# 5.0 Transportation and Circulation


*Safe and efficient travel is essential for all modes of circulation in a city. Multimodal access to neighborhoods, shopping, employment, transit and amenities is essential to maintaining a high quality of life and economic vitality. This chapter provides policy direction that emphasizes connectivity for vehicles, bicycles, pedestrians, transit and rail transportation. Corresponding planning documents, including the Comprehensive Roadway Plan, 2030 Westminster Bicycle Master Plan and Trails Master Plan, and their intent are also referenced in this chapter. These documents provide more detailed analysis and specific improvements that extend beyond the scope of the Comprehensive Plan.*

*The roadway network will accommodate bicyclists, pedestrians, vehicles and transit.*

## Overview

The quality and experience of how people navigate the city is one of the most significant factors of physical planning in the city. The city's streets can play multiple roles—as major thoroughfares that handle significant traffic through the city, bicycle routes for commuters to employment or transit stations, or as places to stroll or even linger as a pedestrian. As a result, traffic and circulation planning are closely integrated into all development and physical planning efforts in the city.

The Comprehensive Plan looks holistically at how people move through and within the city—both at the larger, regional scale as well as the local, block-by-block scale. Emphasis is upon creating a balanced transportation system that integrates multiple modes into the city's traffic patterns, where they will provide the most impact. The efficacy of the city's roadway network will continue to be a focus, ensuring people can get to regional transportation corridors, activity and employment centers easily by car, bicycle and foot. As such, new streets or improvements that will facilitate travel through and across the city are identified in the Comprehensive Plan, and will continued to be identified where new development occurs.

## 5.1 ROAD NETWORK

The core of the city's circulation network is the roadway system. All modes of transportation are tied to some degree to this network. The overall structure of the roadway system is based on a traditional grid generally extending throughout the Denver metro area. Regional access is provided by Interstate 25 (I-25) and US Highway 36 (US 36) as well as multiple state routes including:

- Wadsworth Parkway (State Highway 121),
- 120th Avenue (US 287/State Highway 128),
- Sheridan Boulevard (State Highway 95 south of US 36) and
- Federal Boulevard (US 287).

The roadway network is also integrated with surrounding communities to the north, south, west and east.

### Comprehensive Roadway Plan

The City of Westminster maintains a Comprehensive Roadway Plan (CRP) to ensure that all modes of traffic flow safely and efficiently along the city's major arterial streets. The CRP examines intersection levels of service and roadway capacity to identify existing and future potential deficiencies in the network.

This analysis focuses on existing and future projected traffic counts and roadway traffic volumes. The CRP also evaluates traffic speeds and driving behavior, accident history and conflicts between circulation modes to identify additional opportunities for improved circulation in the city. Additionally, the CRP emphasizes multimodal integration of pedestrian and bicycle circulation along the roadway network, looking at quantity and quality of the travel experience, continuity, visual interest and supporting amenities.

*The city's primary arterial streets include Sheridan Boulevard, Federal Boulevard and 120th Avenue.*

## Street System

Westminster's street system is comprised of local neighborhood streets and collectors and a citywide arterial system. Local neighborhood streets and collectors are designed to provide access to adjacent properties from the arterial system. The arterial system delivers traffic between the freeways, other arterials and the local neighborhood street system. The CRP classifies the city's arterial system into three major arterial types: 2-3 lane street, 4-5 lane street, and 6-7 lane street. The number of lanes is primarily related to the capacity of each arterial. This arterial system is anchored by several north-south corridors—Wadsworth Parkway, Sheridan Boulevard, Federal Boulevard and Huron Street—and east-west corridors—144th Avenue, 136th Avenue, 120th Avenue, 112th Avenue, 104th Avenue/Church Ranch Boulevard, 92nd Avenue and 72nd Avenue. Table 5-1 shows the general daily traffic capacity for each arterial street type in the city and classification of the city's major arterials. Figure 5-1 reflects the most recently adopted CRP.

As shown in Figure 5-1, the roadway system is constrained in some areas by the presence of creek corridors, rail corridors and major freeways.

**Table 5-1: City of Westminster Arterial Street Types**

| Type of Street | Capacity (Average Daily Traffic Volume) | Examples within the City |
|---|---|---|
| 6-7 lane street | 53,000 | Sheridan Boulevard north of 112th Avenue<br>Huron Street north of 136th Avenue |
| 4-5 lane street | 36,000 | 72nd Avenue<br>80th Avenue<br>92nd Avenue<br>Church Ranch Boulevard/104th Avenue<br>112th Avenue<br>Huron Street south of 136th Avenue<br>Wadsworth Parkway<br>Sheridan Boulevard<br>Federal Boulevard |
| 2-3 lane street | 18,000 | Lowell Boulevard<br>Old Wadsworth Boulevard<br>Simms Street |

*Source: Highway Capacity Manual, Transportation Research Board*

Development patterns also affect the street network, particularly in areas of residential development where internal greenways, golf courses and street layouts do not readily connect to the larger city street grid. As a result, traffic in the city is distributed along fewer streets, placing more pressure on the role and function of major arterials.

