

MEETING SUMMARY

Project:	Federal Boulevard Multimodal Transportation Study
Subject:	Working Group Meeting #1
Meeting Date:	Thursday, August 20, 2020
Location:	Online Virtual Meeting (via Webex)

This summary reflects the general notes for this meeting to the best of the knowledge of the note taker. If you have any questions or find any errors, please contact Mae Thompson at Mae.Thompson@hdrinc.com.

Meeting Purpose

This was the first meeting of the study's two working groups (Stakeholder Working Group and Technical Working Group). The purpose of this meeting was to:

- Introduce the Partnership jurisdictions and working group members
- Provide project background information and initial existing conditions findings
- Review the study vision, and obtain initial input on corridor needs and priorities

Welcome and Introductions

Chris Proud (Consultant Lead) welcomed the group and reviewed meeting logistics and the agenda.

- Introductions and meeting purpose
- Project overview
- Project existing conditions
- Review draft vision for the study
- Breakout groups
- Next steps

Representatives of each of the Partnership agencies introduced themselves and welcomed the group:

- Chris Chovan, Adams County Senior Transportation and Mobility Planner
- Debra Baskett, City of Westminster Senior Transportation and Mobility Planner
- Tim Williams, City of Federal Heights Community Development Director

Meeting attendees introduced themselves and stated the organizations they represented. Attachment A includes a list of individuals invited to the meeting, indicating the 34 members in attendance.

Project Overview

Study Area

Chris Proud reviewed the study area for the project. The Federal corridor extends from 52nd Avenue to 120th Avenue along Federal Boulevard through three jurisdictions: Adams County, City of Westminster, and City of Federal Heights. The Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), and other agencies have critical roles along the Federal corridor.

- CDOT Region 1 - Jason Igo explained CDOT's investment in the study area and responsibility for this urban arterial, which includes ownership of the right of way (property where the boulevard is located). Badr Husini talked about the upcoming and ongoing projects. Federal from Interstate 70 (I-70) to 92nd Avenue is planned for resurfacing and pedestrian curb ramp updates. Construction is planned for 2023, but could begin in late 2022.
- RTD - Doug Monroe discussed RTD's transit service along the corridor. Federal is a busy transit corridor and one of the most important transit connections that does not go directly to downtown Denver. With two commuter rail stations in the study area, there is ongoing interest in maximizing transit connectivity. RTD's Regional Bus Rapid Transit (BRT) Feasibility Study examined Federal from 120th Avenue to Hampton Avenue. Federal Boulevard was one of the top scoring corridors for BRT. A BRT system could include level boarding platforms, transit signal priority, and other features that could make a bus corridor act like a rail corridor. A BRT system could provide a similar level of service as rail. RTD's Reimagine Study is currently evaluating high-level changes to improve RTD's performance across the region. Route 31 along Federal has retained 50-60% of ridership during COVID-19. By contrast, RTD's rail lines are carrying only 30% of ridership compared to before COVID-19. Doug emphasized the need for reliable transit along Federal.

Working Groups

Chris Proud explained that this meeting includes both the study's Technical Working Group and Stakeholder Working Group. The role of the Stakeholder Working Group is to be a conduit between the project team and the communities along the corridor. Members are asked to share information with their respective constituents/community members and provide feedback to the project team. The Technical Working Group is comprised primarily of jurisdictional staff and agency staff. The Technical Working Group's role is to provide technical guidance and expertise. These groups will meet at key project milestones over the next year and a half. These groups may meet together or individually, depending on the meeting topics.

Study Process

Chris Proud explained that the study is being completed in two phases. The current Phase 1 is the Visioning and Needs Assessment, which is taking place from spring to fall of 2020. Phase 2

is the Recommended Infrastructure Improvements that will take place from winter 2020 through fall 2022.

Public Engagement

Tara Bettale (Consultant Engagement Lead) explained the project's public engagement plan, which will be ongoing throughout Phase 1 and Phase 2. Tara acknowledged the diverse population that lives along Federal and the importance of having a robust, inclusive public engagement program. Specific approaches include:

- Ambassador Program - Community leaders, representatives, and others will serve as ambassadors in their respective jurisdictions. They will share information through digital platforms and in-person (where safe and appropriate) through established networks and gain feedback opportunities from a wide variety of audiences.
- Business outreach - The public engagement team is reaching out to with local businesses to understand their perspectives.
- Public outreach - This will include virtual, online questionnaires and public meetings, a website, and select engagement events. These are important to ensure broad public outreach under COVID-19 pandemic restrictions. An online questionnaire will be sent to our public distribution lists and the working group members.
- Informational materials - Will be created for online and offline use. They will be translated in Spanish and other languages as needed and culturally responsive to the communities along Federal.

Tara encouraged working group members to share information and feedback about the engagement plan.

Question: Matthew Helfant, Denver Regional Council of Governments (DRCOG): "There is a study [Denver Moves: Federal] that is going on in the South region of Federal, is this coordinating with that project?" Chris Proud explained that Denver completed a study on south Federal similar to this study and is currently moving forward with a transit-specific plan. Chris confirmed that the Federal team is coordinating with the team implementing the plan for south Federal.

Existing Conditions Approach and Initial Findings

Kiernan Maletsky (Consultant Transportation Planner) presented the initial existing conditions findings for the study area. More than 18 previous planning studies were reviewed to understand conditions in the corridor.

Project Limits and Character Zones

The project limits are 52nd Avenue in the south and 120th Avenue in the north (8.5 miles). The study area crosses three jurisdictions. The study area was broken down into four character zones based on an analysis of the each zone's multimodal conditions, urban design and public realm, and community identity characteristics.

