

MEETING SUMMARY

Project:	Federal Boulevard Multimodal Transportation Study
Subject:	Working Group Meeting #2
Meeting Date:	Thursday, December 10, 2020
Location:	Online Virtual Meeting (via Webex)

Meeting Purpose

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

- Provide stakeholders with a project status update.
- Share findings of the Needs and Conditions Report.
- Discuss long-range improvements and get stakeholder input on tactics.
- Discuss an opportunity for short-term improvements
- Provide opportunities for questions

Welcome and Introductions

Tara Bettale, Consultant Team, welcomed the group and reviewed meeting logistics.

Chris Primus, Consultant Project Manager, introduced himself as the project manager after some staff reassignments at HDR. He discussed the overall agenda, noting that this was the second SWG meeting.

Tara then led a virtual sign-in using the chat function within Webex. Meeting attendees entered their names and respective organizations if applicable. Forty-four (44) individuals attended the meeting (see Attachment A of this meeting summary). The meeting presentation is also included as Appendix C.

Project Status Update

Study Process

Chris Primus reported on the status of the project. He mentioned that our focus now turns to development of recommendations, short- and long-term improvements. The recommendations will provide information for local plans, facilitate coordination with CDOT and RTD, provide information for funding requests and guidance to developers. One product of our study will be a set of cross-sections in varying locations along the corridor. Cross-sections can provide options to show how a street can be configured to accommodate motor vehicles, cyclists and people of all needs and abilities, and how adjacent right-of-way can be modified for

sidewalks or multimodal paths. Stakeholder input will be very important to help develop the recommendations.

Engagement

Cristina Beermann, Consultant Team, updated the group on stakeholder and community engagement activities to date. These items include the previous SWG meeting held in August, a community questionnaire, and a series of one-on-one interviews with representative stakeholders. The results of these activities have informed the baseline analysis and will continue to factor into the recommendations.

Needs and Conditions Findings

Chris summarized the Needs and Conditions Report. He reiterated the study’s approach to the corridor, which involves a breakdown into four subareas referred to as character zones. Character zones are defined by unifying features, such as similar land uses, roadway design, and neighborhood boundaries which may be anchored by major activity areas. Chris then discussed the data-based findings of the initial analysis, as well as a summary of the stakeholder input to date. He noted that additional details pertaining to each category could be found in the actual Needs and Conditions Report, which will be available online to the public in the coming weeks. This analysis was presented in four categories:

Safety

Stakeholders were particularly concerned about safety, with a high percentage of respondents citing it as the most critical issue. This concern is echoed in the data, which shows that the Federal Boulevard corridor is within the Denver Regional Council of Governments (DRCOG) high injury network, with several segments identified as “critical corridor”. These are locations where people have been killed or injured in crashes. There is a particularly high prevalence of pedestrian-involved crashes along the corridor.

Pedestrian and Bicycle

It was noted that many stakeholders express the difficulty of traveling by foot or bike along the corridor. The challenge is further illustrated by the proliferation of missing or insufficient sidewalks throughout the corridor – over 25 percent of the corridor does not have sidewalks. There are also several locations where safe crossing opportunities are very far apart.

Transit

Stakeholder input has emphasized the need for multimodal connections. In addition, nearly all participants in the one-on-one interviews discussed the need for transit improvements. The corridor has strong ridership, with over 1,600 riders per day within the study area, on RTD bus route 31. In addition, the corridor is a key connection with the RTD transit network, with close proximity to rail and east-west bus routes. It was also noted that more than half of the bus stops along Federal Boulevard within the study area do not have any amenities beyond a sign.

Traffic Operations

Though traffic congestion was ranked behind safety, 22 percent of respondents to the community questionnaire referenced congestion as their most critical issue. It was noted that traffic counts suggest that the corridor is generally adequately sized to respond to existing traffic, although there are some bottleneck locations. There was also discussion of the relatively high posted speed limits, which range from 45 to 55 miles per hour.