The Comprehensive Plan emphasizes connectivity and the concept of "complete streets", to ensure that all modes have greater access, safety and comfort along the city's roadway network. Connections to the existing street network are encouraged through new development as well as through infill and redevelopment areas to the maximum extent possible. Where new street grids are planned, through residential neighborhoods, redevelopment areas or commercial developments, smaller block sizes and rights-of-way that accommodate multiple modes of travel are encouraged.

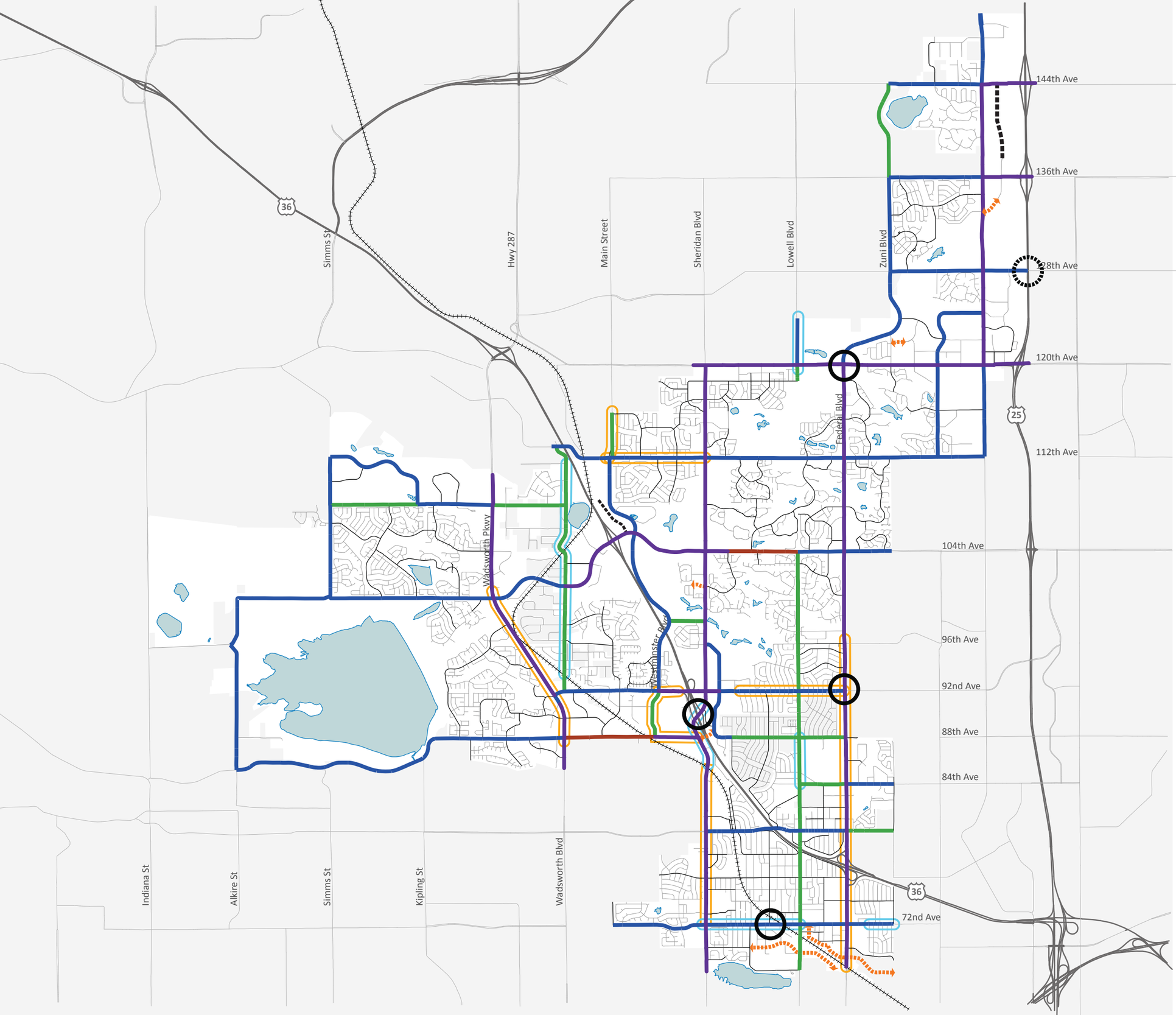
As an overall philosophy, the complete streets planning paradigm is also extended over the city's existing roadway network. Opportunities for on-street bicycle facilities, sidewalk and landscape improvements and transit stop improvements are evaluated on a continuing basis. Suggested future major street connections and streetscape improvement efforts are highlighted on Figure 5-1. Planned bicycle and pedestrian improvements are described further in the following section.

## Levels of Service

The city evaluates the arterial street system through a level of service (LOS) determined for major intersections and the ratio of volume to capacity of roadway segments. LOS is a concept that measures the amount of traffic present at a major intersection, based on average vehicle delay and queue length (the distance vehicles are expected to back up from the intersection). Based on the latter factors, an LOS is assigned to an intersection, ranging from A through F, where A signifies free-flow conditions and F entails significant traffic delay. Table 5-2 describes each level of service definition for intersection LOS.

Operation of the roadway system is also measured in terms of traffic volume in relation to roadway capacity. Typically, roadways that exceed the Threshold of Congestion are considered deficient. The Threshold of Congestion is defined as the traffic volume at which traffic delays occur on a level that is noticeable to motorists. The Daily Traffic Capacity is the traffic volume that indicates that the existing laneage is inadequate. Thresholds of Congestion as they relate to street type are described in Table 5-3.