- Zone A (52nd Avenue and 73rd Avenue) - The Corridor's Southern Gateway, Several Activity Areas At The Heart

- Zone B (73rd Avenue and 81st Avenue) - Transition Area, Extension of Westminster Station TOD/Historic Westminster
- Zone C (81st Avenue and 105th Avenue) - Auto-Oriented Residential/Commercial, Planned Mixed-Use Center
- Zone D (105th Avenue and 120th Avenue) - The Corridor's Northern Gateway, Residential With Parks/Open Space/Trails

Existing Conditions- Multimodal Access

Federal is an urban north-south arterial. There are significant east-west connections to regional bus, commuter rail, and regional trail access points. Federal is an important local and regional commuter and freight corridor with connections to US 36, I-76, and I-70. There are several challenges for people who wish to walk or bike, including gaps in sidewalks and long distances between signalized crossings that create an inconsistent multimodal infrastructure. The corridor has five high-injury segments according to DRCOG, and a high rate of pedestrian and bicyclist injuries.

Existing Conditions - Destinations and Demographics

There are a wide range of corridor users and reasons why people travel along Federal, making it a diverse corridor. Kiernan pointed out the demographics along the corridor tend to be younger than the regional average. Historically this is an auto-oriented corridor. 76% of commuters on the corridor drive alone and 23% drive to Denver for work. The corridor is experiencing change, including ongoing development and redevelopment.

Draft Vision for the Study

Chris Proud presented the draft vision for the study that was developed by the Partnership and the project team based on research and stakeholder input.

The Federal Boulevard Multimodal Transportation Study will:

- Leverage the Partnership
- Build on past studies recommendations
- Work collaboratively with local stakeholders
- Define solutions that are not limited by jurisdictional boundaries
- Focus on safe, equitable, consistent, and high-quality options
- Build on existing multimodal facilities (trails, rail, etc.)
- Identify attainable alternatives to driving alone
- Identify innovative funding opportunities
- Generate recommendations for walking, rolling, biking, transit, driving, and freight
- Provide the basis for future funding requests

Participants were asked to provide feedback based via an online poll. Chris noted that if there were more thoughts on the vision after the meeting, to please provide comments via email.

Question 1: Did we get this vision statement right?

Yes	(29/38)	76%
No	(0/38)	0%
Sort of	(4/38)	11%
No answer	(5/38)	13%

Question 2: What top three needs listed are most important to you/your represented community?

Collaboration with neighborhood and business needs	(14/38)	37%
Solutions without jurisdictional boundaries	(10/38)	26%
Safety	(22/38)	58%
Connections to mobility options including bus, rail, sidewalks and trails	(27/38)	71%
Alternatives to driving	(14/38)	37%
Seek funding for recommendations	(9/38)	24%
No Answer	(5,38)	13%

Question 3: Our project team is proposing specific outcomes we want to achieve through this study. What is your top outcome?

Recommendations for infrastructure improvements	(13/38)	34%
Identification of funding opportunities	(4/38)	11%
Framework and policy recommendations for long term recommendations	(10/38)	26%
Community support	(6/38)	16%
No Answer	(5/38)	13%

Breakout Activity

A virtual breakout activity was conducted to explore the needs and associated improvements, considering priorities for improvements. The groups were asked to take the perspective of the different types of users on the corridor (user personas). The personas were theoretical but developed based on conversations with stakeholders, RTD, etc., who shared real experiences. Each persona had a specific need or issue.

- Persona #1 (Cameron) - No access to a car
- Persona #2 (Amita) - Transit commuter
- Persona #3 (Caroline) - Business owner
- Persona #4 (Dale) - Freight driver

Three groups (Team Water World, Team Clear Creek, and Team Westminster Station) were given 40 minutes for discussion. Attachment B contains the discussion notes of each breakout team.

Team ‘Report Out’ Summaries

Each team reported back their key findings and discussion points for the larger group:

- Team Water World highlighted the importance of transit along the corridor; however, the transit service is not consistently connected to the surrounding walking and biking facilities. Even though good transit service exists, it can be difficult to access. Biking along and across the Federal corridor was perceived as difficult and potentially dangerous, because of the high speed of traffic and limited (or no) bike facilities. It was noted that businesses rely on good auto access and most are designed to be accessed by car. The group thought additional consideration needed to be made to safety improvements at intersections, so drivers and pedestrians could better predict each other’s movements.
- Team Clear Creek noted the pedestrian connections continue to improve as development occurs; however, many gaps remain in the pedestrian network. Filling the gaps in the pedestrian environment must be a priority. The group discussed the need for facilities for cyclists. There was general agreement that new bike facilities on Federal itself was not likely the best solution. Parallel routes and the ability to access transit along Federal with a bicycle should be considered. The group believed that freight and truck movement is an important consideration for this study.
- Team Westminster Station emphasized the connections between walking, biking, transit, vehicles, and safety. These issues are intertwined. For example, every driver, transit users, and cyclist are pedestrians at some point in their journey. Traffic calming was discussed, specifically as a mechanism to improve the experience and safety for all users. Consistency in infrastructure improvements from jurisdiction to jurisdiction could create a more predictable experience for users of Federal. Mid-block crossings must be examined based on how and where crossings are needed.

Next Steps

Chris Proud described the next steps for the working groups. A meeting summary with the presentation will be emailed to the members. The next meeting will be scheduled in the fall.

Close Out

Debra Baskett (City of Westminster) closed the meeting on behalf of the Partnership. She thanked the 34 members for participating in the meeting. Debra highlighted that each stakeholder brings a unique perspective. Debra challenged everyone to stretch their mind and be aware of the context and people along the corridor, including homelessness and crime as considerations. She mentioned there is a lot of development in the area and the working

groups have the opportunity to influence multimodal improvements along Federal. She sees Federal as a community-serving corridor and hopes this group can look back and see the impact that was made from this effort.