Tie-in to prior vision

Holly Buck, Consultant Team, reiterated the mobility needs identified as part of the previous phase of the project (and reviewed during the SWG #1 meeting). She noted the importance of stakeholder input to inform recommendations generated during the next phase. The meeting then transitioned into the Menti poll exercise, where the project team asked for input on work done to date and existing conditions findings, as well as a series of tactics generated from those findings. Menti is an online tool that allowed the project team to pre-load the feedback questions, which were then available to stakeholders via a specific URL provided during the meeting. The input provided on these questions was presented real-time during the meeting.

Menti Exercise: Stakeholder Feedback

Holly initiated the activity, encouraging participants to offer open-ended responses to the findings of work to date.

Feedback from poll regarding previous findings: Common responses focused on safety, sidewalk crossings, speed limits. One participant asked about the potential impact of development or re-development. The project team noted that future conditions information will be used in evaluating corridor options and is summarized in the detailed Needs and Conditions Report.

Holly then introduced the tactic-based prioritization and benefit activity, including a series of specific actions that could be taken across three broad categories of improvement: Multimodal Connections, Movement of People, and Corridor Environment.

Stakeholders ranked each tactic within each improvement category according to how beneficial they believe each tactic to be, and to what degree each should be prioritized. The following descriptions will be used to explain how each tactic scored:

- The degree of “importance” is determined based on the combined score for priority and benefit
- “Alignment” is the degree which stakeholders agreed on the level of priority and benefit for each tactic. If a tactic has “good alignment” that generally refers to a high level of agreement among stakeholders. For tactics with ‘poor alignment,’ stakeholders were not very consistent in how they ranked the priority and benefit that specific tactic.

The stakeholder input regarding prioritization and alignment for proposed tactics is summarized below.

All feedback provided via the Menti exercise can be found in Appendix B of this meeting summary.

Multimodal Connections:

Tactic	Ranking of “Importance”	“Alignment” Among Stakeholders
Identify sidewalk gap locations and bring all sidewalks to minimum widths for each zone	1 st most important	Good alignment
Focus on last/first mile connections to transit stops, stations, etc., including shelters, lighting, etc. within each zone	2 nd most important	Relatively aligned
Identify and implement a safe and functional bicycle network within the study boundaries	3 rd most important	Poorly aligned
Determine locations within each zone for implementation of scooter/e-bike facilities	4 th most important	Good alignment

Movement of People:

Tactic	Ranking of “Importance”	“Alignment” Among Stakeholders
Implement safety improvements (to address locations with high crash frequency)	1 st most important	Good alignment
Implement transit priority measures to improve transit speed and reliability (signal priority, queue jump lanes, etc.)	2 nd most important	Relatively aligned
Implement traffic calming measures (narrow vehicular travel lanes, intersection operations)	3 rd most important	Poorly aligned
Consolidate driveways and/or curb cuts (to improve safety and mobility)	4 th most important	Poorly aligned

All four tactics ranked highly on both benefit and priority.

Stakeholder comments:

- Comment from Bo Martinez, representing Adams County Regional Economic Partnership: Agreement with tactics since light rail infrastructure is in place.
- Comment from Piep van Heuven, Bicycle Colorado: You can consider the tactics of traffic calming, implementing safety, and consolidating driveways as solvable with the same facility.

Corridor Environment:

Tactic	Ranking of “Importance”	“Alignment” Among Stakeholders
Implement street/sidewalk lighting standards for each zone	1 st most important	Good alignment
Implement transit stop enhancements consistent within each zone	2 nd most important	Good alignment
Streamline signage	3 rd most important	Poorly aligned
Improve landscaping	4 th most important	Poorly aligned
Develop and implement a public art program	5 th most important	Poorly aligned

Stakeholder Comments:

- Comment from Piep van Heuven: Traffic calming didn't rate super high in the last poll but it's likely the #1 tool in the toolbox to slow speeds and create a safer environment for all road users.
- Comment from Jill Jennings Golich, Director of Adams County Community & Economic Development Department: I think landscaping would make a tremendous impact for pedestrians. Just look at the different feel on Federal Boulevard at the Aria development. It would also help with placemaking.
- Comment from Bo Martinez: Public art adds authenticity to the corridor.