The intent of the CRP is to prioritize through connections for the majority of vehicles traveling on the city's roadway system. Typically, recommendations for




## Figure 5-1: Street Network

Legend

**2035 Street Network**

- Limited Access Roadway
- Arterial Streets
  - 6-Lane
  - 5-Lane
  - 4-Lane
  - 2-Lane
- Collectors
- Local Streets

**Planned Improvements**

- Planned Street Connection
- Planned Intersection Improvement
- Planned Street Improvement
- Potential Street Connection
- Potential New Interchange
- Potential Streetscape Improvements

**Planning Area**

- Water
- City Limits

0 0.5 1.0 2.0
Miles

Updated 6/23/14

**Table 5-2: Level of Service Definitions**

| Level of Service | Delay in Seconds Per Vehicle | | Description |
|---|---|---|---|
| | Signalized | Unsignalized | |
| A | 0.0 to 10.0 | 0.0 to 10.0 | Low vehicular traffic volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers are able to maintain their desired speeds with little or no delay. |
| B | 10.1 to 20.0 | 10.1 to 15.0 | Stable vehicular traffic volume flow with potential for some restriction of operating speeds due to traffic conditions. Vehicle maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension. |
| C | 20.1 to 35.0 | 15.1 to 25.0 | Stable traffic operations, however the ability for vehicles to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer vehicle queues cause delays along the corridor. |
| D | 35.1 to 55.0 | 25.1 to 35.0 | Approaching unstable vehicular traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in ability to maneuver and selection of travel speeds due to congestion. Driver comfort and convenience are low, but tolerable. |
| E | 55.1 to 80.0 | 35.1 to 50.0 | Traffic operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed. Vehicular flow is unstable and there is potential for stoppages of brief duration. High signal density, extensive vehicle queuing, or corridor signal progression/timing are the typical causes of vehicle delays at signalized corridors. |
| F | >80.0 | >50.0 | Forced vehicular traffic flow and operations with high approach delays at critical intersections. Vehicle speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion. |

**Table 5-3: Threshold of Congestion Definitions**

| Type of Street | Threshold of Congestion | Capacity (Average Daily Traffic Volume) |
|---|---|---|
| 6-7 lane street | 46,000 | 53,000 |
| 4-5 lane street | 31,000 | 36,000 |
| 2-3 lane street | 13,000 | 18,000 |

*Source: Highway Capacity Manual, Transportation Research Board*

*The city works to improve pedestrian facilities by providing separated sidewalks, accommodate transit and ensure that traffic flow for vehicles are generally below the threshold of congestion.*

improvements are made for intersections operating at an LOS worse than D, where improvements would bring the facility to an LOS of D or better, and for streets that significantly exceed the Threshold of Congestion.

## Traffic Conditions

Traffic volumes and levels of service for existing conditions are described in the CRP, which includes an analysis of future traffic conditions. The traffic modeling includes assumptions for future development consistent with the Comprehensive Plan as well as the Denver Regional Council of Governments (DRCOG) traffic model. The CRP currently projects traffic conditions through 2030 and will be updated to include 2035 DRCOG model and Westminster Comprehensive Plan projected growth. Major roadways that are currently (as of 2013) over capacity are listed in Table 5-4.

All of the roadways that currently fail to operate at acceptable levels of service (i.e. have reached the Threshold of Congestion in terms of average daily traffic volumes) are proposed to have improvements in roadway capacity. Typically, improvements for congested arterial streets include adding additional through lanes or adding turn lanes at intersections. Over the years, the city has widened congested streets to improve traffic flow and reduce frustration by drivers. In many cases, the city has partnered with neighboring cities, developers and CDOT to implement these improvements.

However, there may be instances where goals for pedestrian walkability are emphasized over those for through vehicle traffic. Priorities for ease of travel are evaluated through the planning and urban design process to ensure that goals for overall quality of life, access to transit and services, and accessibility to key destinations by multiple modes are weighed and evaluated. Planning for the Westminster Station and downtown Westminster areas, as well as other higher intensity mixed-use areas that emphasize walkability and transit access, will consider the need for a balanced system that responds to context and the needs of the community as a whole.

## Planned Improvements

The Comprehensive Roadway Plan (CRP) recommends intersection and roadway improvements to mitigate existing deficiencies and future traffic impacts projected through 2030. Improvements along the US 36 corridor, I-25, Wadsworth Parkway and other state highways and regional corridors are also outlined in the CRP.

Key planned improvements that will have a significant impact on some of the city's most severely congested arterial streets include two projects along 120th Avenue and one along Sheridan Boulevard. The 120th Avenue and

Lowell Boulevard intersection improvement will include adding a second left turn lane for 120th Avenue and Lowell Boulevard traffic and adding a third eastbound through lane on the southern Westminster side. The 120th Avenue and Federal Boulevard intersection improvement will include a third eastbound and westbound lane on 120th Avenue and two additional lanes north of 120th Avenue on Federal Parkway. Double left turn lanes will be provided for all four quadrants of the intersection. The projects will be completed in early 2014 and early 2015, respectively. Along Sheridan Boulevard, the bridge over US 36 will be replaced with six lanes (from the existing four-lane configuration) and additional left turn lanes.

