

**Town of Erie Landfill Task Force
Meeting #3
June 26, 2024, 6:30 – 8:30 p.m.
Virtual Meeting**

Task Force Members in Attendance

- Geoff Deakin, Vista Ridge
- Sheryl Elliss, homeowner along CR-6
- Michael Howard, Erie Highlands
- Sherry Kuntz, Vista Ridge
- Christina Schust, Ranch Eggs
- Scott Wood, Vista Ridge
- Cassie Yehl, Vista Pointe

Project Team Members in Attendance

- **Town of Erie:** David Frank (Director of Environmental Services), Eryka Thorley (Sustainability Manager), Gabi Rae (Director of Communications & Community Engagement)
- **Waste Connections:** Mark Adams (Engineering Manager), Randy Tourville (District Manager)
- **Weaver Consultants Group:** Jason Edwards (Principal), Chuck Marsh (Project Director)
- **Kearns & West (facilitation team):** Morgan Lommele (facilitator), Colin Johnson (co-facilitator/notetaker)

Seven members of the public attended the meeting.

Meeting Action Items

Waste Connections

- Review routes used by heavy trucks coming from the west to the Front Range Landfill (FRL) and look for potential alternate routes.

LTF Members

- Contact the facilitation team with information requests to inform the next meeting's landfill expansion and land swap discussion.
- Identify community concerns about the landfill expansion and land swap and report back to the facilitation team.

Welcome, Introductions, and Meeting Overview

Morgan Lommele (Kearns & West), facilitator, welcomed the Landfill Task Force (LTF), project team, and public to the third Town of Erie LTF meeting. The facilitator introduced representatives from the Town of Erie (Town), Waste Connections, and Weaver Consultants Group (Weaver), and members of the LTF.

The facilitator reviewed the meeting agenda, meeting objectives, meeting participation guidelines, and virtual participation guidelines.

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Agenda	• Welcome and Introductions • Public Comment Review • Finalize Landfill Entrance Recommendation • Roadway + Route Discussion and Recommendations • Review Action Items, Parking Lot Items, and Upcoming Logistics
Objectives	• Understand public comments that were recently submitted • Finalize landfill entrance recommendation • Discuss roadway and route recommendations
Participation Guidelines	• Remain open-minded • Interact respectfully with all other participants, valuing all perspectives • Stay on track with the agenda, working on the issues at hand • Participate in an active and focused manner – commit to the success of the process • Share perspectives, values, views, and interests - not positions • Strive to listen actively, bridge gaps in understanding, and seek resolution of differences • Avoid repetition and revisiting resolved issues • Provide clear and specific recommendations
Virtual Participation Guidelines	LTF Members • Mute when not speaking. • Use the 'Raise Hand' function at the bottom of the screen when you are prepared to speak. The facilitator will mind the queue. • Keep your video on. Public • Use the 'Q&A' function at the bottom of the screen to share comments and questions. Comments will be collected and shared with the LTF before the fourth LTF Meeting on July 31. • The public may also add comments and questions on the project website: https://erieco.us/LandfillTaskForce.

Meeting 2 Action Items

The facilitator provided a status update on the Meeting 2 Action Items.

- Share Colorado Department of Transportation (CDOT) plans for Colorado Highway 7 Between Brighton & Boulder. – **Complete**
- Provide an updated crash history for the roadways in the vicinity of the landfill, including the types of vehicles involved. – **In Progress**
- Gather information about haulers accessing the landfill, including origin and routes. – **Complete**
- Develop FAQs for the LTF website. – **Complete**
- Draft entrance location recommendations for LTF consideration. – **Complete**
- Coordinate with Waste Connections to organize a tour of potential landfill entrance locations. – **Complete**

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Public Comment Review

The facilitator recapped key themes from public comments submitted since May 29:

- Residents on CR-6 east of CR-7 want to prioritize resident safety and prohibit landfill traffic from using that stretch of road. The following are suggested traffic deterrents:
 - Improved signage prohibiting landfill traffic from using the roadway.
 - Develop a roundabout at the intersection of CR-6 and CR-7.
 - Creating one point of entry and exit for the roadway so that trucks cannot access it.
 - Creating a separate lane that disappears underground.
- The public has advocated for roadway improvements on CR-5 , including:
 - Separate turn lanes for landfill traffic.
 - Widening CR-5 from Erie Parkway to the Front Range Landfill (FRL) entrance and on to CR-4, and from CR-4 to Sheridan Parkway
 - Including a roundabout at CR-5 and CR-6 .
- Local farmers highlighted that water transportation is critical and shared concerns about trucks crossing over the FRICO ditch if the landfill entrance is relocated to CR-6.
- The public highlighted various issues tied to safety and aesthetics that may stem from vehicles accessing the landfill.
- The public would like updated vehicle crash data for roads surrounding the landfill.
- The public shared an idea for using a tire wash to clean the tires of trucks leaving the landfill to prevent the spread of mud and debris onto the roadway.
- The public would like sidewalks along CR-5 between CR-4 and CR-6.
- The public would like the road surrounding the landfill to be cleaned when it rains and snows.
- There is a desire for greater community engagement from the landfill.
 - Field trips to the landfill are an opportunity for the public to see the landfill operations in person.
 - Information about how oil and gas waste is disposed of and managed can be actively communicated.