Holly noted that all of these factors will be addressed in the report. The intent of the exercise is to begin the prioritization of these different tactics and to provide recommendations on how future funds should be allocated.

Holly noted that based on comments, we may be able to focus on make recommendations to reduce speeds in select locations in conjunction with traffic calming elements.

Resource Allocation

Kiernan Maletsky, Consultant Team, compiled the six “Tactics” that ranked the best amongst the three categories and Holly encouraged participants to divide 100 points or “dollars” to those six tactics.

Summary: Holly noted that sidewalk issues and safety emerged as the highest priority tactics among respondents – she referenced the connection between those issues. In addition, she noted that, broadly, transit-oriented topics were given second-highest priority among respondents.

Holly solicited final input from the stakeholders, asking them to provide any additional tactics that should be considered as part of the recommendations going forward. The final input is included in the complete Menti results outlined in Appendix B of this meeting summary. There was some discussion about the relationship with creating an overall network and using the parallel facilities nearby, such as Lowell Boulevard, as part of the overall mobility picture. There was also significant input related to optimizing traffic operations along the corridor. Other participants asked about the relationship between land use and mobility. Chris noted that there has been many conversations surrounding the various possible effects of potential development projects planned along the corridor. Finally, the importance of considering equity impacts to existing communities, such as the possible displacement or higher housing costs due to development or redevelopment was discussed.

It was noted that mobility is a critical factor determining the success of other activities along the corridor. There was also some discussion of the different types of bike users along the corridor. It was noted that Lowell Boulevard could offer a lower stress north-south connection for the corridor, in addition to any bike facilities Federal Boulevard.

Stakeholder comments related to the bicycle needs of the corridor included:

- Tegan Rice, RTD: “I think Lowell is a better alternative. I don’t even like riding my bike across south Federal when I commute to/from work.”
- Piep van Heuven: “From a bike perspective I see two needs – ‘core riders’ who use the bike as a necessary tool to travel will ride on the sidewalks, hence the sidewalk environment needs to be built anticipating that need. Recreational or ‘through’ riders will need safe north-south passage, either via cycle track, access to existing multi-use trails or a parallel facility.”
- Carson Priest, Smart Commute Metro North: “Hi –I commented about Lowell being a good parallel facility originally, brought on my recent conversations with Regis University as their staff uses it often, especially during the pandemic.”
- Annemarie Heinrich, Tri-County Health: “One other factor when thinking about bike facilities is air quality – makes sense to shift bikes to a roadway with less traffic for health reason (in addition to safety).”
- Renae Stavros, Federal Heights: “When you get north on Lowell, it can also connect to other bicycle trails that go east and west already.”

Holly offered that feedback would be welcome in the future – participants were encouraged to email the project team with any additional input.

Additional Tactics from Stakeholders

Stakeholders were asked if there are any tactics missing from the list discussed as a part of the Menti activity. A full list of comments can be found in Appendix B of this meeting summary. Additional comments provided via the chat function included:

- Piep van Heuven, Bicycle Colorado: “Sidewalks, lighting, and basic safety improvements seems like the baseline that any project would have to address. What pops out above that is the interest in transit improvements.”
- Linnea Bjorkman, Maiker Housing Partners: “Talking signals for people who have visual impairments on every corner on all sides of the corner. (For instance, 72nd and Federal only has them in the north side, not the south side).”
- Bo Martinez: “Regional business corridor – think about how this corridor is branded to acknowledge the corridor as a business destination pre or post COVID.”

Short-Term Improvement Opportunity

Chris Primus noted the opportunity presented by CDOT’s upcoming repaving project, which will improve pavement condition on the corridor from I-70 to 92nd Avenue. The project is currently scheduled for 2023. He described to the stakeholders the work this study team has done to propose “add-on” improvements to that project.

Badr Husini with CDOT detailed the project further, noting it will replace approximately 160 curb ramps that currently do not meet ADA standards. CDOT may consider additions to the project which are in the category of “essential safety.” The budget for the project is limited.