Accommodation of projected growth through the 2035 Plan horizon may require additional improvements to the city's roadway system, outside of those already planned and outlined in the CRP and Capital Improvements Plan. These improvements will be identified in future updates to the CRP. Likewise, all new development will continue to be evaluated in terms of impacts to the city's roadway system and intersection operations.

**Table 5-4: Congested Roadways in Westminster as of 2011**

| Street | Lanes | Average Daily Traffic (2011) | % Over Threshold of Congestion | % Over General Daily Traffic Capacity |
|---|---|---|---|---|
| Sheridan Blvd: 88th Ave to US 36 | 4 | 55,863 | 80.2% | 55.2% |
| 120th Ave: Lowell Blvd to Federal Blvd | 4 | 45,535 | 46.9% | 26.0% |
| 120th Ave: Federal Blvd to Pecos St | 4 | 42,171 | 36.0% | 17.1% |
| 120th Ave: Huron Street to I-25 | 6 | 69,858 | 32.3% | 14.8% |
| 120th Ave: Sheridan Blvd to Lowell Blvd | 4 | 40,678 | 31.2% | 13.0% |
| 104th Ave: US 36 to Westminster Blvd | 4 | 40,006 | 29.1% | 11.1% |
| Sheridan Blvd: 80th Ave to 76th Ave | 4 | 39,877 | 28.6% | 10.8% |
| Federal Blvd: 84th Ave to 76th Ave | 4 | 38,714 | 24.9% | 7.5% |
| Sheridan Blvd: 88th Ave to 80th Ave | 4 | 37,371 | 20.6% | 3.9% |
| Sheridan Blvd: 73rd Ave to 76th Ave | 4 | 35,222 | 13.6% | n/a |
| Federal Blvd: US 36 to 74th Ave | 6 | 50,255 | 9.6% | n/a |
| Wadsworth Pkwy: 92nd Ave to 100th Ave | 4 | 33,953 | 9.5% | n/a |
| Federal Blvd: 70th Ave to BNSF Railroad | 4 | 33,848 | 9.2% | n/a |
| Sheridan Blvd: 104th Ave to 96th Ave | 4 | 32,671 | 5.3% | n/a |
| Federal Blvd: 104th Ave to 92nd Ave | 4 | 31,489 | 1.6% | n/a |
| Church Ranch Blvd: US 36 to 103rd Ave | 4 | 31,320 | 1.0% | n/a |

** The threshold for congestion is 31,000 Average Daily Traffic (ADT) for a 4-5 lane road and 46,000 ADT for a 6-7 lane road.*

***The General Daily Traffic capacity is 36,000 ADT for a 4-5 lane road and 53,000 ADT for a 6-7 lane road.*

*Accommodating recreational and commuter bicycling is a key focus of the city's transportation planning.*

## 5.2 BICYCLES, TRAILS AND PEDESTRIAN CIRCULATION

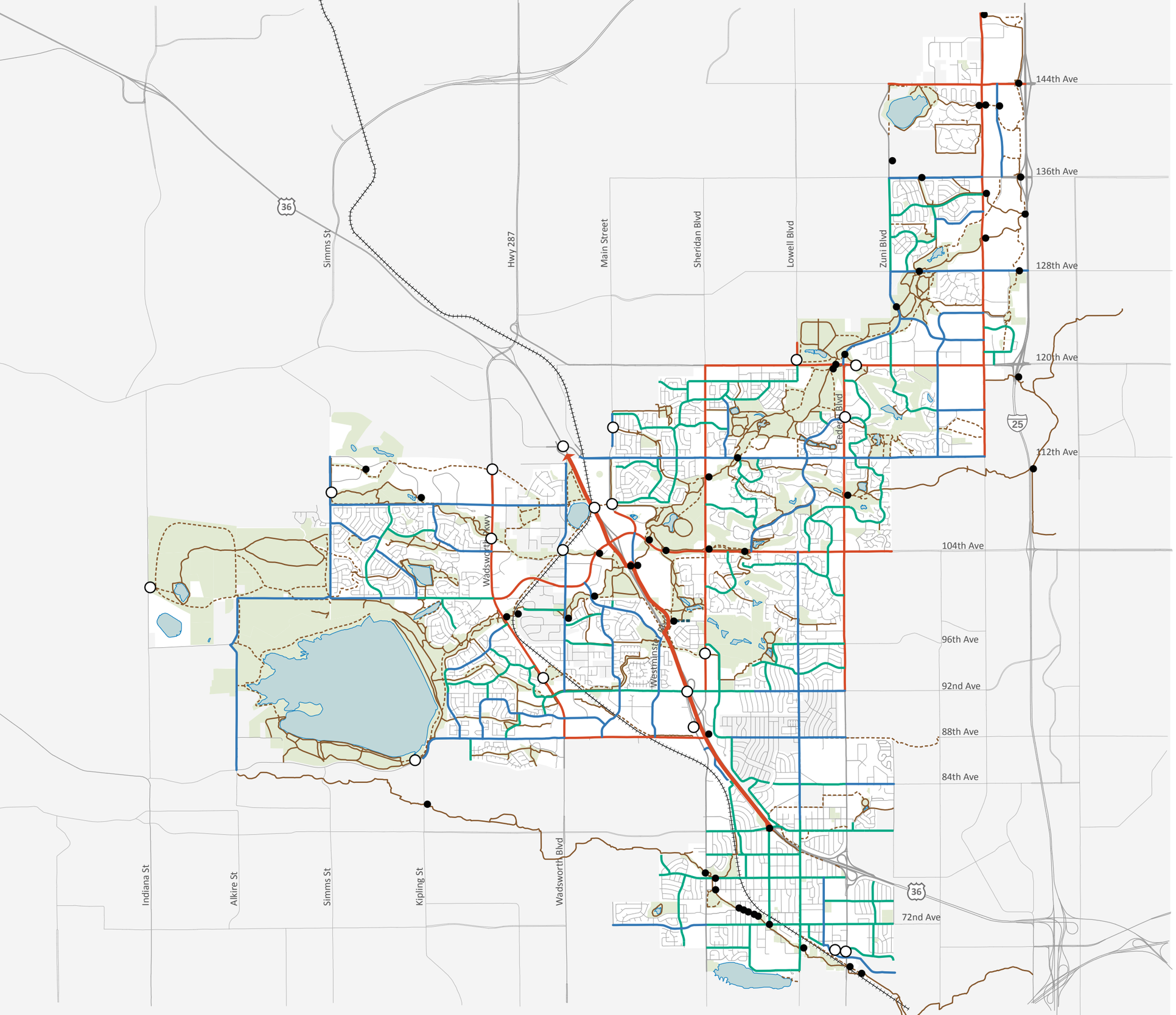
As the city's population increases and development intensifies, biking and walking will become increasingly more relevant as modes of travel, particularly to transit, employment and local neighborhood centers. The city's bicycle and pedestrian networks are illustrated in Figure 5-2, which identifies existing and planned facilities. These networks are part of the overall structure of the city, which includes a significant extent of shared-use bicycle and pedestrian trail facilities integrated into parks, open space and development. This section outlines the city's intent to expand these networks to serve both existing and future demand for multimodal travel.