The LTF shared no additional comments or reflections.

Finalize Landfill Entrance Recommendation

Waste Connections hosted an entrance location tour for the LTF on June 20. The tour visited each proposed entrance location so that the five LTF members present could inspect the area and observe traffic volumes. Key takeaways from the tour are:

- The location of a proposed entrance on CR-6 is flexible. Major considerations are the size of the potential truck staging area and logistics for bridging the FRICO ditch.
- Relocating the entrance along CR-6 would require expanding the roadway and paving the dirt portion of the road if the entrance is on the western end of the roadway.
- Residents on CR-6, east of CR-7, want to prioritize resident safety and divert landfill traffic from that stretch of roadway.
- The tour provided clarity on potential roadway changes, traffic patterns, and speeds of trucks traveling to and from the landfill.

- The hill at the intersection of CR-5 and CR-6 limits visibility for approaching vehicles and could create a safety hazard if the entrance is relocated to the western end of CR-6 and landfill traffic backs up on the south side of the hill.
- Traffic on CR-6 was minimal during the tour.

The facilitator reviewed the draft entrance location recommendations on CR-6 and highlighted the benefits and considerations for locating the entrance on either the east or west end of the roadway.

1. CR-6, east of CR-5
 - Leaves room to develop a short staging area for trucks, and the FRICO ditch does not need to be bridged.
 - Would require paving CR-6 between CR-5 and CR-7.
 - Could restrict traffic on CR-6 east of CR-7 in certain directions to all but for local traffic like Flagg Dr. in Lafayette.
 - Would accelerate completing the west side of the landfill, which would allow for community benefits to be included sooner.
2. CR-6, west of CR-7
 - Leaves room for a larger staging area, but the FRICO ditch would need to be bridged to allow vehicle access.
 - Could restrict traffic on CR-6 east of CR-7 in certain directions to all but for local traffic like Flagg Dr. in Lafayette.
 - Would accelerate completing the west side of the landfill which would allow for community benefits to be included sooner.

The LTF discussed recommending that the entrance location be moved to CR-6, but that the specific location on CR-6 be determined by engineers and planners with the Town and Waste Connections. The recommendation would include proposed roadway improvements for CR-5 to support safety and reduce congestion. The LTF would like to include the following in this recommendation:

- Relocation of the entrance should address as many of the public's concerns as possible, and alternate heavy truck routes to access the landfill will need to be considered.
- Landfill traffic should be prevented from traveling on CR-6, east of CR-7, and on CR-7, south of CR-6, to honor the existing agreement between the FRL and the Ranch Eggs Neighborhood.
 - Roadway modifications, including a potential traffic diverter, increased enforcement, and new signage, should be made **before** the entrance is relocated to ensure resident safety.
 - Residents on CR-6, east of CR-7, and on CR-7, south of CR-6, want to be involved in planning these proposed roadway changes.
- Roadway improvements on CR-5 could include a bicycle lane from CR-4 to Erie Parkway.
- The recommendation should specify that the proposed changes are intended to improve safety.

- Relocating the entrance and filling in the horseshoe-shaped notch on the west side of the FRL permitted area would accelerate the timeline to close the entire west side of the landfill and would create future opportunities for community benefits.

The LTF agreed to support the recommendation to relocate the entrance to CR-6, with a specific location to be determined by an engineering and planning team, provided the discussed roadway and safety improvements are included. Waste Connections affirmed the importance of developing infrastructure to safely guide traffic towards the site before the new entrance is opened.

Roadway + Route Discussion + Recommendations

The facilitator asked the LTF to think about where they would like to see heavy truck traffic restricted.

Waste Connections highlighted the need for multiple routes that heavy trucks can use to access the landfill, and shared the following primary goals:

- Keep landfill traffic off CR-6, east of CR-7.
- Keep landfill traffic from driving through the Ranch Eggs Neighborhood.
- Minimize landfill traffic that accesses the landfill by traveling east on Colorado Highway 7 (HWY 7), north on Sheridan Road, west on CR-4, and then north on CR-5 to the landfill entrance.

Waste Connections reviewed the primary routes used by heavy trucks to access the landfill.

From the North Metro Denver Area:

1. I-25 N to HWY 7, west to Sheridan Road, north to CR-4, west to CR-5, north to FRL
2. I-25 N to Erie Parkway, west to CR-5, south to FRL

From Boulder:

3. HWY 7, east to Sheridan Road, north to CR-4, west to CR-5, north to FRL.

From additional points of origin*:

4. Erie Parkway east to CR-5, south to FRL entrance

*Vehicles from additional points of origin may also use routes 1-3.

