in making improvements to our roadways. Other projects that overlap an identified safety improvement area should consider incorporating the safety improvement as a part of their project as much as feasible.

6. What does the Town consider a high speed roadway?
 - a. In the Town's Plan, high speed roadway is defined as having a speed greater than 35 MPH.

For example, rear-end crashes occur when one vehicle collides with the back of another vehicle. In the Town, 100% of serious injury crashes from rear end impacts involved high speed vehicles (>35 MPH).

The importance of reducing vehicle speeds cannot be overstated in an area where there is potential for conflict between a pedestrians and vehicles. The slower the speed of the vehicle, the greater the chances are for survival for the pedestrian. If struck by a vehicle travelling at a speed of 20 miles per hour or less, a pedestrian is typically not permanently injured. If struck by a vehicle travelling at a speed of 36 miles per hour or more, a pedestrian is usually fatally injured.

A motion made by Commissioner Fletcher and seconded by Commission Novak to approve the Resolution Approving the Town of Castle Rock - Transportation Safety Action Plan. Motion passes 6-0

Yes: 6 - Commissioner Fletcher, Wood, Commissioner Patton, Chair DiDomenico, Commissioner Novak, and Commissioner Gray

Not Present: 1 - Commissioner Raasch

Informational / Discussion Items

[PWC 2024-040](#) Project Updates

Dan Sailer, Public Works Director gave an overview of the current Public Works project/programs which was provided in their Commission in their packet.

Town Council Liaison Comments

Councilperson Hollingshead updated the Commission staff of Council items.

Commissioner Comments / Questions

Adjourn

There being no further business, the meeting was adjourned at 7:18 p.m.