Charlie Dyrsten, Consultant Team, presented the project team’s recommendations. Additional information on the recommendations can be found in Appendix C. He noted the value of the high-level visioning discussion in informing engineering work and contextualized the recommendations. These included three broad categories: Intersection improvements, addressing uncontrolled crossings, and transit improvements. Uncontrolled crossings occur in locations where there is no traffic control device (traffic signal, stop sign, RRFB, HAWK, etc.) to instruct and inform vehicular traffic that there may be pedestrians crossing the roadway and further to provide space and time for pedestrians to make that crossing. On a high-speed, multi-lane road such as Federal Blvd, any pedestrian crossing that does not occur at a signal would be considered uncontrolled.

The following recommendations were suggested:

- Traffic signal timing can be adjusted to provide a pedestrian walk phase for a few seconds before vehicular traffic can enter the intersection. This provides time for pedestrians to enter the crosswalk area increasing the visibility of any crossing pedestrians for motor vehicle drivers which improves safety. Additionally, countdown pedestrian crossing signals

would provide additional information to any pedestrians entering or within the crosswalk area, resulting in improved safety within the crosswalk. Recommending Leading Pedestrian Interval (LPI) and or countdown pedestrian crossing signals at all signalized intersections along the corridor.

- Pedestrian crossings at intersections – recommendations were made to create median refuges and curb extensions. It is important to note the significant safety improvements associated with these improvements. Median refuges were suggested at several intersections, while curb extensions were recommended only at select locations based on available space.
- Left turn changes – recommendations were made to create a positive offset where possible, which helps with pedestrian visibility. Stakeholders expressed support for this recommendation.
- Reflective signal tape around signal heads: this is a quick win to improve driver awareness of traffic signals. These can provide up to a 15 percent reduction in crashes according to Federal Highway Administration data. Recommendation to implement at all intersections.
- Uncontrolled crossing recommendations: High intensity activated cross walk (“HAWK Signal”) and Rectangular Rapid Flash Beacons (RRFB). Currently there are issues with long distances between signals on corridor. These long gaps between safe crossing locations and the out-of-direction travel required to access a safe crossing result in unsafe pedestrian crossings of Federal Blvd without vehicular traffic control or notice. HAWK signals recommended at three locations along corridor; RRFB recommended at two locations (including US 36). Stakeholders had questions related to specific applications of HAWK signals (at intersections or at mid-block), as well as applicability on a corridor of this nature. The project team promised follow-up on the success of HAWK signals on corridors with speeds similar to those found along Federal Boulevard. RRFBs and HAWK signals installed between existing signalized intersections provide appropriately spaced, safe, controlled, and known crossing locations for all users. Vehicle yielding rates are significantly improved with either installation and pedestrians and bicyclists will have reduced out-of-direction travel to a safe crossing resulting in an increased rate of safe crossings.
- Transit recommendations: These included sidewalk extensions, stop improvements, and transit priority lanes. These improvements are recommended throughout the study area – particularly given the identification of Federal Boulevard as an important transit corridor.

Follow-up

- Stakeholders asked if traffic signals along the corridor include the technology to allow emergency vehicle priority. CDOT staff noted they will determine if existing signals have this capacity and noted that they plan to replace some signals along the corridor to bring them to current standards.
- A question related to emergency signal priorities was brought up by stakeholders. CDOT staff noted that they are currently in the process of upgrading the technology of traffic signals so that they are up to new standards, which includes emergency vehicle signal technology. They noted that they would confirm whether this has been done on the signals along Federal Boulevard.

- Additional stakeholder questions were related to bike improvements. Chris noted that these were not included in the short term but will be evaluated in the future long-term set of recommendations.

Next Steps

Chris Primus concluded the meeting by encouraging stakeholders to provide any additional feedback via email to the project team and noted that today's meeting notes and meeting materials will be distributed to all participants.

Chris then announced that the next SWG meeting would likely be held in mid-winter (approximately February 2021). He also gave a sense of the project timeline going forward, including long-term recommendations, cross sections, and a final report in fall 2021.