Attachment A: List of Invitees/Attendees

Organization	First	Last	Meeting #1
Westminster Chamber of Commerce	Juliet	Abdel	Attended
Uplands Development	John	Aldridge	Attended
City of Westminster - Senior Planner	Stephanie	Ashmann	Attended
Project Team (Partnership-Westminster-PMT)	Debra	Baskett	Attended
Adams County Fire Rescue	Julie	Browman	
RTD Board Director (for Project Area)	Vince	Buzek	
Denver Regional Council of Governments (DRCOG)	Brad	Calvert	
Project Team (Partnership-Adams County-PMT)	Chris	Chovan	Attended
Front Range Community College	Andrea	DeCosmo	
City of Federal Heights - Assistant City Engineer/Environmental Compliance Officer	Alex	Edwards	Attended
Uplands Development	Chad	Ellington	Attended
City of Westminster - Transportation and Mobility Planner	Kristina	Evanoff	Attended
Hyland Hills Park and Recreation District (and Water World)	Yvonne	Fischbach	
Project Team (Partnership-Adams County)	Karsen	Forsman	
Life Size Communities/Tiny Communities	Tina	Francone	Attended
Tri-County Health	Kate	Fury	Attended
Adams County - Director of the Community & Economic Development Department	Jill Jennings	Golich	Attended
North Metro Fire District	Steve	Gosselin	
Growing Home	Luigi	Guadarrama	Attended
Tri-County Health	Annemarie	Heinrich Fortune	Attended
Denver Regional Council of Governments (DRCOG)	Matthew	Helfant	Attended
City of Federal Heights - City Engineer	Jeff	Hill	Attended
CDOT	Badr	Husini	Attended
CDOT	Jason	Igo	Attended
Terra Forma Solutions - President (Uplands Representative)	Todd	Johnson	
Federal Transit Administration	Kristin	Kenyon	
City of Westminster - Traffic Engineer	Heath	Klein	Attended
South Adams County Non Profit Support	Eric	Kornacki	Attended
Unison/UNE	Linnea	Bjorkman	Attended
Westminster Fire Department	Eric	Linnenburger	

Organization	First	Last	Meeting #1
Aria Cohousing	Ann	Long	Attended
Tri-County Health	Shelia	Lynch	Attended
RTD	Doug	Monroe	Attended
CDOT Division of Transit & Rail	Moira	Moon	
Cultivando	Erin	Mooney	Attended
Project Team (Partnership-Westminster)	Logan	Morley	
Center for People with Disabilities	Lisa	Nelson	
Uplands Development	Mark	Nickless	
CDOT	Adam	Parks	
Bicycle Colorado	Pete	Piccolo	
SMART Commute	Carson	Priest	Attended
Growing Home	Daniela	Sanchez	
Regis University	Sue	Scherer	
City of Federal Heights - Public Works Director	Don	Stahurski	Attended
Adams County - Deputy Director for Public Works	Brian	Staley	
City of Federal Heights - City Planner	Renae	Stavros	Attended
CDOT	Andrew	Stratton	
CDOT Transportation Commission	Karen	Stuart	
Project Team (Partnership-Adams County)	Kristin	Sullivan	Attended
Westminster Police Department	Commander - Scott	Takahashi	Attended
Adams County - Senior Long Range Planner	Libby	Tart	Attended
Denver Streets Partnership and Bicycle Colorado	Piep	van Heuven	Attended
Project Team (Partnership-Federal Heights-PMT)	Tim	Williams	Attended
Mile High Connects	Deya	Zavala	Attended
Adams County School District 14			
Colorado Cross Disability Coalition			
North Federal Baptist Church			
Southpoint HOA			
Westminster School District #50			

Attachment B: Breakout Group Notes

Water World Breakout Group

Participants

- Annemarie Heinrich Fortune
- Carson Priest
- Chris Chovan
- Don Stahurski
- Doug Monroe
- Holly Buck
- Jason Igo
- Kiernan Maletsky (Facilitator)
- Mae Thompson
- Rocio Ramirez

Kiernan welcomed the group and facilitated introductions. The goal of the discussion was to hear from all of the participants and review the multimodal needs/priorities for the corridor. Kiernan noted the group would provide feedback based on the perspective of each user persona.

Based on each user persona information, the group rated how the user would score Federal Boulevard on a 1-5 scale, 1 representing a bad experience and 5 representing a great experience.

No Access to a Car (Cameron)

Need/issue: to feel safe and comfortable traveling to and from my house to get to the doctor, run errands, and get to bus stops.

How would Cameron rate Federal Boulevard, based on his profile?

- Votes in chat box: 3, 3 (depends on which part), 2.5, 2.5, 3.

Comments

- Doug: as far as walking and transit, Federal has good transit service and most of Federal has a sidewalk. But sometimes there isn't a sidewalk on both sides of the street. This could be challenging and why improved sidewalks are needed.
- Jason: In terms of sidewalks, some sections that have good sidewalks and some without. Depending where you are at it varies.
- Carson: thinking of safety and comfort of sidewalks, they are not always safe.
- Annemarie: Safety and high traffic may not provide a comfortable experience.
- Rocio: Agrees with the group, high speed of traffic is a factor.

Kiernan asked what the group thought was the greatest multimodal need?

- Sidewalk improvements and traffic calming.
- Sidewalks and having buffer area makes things a lot better.
- Some sections need to have a wider shoulder.

Transit Commuter (Amita)

Need/issue: would like to be able to get job/downtown Denver without worrying about how long it's going to take.

How would Amita rate Federal Boulevard, based on her profile?

- Votes in chat box: 2, 3, 3.5, 3.

