



Waverly Community Group, Inc.
WAC Meeting Minutes for Thursday, March 27, 2008, 7-8:30pm
Turning Point at Waverly School, 10431 NCR 15

Present: Committee members: Helen Boggs, Jane Clark, Sue Foster, Jan Kroeger, Kathy Monty, John Ostheimer, Ron Splittgerber, Barb Staples, George Wallace, Karl Zeller, and Bob Zimdahl.
(11/11 WAC members present)

Absent: none

WCG members: Tom McMillan, George Reed, Vicky Splittgerber, Loren Broad, Lawrence Bosch, MaryAnn & Mike Menoher, Jud & Sonia Brown, Susan McGrew, Elizabeth & Frank Amigo, Roger Thompson, Scott Tunney, Michael Blank, Justin Story, Nola & Jim Gibson, Bob & Jan Scott.

Special Programs by Martina Wilkinson, Mark Engemoen, and Bill Glieforst

Speed Limits – Bill Glieforst

If unposted, the following speed limits are in use throughout the county

- 20 mph mountain roads
- 25 mph business district
- 30 mph residential roads
- 45 mph unpaved roads
- 55 mph other paved roads

Local towns can set road speeds for roads within their jurisdiction.

Road speeds are set by 1) the design speed of the road or road improvements or 2) from speed studies (for roads without speed limit signage)

In a Road Speed Study

1. Data is collected on the prevailing vehicle speeds of traffic. The 85th percentile is used because it is assumed that 15% of the traffic is traveling too fast.
2. Roadside congestion is reviewed
3. Additional traffic generators are noted with regard to farm equipment, bus access, specific trip generators and land use designation.
4. The road alignment is reviewed. Speed studies respond to the existing road.
5. Test runs are made driving a car at 5 mph increments, bracketing around the proposed speed limit.
6. The road surface is reviewed. (Magnesium chloride is in the process of being phased out as a dust mitigator within the next 6 months.)
7. The rate and type of accidents is reviewed.
8. Traffic characteristics are reviewed.
9. The ADT (average daily traffic) count for cars and trucks is taken as well as the use by bicycles, horses, and wildlife. Existing traffic control devices are noted.
10. The road of study is compared with comparable local roads nearby.

They try not to be subjective with regard to speed limits, but it is possible that the public could sway their decisions 5 mph. They usually err on the side of the complainant.

When cities annex a road or the area around it, the road maintenance and the speed limit then become the jurisdiction of the city. They physically take ownership of the road.

Speed Studies requests are processed from the public, county departments, the sheriff or the state patrol. When there is a complaint they

- 1a. First look to see if a recent study has been done. If there have been no major alterations to the road in question, the complainant is provided the results of the study with the possibility of some additional monitoring.

1b. If there has been no recent stud, then the road in question will be put on the study list and should rise to the top within 6-8 weeks. The study actually only takes 2 weeks to run. A report summary and recommendation is then provided to the County Engineer, Mark Peterson, who is the final approval authority.

2. The final speed limit is approved.

3. A work order is cut to Road and Bridges to fabricate and install the new signage. This takes about 10 days and now you have a new legal enforceable speed limit.

COMMENT: The WCG area is not incorporated but is an area of influence. The population would like to keep things rural. Do we have the right to request that the traffic slow down?

ANSWER: The desire to slow down the traffic runs counter to drivers. Drivers will not drive the speed limit if lowered.

There are plans to work all the unpaved and unposted roads into the Road Speed Study. CR 15 is on the list. Enforcement coverage is limited, although it can be requested.

COMMENT: County roads are maintained to handle higher speeds than in other counties.

ANSWER: Larimer County takes dust control seriously. When dust is lost, the gravel fines and roadbase deteriorate. Larimer County has limited gravel resources.

The following handouts were made available: "Speed Studies – Evaluation Criteria and the Speed Study Process" and "Establishing Realistic Speed Limits"

The Owl Canyon Paving Project - Martina Wilkinson

Most of you are probably familiar with this project. [A handful were at the February Open House.]

Road uncertainty is a problem for landowners wanting to sell their property. The current project will determine the characteristics of the 2-lane paved road with shoulders which will be built some day.

The capacity of a gravel road is 400 vehicles per day, and the current traffic between I-25 and 287 is up to 1200 vehicles per day. This is costing \$30,000 to maintain.

Several intersections are being reviewed for safety and efficiency: 15 & 70, 9 & 70, and 287 & 72.

COMMENT: Can you prohibit trucks? How does this affect conservation easements? How will it be affected by the Glade Reservoir realignment of 287?

ANSWER: The public road system has to serve others as well as local traffic.

A new interstate interchange is not being considered, because the one at CR 70 is currently under-utilized.

Public Comment from the February Open House indicated the following public interests:

Alignment Alternative Criteria	Attendee Interest
Cost	4.0%
Environmental	18.1%
Property Impact	30.1%
Local Mobility needs	5.8%
Potential for Phasing	3.1%
Safety	23.5%
Other comments	
Quality of Life	8.0%
Not on 70	1.8%
Impact on all Residents	1.8%
Bypass Issue	1.3%
Other Comments	2.6%

There was lots of diversity with regard to the proposed alignment.

COMMENT: Do you have any comments about Wellington's aggressive expansion plans?

ANSWER: The county commissioners have no control over that. We have not seen the Wellington proposed boundary maps.

With regard to the Project process, we are starting to look at specific 1-mile sections of the potential alignments prior to making the actual alignment selection. This will take place over the next 6-8 weeks.

COMMENT: Are you locked into the CR 70-72 corridor?

ANSWER: Yes, these roads currently carry the traffic. We would like to eliminate the through trucks.

To summarize this project: Safety is our primary concern.

The following handouts were made available: "Criteria Importance for Alignment Evaluation" from Open House #1, February 19th.

General Business Meeting ~8:45

Secretary's Report: skipped

Treasurer's Report: skipped

It was late and the agenda was pretty much tabled until April.

Jane handed out a notice of the Town of Wellington proposed growth and influence boundaries. The outlined Wellington boundaries include 50 square miles and proposed as many as 1800 buildable lots in the anticipated 10-year build-out.) There was a note that Steve Smith had commented (NPIC) that the water reservoirs were to provide for Wellington recreation.

Some of the proposed airport sites may also infringe on WCG area.

As many WAC members as possible will make the official presentation at the April 7th Open House at the Leeper Center. George will deliver the WCG group letter of group statement. Sue is to check the grammar and punctuation.

George's Area Plan – only additional comments from John Ostheimer will be reviewed and the draft will be shipped off ASAP to Larry Timm.

The meeting was adjourned a little after 9:00.

Respectfully submitted,

Helen Boggs, Secretary