### Bicycle Circulation and Trails

The City of Westminster is an active community that utilizes bicycle facilities and shared use trails both on- and off-street. These facilities are used for both passive and active recreation use, as well as for commuting to employment areas. Most of the city's existing bicycle network utilizes shared use trails through city open space and parks. However, the city does have nine miles of on-street bicycle lanes. The city completed the 2030 Westminster Bicycle Master Plan (BMP) in 2010 in response to demand to extend this network for both greater connectivity and to provide for commuter bicycling.

The BMP provides direction for expansion of this network by 132 miles, with emphasis on provision of on-street bike lanes along the city's roadway network. Key future improvements include 46 miles of bike lanes within the city and connections to the planned US 36 commuter bike trail. Additional supportive measures proposed by the BMP include pavement and street/curb improvements to improve safety and operation of the bicycle network, signage and wayfinding, and short- and long-term bicycle parking facilities. Connections to transit and key destinations throughout the city are also emphasized as part of the plan.

The city's bikeways are classified into three different designations: Class I bikeways, which are physically separated from streets except at crossings; Class II bikeways, which are on-street marked bike lanes; and Class III, which include signed routes and marked shared use vehicle and bicycle lanes. Table 5-5 summarizes the existing and proposed bicycle network, in miles, for the city.




## Figure 5-2: Bicycle & Pedestrian Network

Legend

**Bicycle Network**

- US 36 Commuter Bike Trail
- Class I Side Path
- Class II Bicyle Lane
- Class III Sharrow or Signed Bike Route

**Pedestrian and Trail Network**

- Trail and Shared Use Bike Path
- Proposed Trails
- Existing Pedestrian Underpass
- Proposed Pedestrian Underpass

**Planning Area**

- Parks/Open Space/Golf Courses
- Water
- City Limits
- Rail Corridor

0 0.5 1.0 2.0
Miles

Updated 6/23/14

**Table 5-5: Bikeway Class Definitions**

| *Bikeway Class* | *Definition* | *Total Proposed (miles)* |
|---|---|---|
| **Class I** | | |
| Shared Use Path* | Off-street, dual direction path often shared with pedestrians | 5 |
| Sidepath | Shared use path located adjacent to but separated from a vehicular street, resembling a wide sidewalk | 27 |
| **Class II** | | |
| Bike Lane | On-street lane reserved for bicyclists, separated by painted lines, symbols and signage | 46 |
| **Class III** | | |
| Signed Bicycle Route | Travel lanes shared fully with motor vehicles, marked as Bike Route with signage | 14 |
| Signed Bicycle Route with Shared Use Markings | Travel lanes shared fully with motor vehicles but identified by "sharrow" markings on pavement | 40 |
| **Total Bikeways** | | **132** |

**Including shared use trails*

## Pedestrian Circulation

Fostering a walkable, pedestrian-friendly environment throughout the city is a significant consideration of the Comprehensive Plan land use, urban design and multimodal circulation policy framework. Westminster has an extensive trail system augmented by connections to and through neighborhoods, shopping centers, parks, schools and employment areas. Connectivity along the city's pedestrian (and bicycle) network is facilitated by 40 underpasses that circumvent the need to cross major arterial roadways at grade. Additionally, over the past 20 years, the city has required new developments along major arterial streets to provide wide landscaped amenity zones with eight-foot sidewalks separated from the street by 12-foot landscaped area. All of these improvements have been focused on creating a safe, pleasant environment for pedestrians and bicyclists in the city.