Comments

- Jason: The main thing is the biking. He would not want to ride bike along Federal.

Kiernan asked if the group believes Federal should be a place where biking should be comfortable?

- Jason: Prefers a parallel corridors to ride a bike because of the number of cars and sheer size of the Federal corridor, feels unsafe to bike.
- Carson: Transit availability is critical. He agrees the bike route should be parallel and not on Federal.
- Doug: Rated the corridor for this profile focused on the transit. With the rail options, he believes the transit works well and is a reliable option. For biking, parallel bike routes are the way to go but there aren't great options.
- Don: Bus routes are fairly good along Federal, but in terms of bike route, Federal itself is not a good location. An improved trail system parallel to Federal could be helpful.

Kiernan: What are the things that could be better along this corridor? And attract more riders?

- Doug: Things are very productive in Adams County in terms of bus frequency. Ridership along the corridor is strong.
- There are fewer bus frequencies in the northern part of the corridor. As you cross US36 along Federal, there isn't a stop for the Flatiron Flyer. This is a missed opportunity to a high traffic connection point. There is some room for improvements there, but given the ridership, transit currently operates well.
- Annemarie: How can we create incentives for transit use? This plan should make it more appealing for people to opt out of cars and take buses. How can we encourage this mode shift?

Business Owner (Caroline)

Need/issue: to maintain the ease of customer access to her business.

How would Caroline rate Federal Boulevard, based on her profile?

- Votes in Chat box: 4, 3.5, 3.6, 3.5.

Comments

- Jason: Based on user index, for vehicles it is not too bad to travel along corridor. Customers can access businesses from transit or vehicles.

- Doug: No major challenges that have been a barrier or limited access for vehicles. The only thing that may be inconvenient are medians and needing to make u-turns or a less direct route.
- Don: In a lot of different areas along Federal business access is good. He likes shared parking lots where you can walk and get to other businesses without getting onto Federal.
- A priority is to provide traffic controls to facilitate businesses - it's good for everyone to have better access to businesses.

Freight Driver (Dale)

Need: reliable ways to get from industrial facilities to highways. Especially in the southern portion of the corridor.

How would Dale rate Federal Boulevard, based on his profile?

- Votes in chat box: 3.5, 3.5, 3.

Comments

- Jason: Roadway operates well.
- Doug: Access to major highways is good as is. The medians could be a barrier.
- Carson: Lane width would be the major concern for Dale.
- Annemarie: How much should this profile be considered- Not sure if this user should be considered as much as others.

Kiernan thanked everyone for their feedback and input. Everything discussed will help inform the study. He mentioned to participants to feel free to email the project team with more input and thoughts.

Clear Creek Breakout Group

Participants

- Alex Edwards
- Chad Ellington
- Chris Proud (Facilitator)
- Deya Zavala
- Greg Adelberg
- Heath Klein
- Jill Jennings Golich
- John Aldridge
- Kate Fury
- Linnea Bjorkman
- Matthew Helfant
- Piep van Heuven
- Renae Stavros
- Tim Williams
- Tina Francone

Chris welcomed the group and checked audio connections for the participants. Chris then led the group in discussion related to each of the mobility profiles/personas.

No Access to a Car (Cameron)

Need/issue: to feel safe and comfortable traveling to and from my house to get to the doctor, run errands, and get to bus stops.

Comments

- Needs safe and comfortable travel experience, especially for seniors.
 - Sidewalk improvements are important.
 - Top priority for pedestrian mobility.
 - One example where improvements are needed was pointed out. Consider retrofitting the areas of surface parking fronting Federal and clearly identify where to walk (90th-92nd avenues).
 - The issue is not just missing sidewalks, but also quality of sidewalks - width, presence of a buffer between the roadway and the sidewalk, etc.
 - Shade and tree canopy is needed, especially for seniors at bus stops.
- Crosswalk improvements.
 - The ability to get across the street safely is very important. There are few locations to actually cross and the timing to cross is too short.
 - There are potential opportunities for additional signalized crossing locations where really large gaps are present.
- Pedestrian safety/refuge island or curb extensions could decrease crossing distance and provide safe refuge crossing the large roadway.

Transit Commuter (Amita)

Need/issue: would like to be able to get job/downtown Denver without worrying about how long it's going to take.

Comments

- Transit reliability.
 - BRT, high capacity and high-quality transit service should be considered to improve reliability.
- Comfortable and safe walking and biking connections are needed throughout.
 - Improved crossings especially for biking.
 - No channelized right turn lanes, reduced curb radii.
 - Automotive enforcement for red light and speed cameras.
- Biking.
 - The corridor is not conducive for biking today and won't be unless there is a fully separated and protected facility (bike or multi-use trail).
 - Crossing the corridor safely is challenging, even at signalized intersections.
- Undeveloped parcels.
 - Developers should be responsible for improved sidewalks and connections. There are significant challenges today waiting for parcels to develop and fill the multimodal gaps in the network.
 - It is important to put the policies in place before development comes in. So developers can be guided towards a vision for the corridor.
 - There are current challenges with infill development that has not provided good multimodal infrastructure.
 - This study's vision can help guide development so consistency is created with infrastructure across the corridor (regardless of the jurisdiction). This will help strengthen planners' positions and responses when working with developers.

Business Owner (Caroline)

Need/issue: to maintain the ease of customer access to her business.

Comments

- Better traffic controls to facilitate business access.
- Too many driveway accesses to local businesses creating unsafe conditions for patrons entering/existing and for people walking or rolling.
- Potential turn/access control policies should be investigated.
- Decreasing the amount of curb cuts and when new development occurs, push buildings forward, push parking behind, create one strong access with clear identification in/out of the area to serve it.

Freight Driver (Dale)

Need: reliable ways to get from industrial facilities to highways. Especially in the southern portion of the corridor.