Routes 2 and 3 are the most common routes used by heavy trucks accessing the landfill. Route 1 also contributes to the traffic volume on Sheridan Road. Waste Connections and the Town will need to work together to identify alternate routes to reduce the heavy truck traffic on the current routes. Waste Connections can guide companies to use alternative routes and apply penalties to drivers that do not follow the required routes.

Waste Connections stated that the primary goal in relocating the entrance is to move as much heavy truck traffic as possible away from neighborhoods and other sensitive areas, such as Erie High School and routes taken by student drivers. The LTF noted that there is a limit on potential route options to access the landfill and acknowledged that as the Town develops, there may be more areas sensitive to hauler traffic.

The LTF expressed concerns about heavy truck traffic on routes coming from the west, specifically HWY 7 and Erie Parkway. Both routes take heavy trucks past residential and other sensitive areas. HWY 7 is only two lanes, although CDOT has long-term plans to expand it to four lanes. Erie Parkway is both two and four lanes in different sections. The LTF supports using routes that avoid residential areas as much as possible and proposed that heavy trucks use I-25 more frequently when driving to and from the landfill. The LTF acknowledged that requiring trucks to take longer routes to access the landfill will result in more emissions from those vehicles. Dispersing heavy truck traffic across multiple routes, to avoid a concentration of truck traffic on one route, was proposed.

Waste Connections shared that most traffic uses Route 2, but that transfer trailer traffic tends to use Route 3. Their team will review the current routes and determine where there is flexibility and the potential for alternate routes. Waste Connections acknowledged that HWY 7 is the shortest route to the landfill from Boulder.

The LTF will continue to discuss routes seek to reach an informed recommendation at the next LTF meeting.

Roadway Issues

The facilitator reviewed a list of identified roadway issues that may stem from vehicles accessing the landfill, including:

- Unsecured loads on trucks accessing the landfill
- Odor
- Litter
- Safety
- Environmental hazards
- Mud and debris on roadways
- Traffic congestion
- Damage to vehicles and property
- Impacts from high winds
- Impacts to irrigation ditches
- The use of residential streets for landfill access

Waste Connections provided an overview of ongoing efforts to address these issues. The LTF can make recommendations to build upon these efforts.

- FRL employs crews to inspect the roadways around the landfill, including those through surrounding neighborhoods, and remove litter. These crews also remove litter inside the landfill before it can spread.
- Heavy trucks that use prohibited routes and neighborhood roadways, and that do not have legitimate business that necessitates that use, are stopped and reported. Drivers who are caught using prohibited routes may face a ban from the landfill.
- FRL uses sweepers to clean the roads in both dry and wet conditions. A conceptual plan for a new entrance on CR-6 would include a long internal paved road which would mitigate mud that tracks onto the main road. This could be supplemented by a wheel wash.
- Once an odor is detected, efforts are made to identify and remediate.

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Landfill Expansion and Land Swap

Waste Connections provided an overview of the proposed expansion of the current permitted area within the landfill property and discussed potential land swaps with the Town.

Waste Connections is in talks with the Town to relocate their truck and maintenance yard, currently located on East County Line Road adjacent to the Erie Municipal Airport, to a parcel of land near the northeast corner of the landfill property. The Town owns the parcel of land in the northeast corner of the landfill property. The land swap would allow:

- The Town to clean and convert the property on East County Line Road into open space for community use, with access to the Coal Creek Trail.
- Waste Connections to develop an internal access road to the new maintenance yard located on their property. Trucks would no longer need to leave the landfill at the end of the day.

Waste Connections would like to expand the FRL-permitted area into the southeast portion of the property and fill in the horseshoe-shaped notch on the western portion of the permitted area. The southeastern expansion would require moving the Town water tanks currently located on the landfill property further southeast and closer to CR-7.

Waste Connections previewed a map of the landfill with the proposed expansions and land swaps in place, including a potential entrance location on CR-6 opposite the oil and gas midstream facilities on the north side of the road, away from the planned Westerly development. The map included space for a planned expansion of the renewable energy facility and sustainability campus located along CR-6 on the landfill property. Waste Connections stated the entrance relocation, expansion, and land swap would all complement one another. It is uncertain if the entrance will be relocated if the expansion does not occur.

The LTF will continue to discuss the planned expansion and land swap at the next LTF meeting. The LTF was asked to email the facilitation team with additional information requests related to the expansion and land swap prior to the next meeting.

Review Action Items, Parking Lot Items, and Upcoming Logistics

The facilitator thanked the LTF, project team, and the public for their attendance and participation. The LTF is expected to speak with members of their respective communities, share information from the meeting, and gather topics of interest to be discussed at future meetings.

The meeting adjourned at 8:30 p.m. MT.

The next meeting is scheduled for July 31, 2024, from 6:30-8:30 p.m. MT.