Existing pedestrian facilities in the city include sidewalks, paths, trails, pedestrian bridges, pedestrian/trail underpasses and crosswalks. Sidewalks are located on both sides of the street throughout the majority of the city, with a few exceptions as noted on Figure 5-2. As new development occurs, particularly in infill or redevelopment areas, pedestrian connections will be emphasized in areas with access to transit, parks or open space facilities, neighborhood services and major activity centers. Improvements to existing facilities, including infill of missing portions of sidewalks and construction of detached sidewalks (provision of a lawn or landscaping to move pedestrians further away from on-street vehicle traffic), will continue to be pursued. Likewise, the city will continue to develop strategic pedestrian underpasses as funding is available and development occurs.

*The city is currently planning for several improvements to transit, most notably the commuter rail station at 70th Avenue and Federal Boulevard, above. The Westminster Center Park-and-Ride, below, is one of the busiest in RTD's service area.*

## 5.3 PUBLIC TRANSIT

Facilitating access to transit is a key focus of the Comprehensive Plan. The Plan emphasizes mixed-use, transit-supportive development around existing park-and-ride bus facilities as well as future and planned commuter rail stations. Pedestrian and bicycle connections to these transit facilities are emphasized. Within Westminster, existing and planned transit service is provided by the Denver Regional Transit District (RTD) bus and future commuter rail service. RTD transit service also provides direct access to Denver International Airport from the Wagon Road and Westminster Center park-and-rides. Call-n-ride services for seniors and disabled persons are provided by RTD and Jefferson and Adams counties. Figure 5-3 illustrates existing bus routes and future planned bus and commuter rail service that will serve the city.

### Bus Service and Facilities

The primary form of transit service in the city is RTD bus service on local streets and major highways. Bus service includes both express bus lines that run along US 36 and I-25 and local routes that run along major arterials through the city. These lines connect Westminster with Denver and Boulder as well as surrounding communities. Three existing park-and-rides are located in the city, including Church Ranch, Westminster Center and Wagon Road. The Westminster Center park-and-ride is one of the most active park-and-ride facilities along the entire RTD corridor with over 2,500 combined boardings and allightings and 850 combined east-and westbound bus trips a day.[1] The city will continue to work collaboratively with RTD to ensure that adequate service, route additions or modifications, and facility improvements are provided in concert with new development and to address existing deficiencies.

### Future Commuter Rail and BRT

Several major improvements to the city's transit system are underway. The city will have its first commuter rail station operational in 2016. Westminster Station, planned as part of the FasTracks Northwest Rail Corridor will be an end-of-line facility until future segments of the rail corridor are completed. The station is located at approximately Irving Street and 69th Avenue, in the heart of South Westminster. High intensity, transit supportive development planned around the station as well as potential infill and redevelopment in the surrounding area will help foster ridership for this station. Future FasTrack stations in the city are planned for downtown Westminster at approximately 88th Avenue and Harlan Street and Church Ranch just north of the Shops at Walnut Creek, as shown in Figure 5-3. In addition to commuter rail improvements, bus service along US 36 and I-25 is planned to be augmented to a bus rapid transit (BRT) service via a high occupancy vehicle lane.