Comments

- Travel lane widths.
 - The corridor needed to accommodate freight movements.
- This is a difficult issue, not just on Federal but in the metro Denver area (addressing freight needs and community mobility needs).
- Federal needs to be safe and convenient. Users need to access Federal via various multimodal options. However, Federal still must act as a thoroughfare and not limit transportation options to get across the metro area. Trucks need to be kept in mind so they can still use Federal.
- DRCOG recently finished and adopted the Regional Freight Plan.
 - The project team has reviewed this study and recommendations.
 - Coordinate delivery times and curb space, to minimize impacts.

Westminster Station Breakout Group

Participants

- Ann Long
- Badr Husini
- Cristina Beermann
- Debra Baskett
- Kristin Sullivan
- Kristina Evanoff
- Libby Tart
- Luigi Guadarrama
- Commander - Scott Takahashi
- Sheila Lynch
- Tara Bettale (Facilitator)

Tara explained that these personas are based on conversations with stakeholders, RTD, etc. These are very real experiences, but theoretical people intended to help guide the group's conversation.

No Access to a Car (Cameron)

Need/issue: to feel safe and comfortable traveling to and from my house to get to the doctor, run errands, and get to bus stops.

Comments

- Sidewalk improvements.
 - Ann: Focus on the east and west sides of Federal from 52nd Avenue to the G-Line.
- High quality bus stops and service.
 - Badr: Improve the connections between sidewalk and bus stops.
 - Update curb ramps to ADA standards.
 - Made the point that it is all one problem. For example, if you're using the bus, you need sidewalks to access bus stops, they are very dependent on one another.
 - Believes that creating a continuous sidewalk would be a good first step in improving Federal.
 - Kristina: Emphasized the importance of "creating the dignity of bus rider".
 - This includes sidewalks to bus stops and passenger pads while waiting, more frequent and reliable service, etc.
 - Ann Long: Only an RTD sign, no sidewalk, on Federal, south of 62nd Avenue and south of the G-Line station.
- Traffic calming and safety improvements.
 - Libby: Noted that with all of the development interest along Federal, north of the G-Line, it would be ideal to have more aesthetic treatments along the corridor.
 - Beyond sidewalks, add more aesthetic consistency including trees, tree grates, and safer traffic calming while being aesthetically pleasing.

- With the Clear Creek trail in that section, aesthetics and the natural environment along Federal are important considerations.
- The intersections of Federal and 64th Avenue; Federal and 72nd Avenue need improvements.
- Kristin: Consider place-making as it relates to the various land uses along Federal.
 - Dedicated transit lanes can be traffic calming.
 - The Clear Creek Valley presents many grade changes. When examining traffic calming along Federal, grades and the influence on traffic speeds must be considered.

Transit Commuter (Amita)

Need/issue: would like to be able to get job/downtown Denver without worrying about how long it's going to take.

Comments

- Improved traffic operations.
 - Ann: The corridor needs more left turn signals.
 - Ann: Mid-block crossings would be helpful.
- Comfortable and safe walking and biking connections.
 - Kristin: Please examine the crosswalk at 56th and Federal. It is directly across from a mobile home park where many young kids live and is an area of safety concern.
- Improved transit connections.
 - The Route 31 stops a lot. The ridership could be increased if it was faster and more efficient.
- Transit reliability.
 - Giving an alternative to driving is important. Many transit users today have no other mobility options.
 - Debra: Facilitating a more comfortable/easy walk to bus stops can help increase the efficiency of the buses.

Business Owner (Caroline)

Need/issue: to maintain the ease of customer access to her business.

Comments

- Better traffic controls to facilitate business access.
 - Kristin: Think about the continuity of improvements along the corridor and engage businesses in multimodal education (why it is important and beneficial).
 - Emphasize the ways in which businesses benefit from improved safety along the corridor.

- Ann: Access to/from businesses could be improved with better access from the cross streets intersecting Federal.
- Kristina: Consider a detailed access management study (as near or mid-term action identified through this study).
 - Right-in and right-out movements tend to be much safer, but this can be controversial with businesses.
 - Access management can be challenging, but it is important to address this.
- Intersection improvements
 - Sheila: Pedestrian safety and planning safe crossings with transit stops is critical. Make it easy for pedestrians.

Freight Driver (Dale)

Need: reliable ways to get from industrial facilities to highways. Especially in the southern portion of the corridor.

Comments

- Access improvements should be considered.
- Ann: Improvements for freight drivers can only be safer for pedestrians, bikers, etc.
- Provide clear freight access policies (heavy loads, etc.).
- Kristina: one key challenge is damage to roads from heavy trucks and where best to route them (including what is safe for other modes).
- Some improvements to make Federal more accessible to other modes might dissuade people from using Federal as through-traffic in place of I-25.
- Seems as though Federal should offer more of a balance between modes.
- Discussed the possibility of adding traffic calming via more narrow lanes and the addition of bike lanes, but how those improvements do not necessarily blend well for freight traffic.
- It was noted that the first step is to define the further Federal Blvd. That definition and vision will influence which improvements take priority over others.
- The streets intersecting Federal are an important component of the mobility network. There must be a balance between utilizing these street, but not creating cut through or too much traffic diversion.
- There is a relationship between all improvements. Some depend on one another, and between others there is friction. The group agreed that we cannot look at individual improvements in a silo.

Attachment C: Meeting Presentation



FEDERAL BOULEVARD

MULTIMODAL TRANSPORTATION STUDY

Working Group Meeting #1

Kickoff - Joint Technical and Stakeholder Working Groups

August 20, 2020



Virtual Meeting

Ground Rules

- Webex basics:
 - Maintain mute
 - Video
 - Chat box
 - Hand raise
- Facilitation
- Meeting note taker and producer
- Virtual breakouts



Welcome

Draft Agenda

- Introductions and meeting purpose
- Project overview
- Project existing conditions
- Review draft vision for the study
- Breakout groups
- Next steps



Introductions and Meeting Purpose

Introductions

Who We Are

- The 'Partnership' management team:
 - Adams County:
Chris Chovan
Senior Transportation and Mobility Planner
 - City of Federal Heights:
Tim Williams
Community Development Director
 - City of Westminster:
Debra Baskett
Senior Transportation and Mobility Planner
- Participant role call



Working Group Members Roll Call...

Brian Staley, Adams County - Deputy Director
for Public Works

Jill Jennings Golich, Adams County - Director
of the Community & Economic Development

Libby Tart, Adams County - Senior Long Range
Planner

Adam Parks, CDOT

Jason Igo, CDOT

Andrew Stratton, CDOT

Moira Moon, CDOT Division of Transit & Rail

Alex Edwards, City of Federal Heights -
Assistant City Engineer

Jeff Hill, City of Federal Heights - City
Engineer

Renaë Stavros, City of Federal Heights - City
Planner

Don Stahurski, City of Federal Heights - Public
Works Director

Stephanie Ashmann, City of Westminster -
Senior Planner

Heath Klein, City of Westminster -
Transportation Engineer

Kristina Evanoff, City of Westminster -
Transportation and Mobility Planner

Brad Calvert, Denver Regional Council of
Governments (DRCOG)

Matthew Helfant, Denver Regional Council of
Governments (DRCOG)

Kristin Kenyon, Federal Transit Administration
Doug Monroe, RTD

Julie Browman, Adams County Fire Rescue
Adams County School District 14

Ann Long, Aria Cohousing

Pete Piccolo, Bicycle Colorado

Karen Stuart, CDOT Transportation
Commission

Lisa Nelson, Center for People with Disabilities
Colorado Cross Disability Coalition

Erin Mooney, Cultivando

Andrea DeCosmo, Front Range Community
College

Daniela Sanchez, Growing Home

Yvonne Fischbach, Hyland Hills Park and
Recreation District (and Water World)

Deya Zavala, Mile High Connects

North Federal Baptist Church

Steve Gosselin, North Metro Fire District

Sue Scherer, Regis University

Vince Buzek, RTD Board Director

Carson Priest, SMART Commute

Commander Scott Takahashi, Westminster
Police Department

Todd Johnson, Terra Forma Solutions -
President

Shelia Lynch, Tri-County Health

Linnea Bjorkman, Maiker Housing Partners
Westminster School District #50

Juliet Abdel, Westminster Chamber of
Commerce

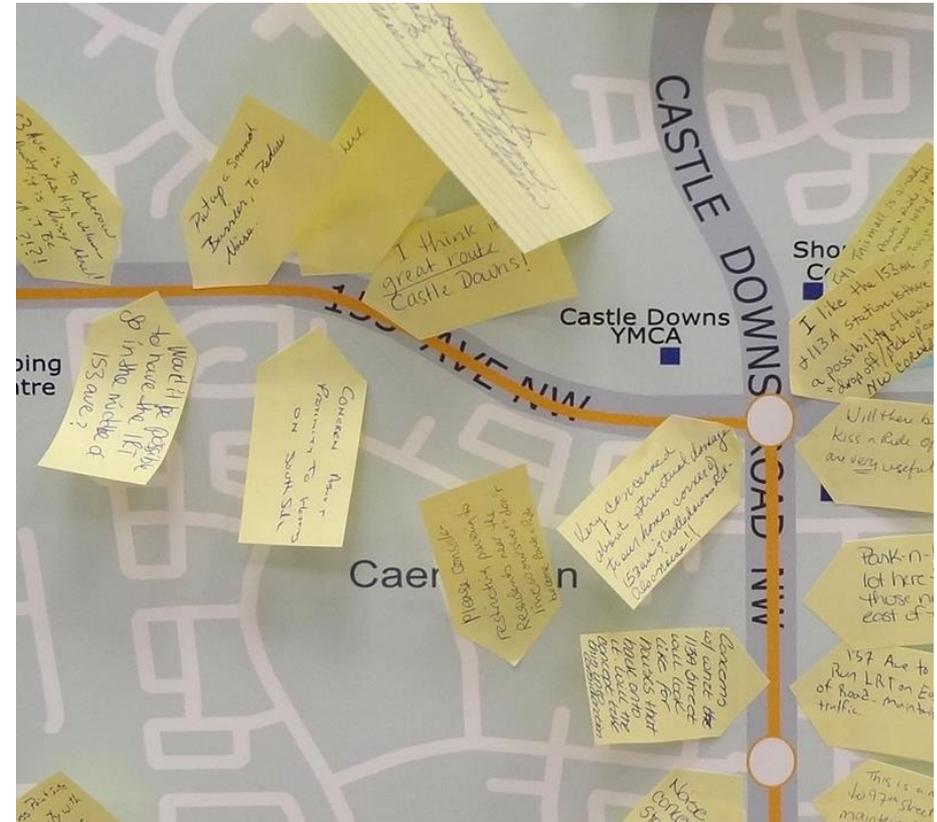
Eric Linnenburger, Westminster Fire
Department

Eric Kornacki, South Adams County Non Profit
Support

Meeting Purpose

This Meeting Will

- Kick off the stakeholder and technical teams
- Connect stakeholders and the project team members
- Clarify the role of the stakeholder teams
- Explain the focus of the project and background information
- Provide opportunity for input and questions