1 Nataly Erving, Denver Regional Transportation District, September 2013.

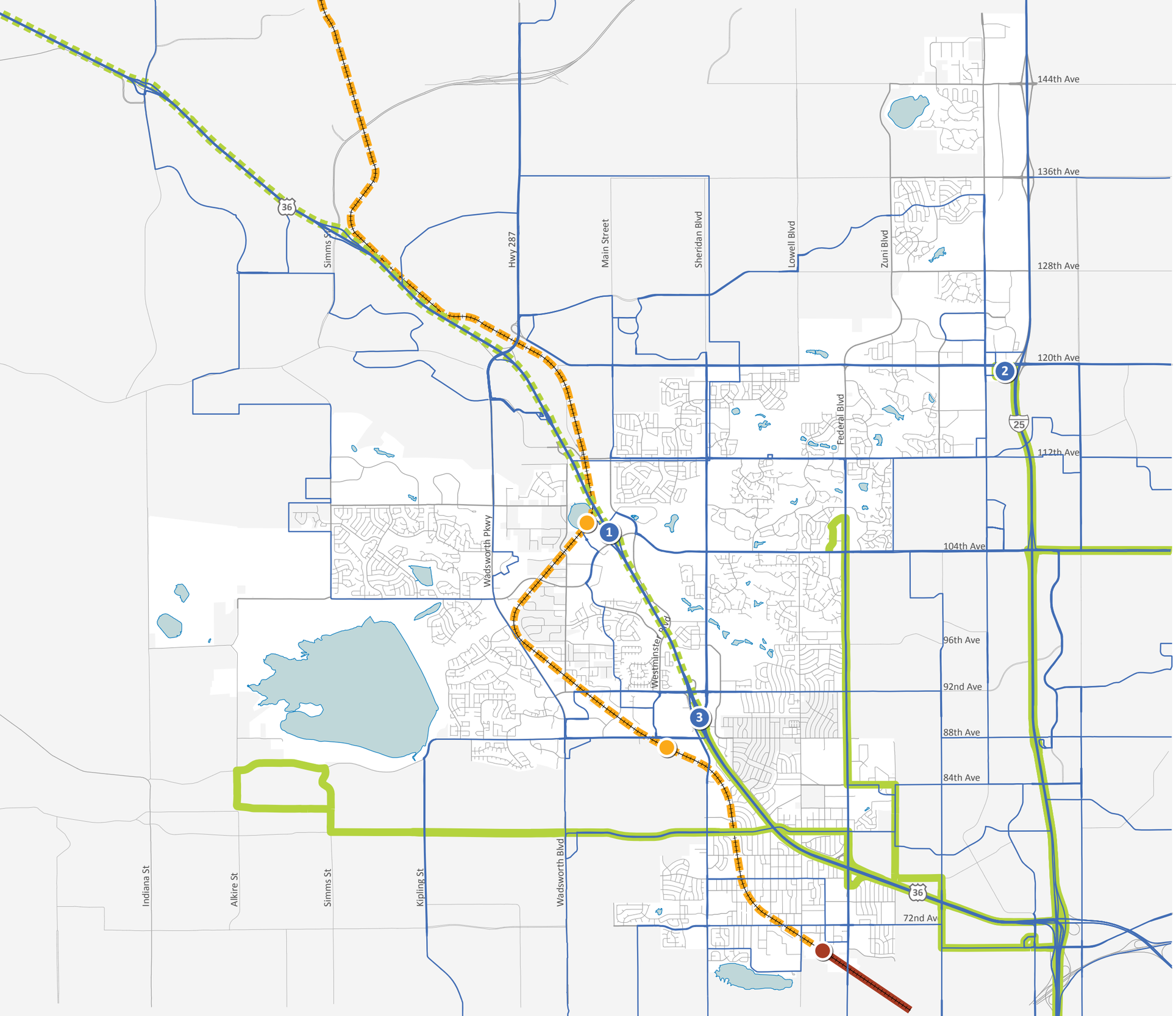



**Figure 5-3: Transit Network**

Legend

- RTD Bus Route
- Express RTD Bus Route
- Future Express/Bus Rapid Transit Route
- Planned RTD FasTracks Commuter Rail Line
- Future RTD FasTracks Commuter Rail Line
- RTD Park and Ride
  1. Church Ranch Park and Ride
  2. Wagon Road Park and Ride
  3. Westminster Center Park and Ride
- Water
- City Limits
- Rail Corridor

0 0.5 1.0 2.0
Miles

Updated 6/23/14

## 5.4 FREIGHT RAIL

The Burlington Northern Santa Fe (BNSF) Railway owns and operates freight rail service along the tracks that run generally northwest to southeast through the city. Typical daily freight service averages five to seven trains through Westminster a day. By 2035, it is expected that this service may increase slightly to seven or eight trains a day, on average. Only five of the city's 14 crossings of the BNSF rail corridor are grade separated. The remaining nine crossings are at-grade and controlled by gates and flashers. The Comprehensive Plan encourages continued efforts to improve at-grade crossings in the city with crossing pads and enhanced warning systems. The city will also look into opportunities to reduce train noise impacts on existing and potential future development through site and building standards and a potential quiet zone through all or a portion of the city.

## 5.5 GOALS AND POLICIES

### GOALS

**T-G-1** Develop a balanced transportation system that allows for safe and efficient travel throughout the city for transit users, bicyclists, pedestrians and motor vehicles.

**T-G-2** Develop a transportation system that reduces the need to own or drive personal vehicles because of the availability of convenient and accessible alternative modes of transportation.

**T-G-3** Develop a safe and comprehensive bicycle network that serves both recreational and commuter needs.

**T-G-4** Develop a safe, comfortable pedestrian environment and extended network that supports walkability and connections between residential, employment, services and other key destinations.

**T-G-5** Provide community-wide access to public transportation that is comfortable and convenient.

**T-G-6** Balance commercial goods movement with the health and quality of life priorities for the city.

2 Northwest Rail Corridor Final Environment Evaluation, RTD, May 2010.

*New development will accommodate pedestrians and bicyclists with active street frontages, bicycle lanes and connections to trails and transit.*

## POLICIES

**T-P-1** Pursue improvements to the city's transportation system recommended by the Comprehensive Roadway Plan, Trails Master Plan and 2030 Bicycle Master Plan.

**T-P-2** Continue to update the Comprehensive Roadway Plan and Bicycle Master Plan, preferably at the same time, to evaluate and identify appropriate traffic and transportation improvements.

**T-P-3** Encourage development and provision of transportation demand management measures that minimize vehicle miles traveled. Support and encourage measures such as:

- Use of car-sharing programs in the Westminster Station Area and downtown Westminster.
- Shared parking for developments in mixed-use transit-oriented districts that have complementary uses, such as office and retail uses.
- Enhanced bicycle facilities at businesses and employment centers, including lockers, convenient bicycle parking and showers.
- Encouraging employers and developers to provide discounted RTD transit passes to employees and residents in areas adjacent to major park-and-ride or commuter rail stations.