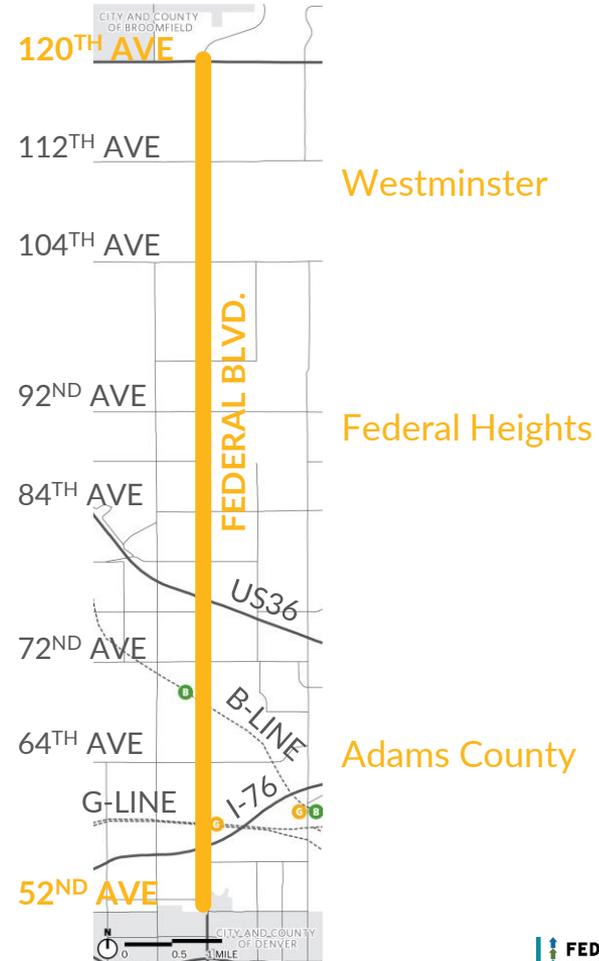


Project Overview

Study Area

Our Study Area

- The 'Partnership'
 - Three jurisdictions
- 120th to 52nd and Lowell to Zuni
- Critical role of CDOT, RTD, and other agencies
 - Adam Parks
Resident Engineer, Region 1
North/Turnpike Residency (CDOT)
 - Doug Monroe
Manager, Corridor Planning - Operations
(RTD)



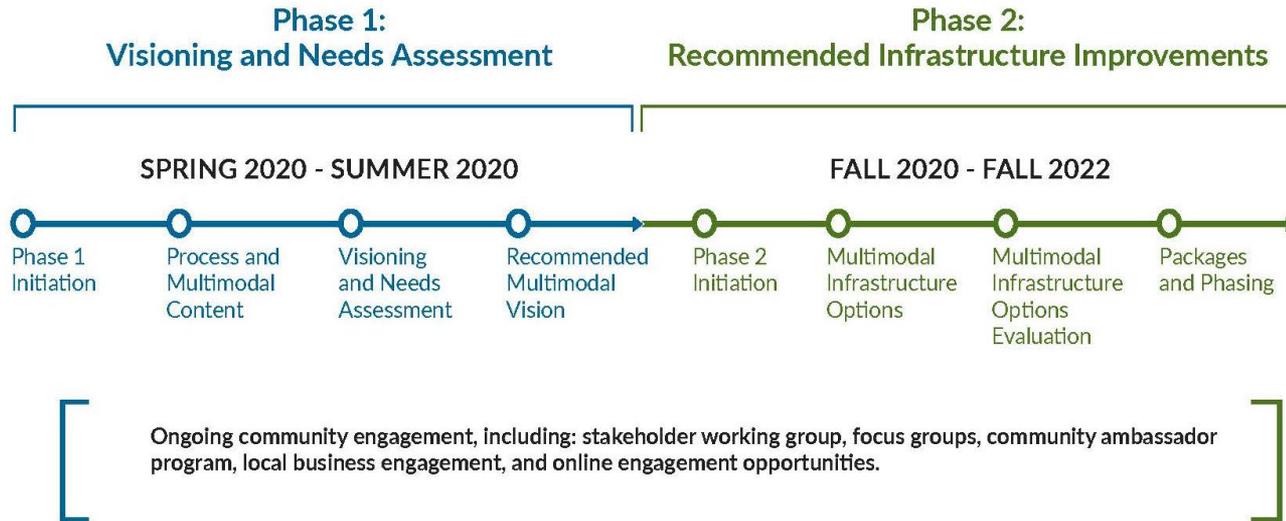
Working Groups

Roles and Expectations

- 4-5 meetings over next year and a half
- Share information with your constituents
- Provide feedback from the groups you represent
- Provide technical guidance and expertise



Study Process



Public Engagement

Approach and Techniques

- Ambassador program
- Business outreach
- Broad public outreach
 - Website, hotline, and email
 - Online questionnaires, public meetings, and engagement opportunities
 - Outreach materials
 - Cultural outreach



Existing Conditions Approach and Initial Findings

Project Limits and Character Zones

ZONE C: BETWEEN 81ST AND 105TH AVENUE

Auto-Oriented Residential/Commercial, Planned Mixed-Use Center



ZONE D: BETWEEN 105TH AND 120TH AVENUE

The Corridor's Northern Gateway, Residential With Parks/Open Space/Trails



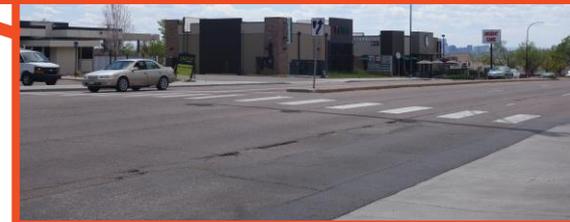
ZONE A: BETWEEN 52ND AND 73RD AVENUE

The Corridor's Southern Gateway, Several Activity Areas at The Heart



ZONE B: BETWEEN 73RD AND 81ST AVENUE

Transition Area, Extension of Westminster Station TOD/Historic Westminster



Existing Conditions - Multimodal Access/Safety/Comfort

Significant Connections to Regional Transit Service

3 RTD Rail Stations
(G & B Lines)



Up to 15min
Bus Service (Peak)



Significant Access to Regional Trail System

4 Trails



Best Existing Low-Stress
Crossing Bike Routes



Important Corridor within the Local/Regional Mobility Network

Most Commuters
Leave Study Area



Connections To US-36,
I-76, and I-70



Several Intersections
Near/Over capacity
(Up To 50K AADT)



Key Freight Corridor
(Up To 3% of AADT)



Challenging Experience for Walking/Biking

Large sidewalk gaps



13 Pedestrians & Bicycles
Killed/Seriously Injured
(2016-2018)



Long Distances Between
Signalized Crossings
(7min walk)

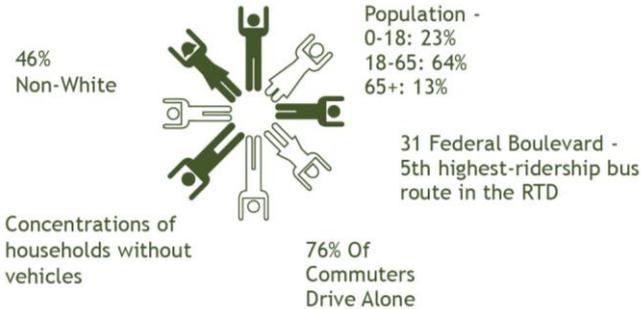


5 High Injury Network
“Critical Corridor” Segments (DRCOG)



Existing Conditions - Destinations and Demographics

A Range of Corridor Users



Historically Auto-Oriented Development



Numerous Factors that Influence Multimodal Demand



Significant Investment in Corridor/Regional Destinations



Review Draft Vision for the Study

Draft Vision for the Study

The Federal Boulevard Multimodal Transportation Study will...

- Leverage the Partnership
- Build on past studies recommendations
- Work collaboratively with local stakeholders
- Define solutions that are not limited by jurisdictional boundaries
- Focus on safe, equitable, consistent, and high-quality options
- Build on existing multimodal facilities (trails, rail, etc.)
- Identify attainable alternatives to driving alone
- Identify innovative funding opportunities
- Generate recommendations for walking, rolling, biking, transit, driving, and freight
- Provide the basis for future funding requests

Breakout Groups

Breakout Group Instructions

Instructions

- Three virtual groups (random)
 - Automatic virtual rooms
 - Selection box
 - Transition pause
 - Any issues – use chat box
- Facilitators
 - Kiernan (*Team Water World*)
 - Chris (*Team Clear Creek*)
 - Tara (*Team Westminster Station*)
- Discussions (40 min)
- Report out (15 min – 5 min per team)



Breakout Team

Team Details

- Focus on the 'users' perspective
 - No car
 - Transit/multimodal
 - Business
 - Freight
- Consider their needs and supporting improvements
- Discuss your thoughts on priority improvements



Cameron

Retired veteran
Lives in Federal Heights
Does not own a car
Walks, takes transit, uses Uber

NO ACCESS TO A CAR

Need/Issue: I would like to feel safe and comfortable traveling to and from my house to get to the doctor, run errands, and get to bus stops.



Sidewalk improvements



High quality bus stops and service



Traffic calming and safety improvements



Crosswalk improvements

Amita

Civil engineer

Lives in Adams County

Commutes to downtown Denver

Walks, takes transit, would like to bike (but is not comfortable)

TRANSIT COMMUTER

Need/Issue: I would like to be able to get to my job (especially downtown Denver) without worrying about how long it's going to take.



Improved traffic operations



Comfortable and safe walking and biking connections



Improved transit connections



Transit reliability

Caroline

Pharmacy owner

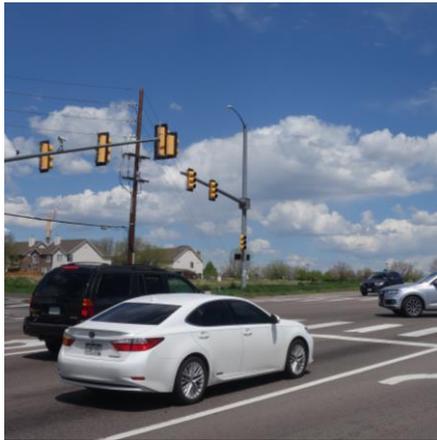
Lives in Westminster

Concerned with customer access to her business

Personally drives to her store daily

BUSINESS OWNER

Need/Issue: I want to make sure people aren't frustrated trying to get in and out of my business.



Accommodate vehicular travel



Better traffic controls to facilitate business access



Aesthetics



Intersection improvements

Dale

Drives for a major delivery company
Lives in Westminster
Route includes north Federal
Drives the route 5 days a week for deliveries

FREIGHT DRIVER

Need/Issue: I'd like to have reliable ways to get from industrial facilities to highways. Especially in the southern portion of the corridor.



Access improvements



Travel lane widths



Clear freight access policies (heavy loads, etc.)



Delivery Parking

Report Out

Five Minutes Per Team

- Team *Water World* report out
- Team *Clear Creek* report out
- Team *Westminster Station* report out



Next Steps

Next Steps

Closeout and Action Items

- Summary notes, presentation, and follow-up
- Next meeting (fall)
 - Advancing mobility options and input
- Closing remarks
 - The Partnership (Debra Baskett)
- Thank you!



Thank You!



FEDERAL BOULEVARD
MULTIMODAL TRANSPORTATION STUDY