## Roadway Network

**T-P-4** Develop a system of streets that provides continuous and direct travel throughout the city while minimizing adverse impacts on existing residential neighborhoods.

**T-P-5** Identify and pursue intersection and roadway improvements that will maintain a Level of Service of D or better for major intersections and maintain traffic volumes below the threshold of congestion. Develop and implement a methodology for prioritization of improvements and evaluation of complete street functionality.

**T-P-6** Coordinate with Colorado Department of Transportation (CDOT) and neighboring jurisdictions to implement street and intersection improvements, as identified in the Comprehensive Roadway Plan. Key joint improvements opportunities include:

- Lowell Boulevard at 120th Avenue, with the City of Broomfield
- Federal Boulevard and 120th Avenue intersection improvements with CDOT
- Federal Boulevard and 92nd Avenue intersection improvements with Federal Heights and CDOT

**T-P-7** Ensure that pedestrian safety and walkability in activity centers and near transit have priority over goals to achieve vehicle level of service along pedestrian-oriented streets or where significant pedestrian crossings are located.

**T-P-8** Require new development to provide traffic improvement necessary to accommodate trips generated by the project without significantly reducing existing levels of service on affected roadways.

## Bicycle Network

**T-P-9** Develop the bicycle network consistent with the 2030 Bicycle Master Plan.

**T-P-10** Evaluate new opportunities to improve bicycle connections within the city, particularly to transit and regional bikeway systems.

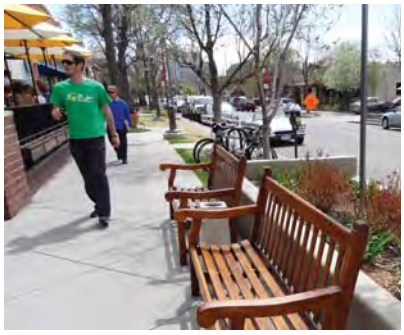
**T-P-11** Provide adequate bicycle parking for public and private destinations that meets the performance standards delineated in the 2030 Bicycle Master Plan.

**T-P-12** Employ a signage and wayfinding system that supports safe and efficient bicycle travel through the city that is consistent with the 2030 Bicycle Master Plan guidelines.

**T-P-13** Identify key trail connections between bike facilities and prioritize paving of soft trails, where possible, to improve functionality and continuity of the city's bicycle network.

**T-P-14** Continue to construct grade separated trail crossings under major streets.

*Future improvements to the roadway network will include a new Sheridan Boulevard bridge over US 36, new bike lanes and intersection improvements at various locations.*



*Pedestrian connectivity will be emphasized particularly in mixed use centers like Westminster Station and the future downtown. Connections to existing and future transit will be prioritized.*

## Pedestrian Network

**T-P-15** Complete and enhance the pedestrian network with an interconnected system of walkways and trails, continuous sidewalks on both sides of the street and pedestrian crossings and connections between existing and new development.

**T-P-16** Ensure new development provides safe, direct walkways that link to streets and adjacent bus stops.

**T-P-17** Support pedestrian access to transit and activity centers by planning for, upgrading and maintaining safe and strategically located pedestrian crossings and sidewalk connections. Crosswalks should be well-marked with “bulb-outs” and/or median refuges (where appropriate). Signalization and audio/visual warnings could be evaluated on a case-by-case basis.

**T-P-18** Develop a pedestrian master plan to identify and prioritize addressing “missing links” in the city’s street sidewalk system.

**T-P-19** Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility and universal design concepts. Implement standards and requirements in accordance with the Americans with Disabilities Act.

## Public Transit

**T-P-20** Support existing public transit to regional destinations, promoting improved accessibility, functionality and frequency of facilities and services.

**T-P-21** Foster transit use by developing high quality transit hubs and stations with amenities such as plazas, benches, traveler information systems, shelters, bike parking and public art.

**T-P-22** Site transit stops at safe, efficient and convenient locations. Incorporate transit stops into the design and function of the public realm, such as locating stops near public plazas and integrating amenities with streetscape design and public art schemes.

**T-P-23** Work with the Regional Transportation District to maximize the provision of reliable and accessible transit service in the city, including commuter rail and bus transit.

- Advocate for extended commuter rail service into the city along the FasTracks Northwest rail corridor. Focus efforts on obtaining stations near downtown Westminster and at Church Ranch.
- Advocate for frequent, direct bus service to all points in Westminster, especially to areas planned for higher intensity development.
- Advocate for increased capacity at park-and-rides with an emphasis on provision of structured parking.
- Advocate for a new park-and-ride along I-25 north of 120th Avenue.

**T-P-24** Expand the city's program to provide benches and shelters at highly used bus stops throughout the city.

**T-P-25** Support access to transit and the "last mile" connection by encouraging shuttle connections between major destinations in the city and transit stations.

## Freight Rail

**T-P-26** Pursue improvements to existing at-grade crossing that will increase safety and operation. Prioritize crossings with high volumes of vehicle and pedestrian traffic.

**T-P-27** Work with BNSF to establish a quiet zone through the extent of the city. Improve security access along the corridor in order to safely implement the quiet zone.

**T-P-28** Pursue grade separated railroad crossings where warranted.