Appendix A: Attendee List

Organization	First	Last
Project Team (Adams County)	Chris	Chovan
Adams County	Libby	Tart
Adams County	Jill	Jennings Golich
Adams County Fire Rescue	Mark	Schuman
Adams County Regional Economic Partnership	Bo	Martinez
Apex Design (Consultant Team)	Carly	Macias
City of Federal Heights	Alex	Edwards
Project Team (City of Federal Heights)	Tim	Williams
City of Federal Heights	Jeff	Hill
City of Federal Heights	Don	Stahurski
City of Federal Heights	Renaë	Stavros
Project Team (City of Westminster)	Debra	Baskett
City of Westminster	Kristina	Evanoff
Colorado Dept. of Transportation (CDOT)	Badr	Husini
Colorado Dept. of Transportation (CDOT)	Jason	Igo
Colorado Dept. of Transportation (CDOT)	Andy	Stratton
Denver Regional Council of Governments (DRCOG)	Matthew	Helfant
Denver Streets Partnership and Bicycle Colorado	Piep	van Heuven
FHU (Consultant Team)	Holly	Buck
HDR (Consultant Team)	Cristina	Beermann
HDR (Consultant Team)	Tara	Bettale
HDR (Consultant Team)	Charlie	Dyrsten
HDR (Consultant Team)	Kiernan	Maletsky
HDR (Consultant Team)	Chris	Primus
Maiker Housing Partners	Linnea	Bjorkman
Norris Design	Bill	Mahar
North Park Homeowners Association	Marie	Struckman
Project Vision 21 (Consultant Team)	Francisco	Miraval
Raytheon Intelligence & Space	Geoff	Quelch
Regional Transportation District (RTD)	Miquel	Aguilar
Regional Transportation District (RTD)	Shelley	Cook
Regional Transportation District (RTD)	Dan	Merritt
Regional Transportation District (RTD)	Doug	Monroe
Regional Transportation District (RTD)	Tegan	Rice
Regis University	Jenna	Farley
Resident	Ann	Long
Resident	Donna	Werkheiser
Smart Commute Metro North	Carson	Priest
Tri-County Health Department	Kate	Fury
Tri-County Health Department	Annemarie	Heinrich Fortune
Uplands Development	John	Aldridge
Uplands Development	Chad	Ellington

Organization	First	Last
Uplands Development	Todd	Johnson
Westminster Police Department	Scott	Takahashi

APPENDIX B: MENTI RESULTS

Question 1: Of these findings, what stands out to you most?

Of these findings, what stands out to you most?

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MULTIMODAL TRANSPORTATION STUDY

The crash statistics	speeding	Corridor is horrifying for pedestrians
Safety concerns resonate with what we have heard in previous work	Long gaps between signalized intersections for pedestrians	Crashes
Lack of safe crossings - even further south on the corridor	The speed variability	The speed limits on the corridor.

36

Of these findings, what stands out to you most?

FEDERAL BOULEVARD
MULTIMODAL TRANSPORTATION STUDY

The distance between safe crossing points	Capacity of Fed. Blvd being so high.	sidewalk
Crashes	(un)safety	Lack of pedestrian safety and connections
speeding	sidewalk	Speed limits

36

Of these findings, what stands out to you most?

FEDERAL BOULEVARD
MULTIMODAL TRANSPORTATION STUDY

Consistent high speed limits	speed	safety concerns
Too many crashes!!	Lack of sidewalks	crashes
Lack of sidewalk connectivity	Just because the traffic is at or below capacity, doesn't mean the capacity limits are right sized for development.	Number of vehicles

36
User Icon

Of these findings, what stands out to you most?

FEDERAL BOULEVARD
MULTIMODAL TRANSPORTATION STUDY

Crashes. Speeding. Lack of safe options to walk and roll	pedestrian and bike issues and safety	Lack of safe sidewalks and crossing options
Lack of sidewalks	Lack of bike facilities	No mention of upcoming traffic due to the new condos currently under construction near WishBone.
speeding, sidewalks, getting to the light rail stations without a car...	lack of sidewalks	Lack of safe crossingLack of sidewalk connectivity(un)safety

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User Icon

Question 2: Please rank the degree to which each tactic offers a benefit and should be prioritized along Federal Blvd

Multimodal Connections

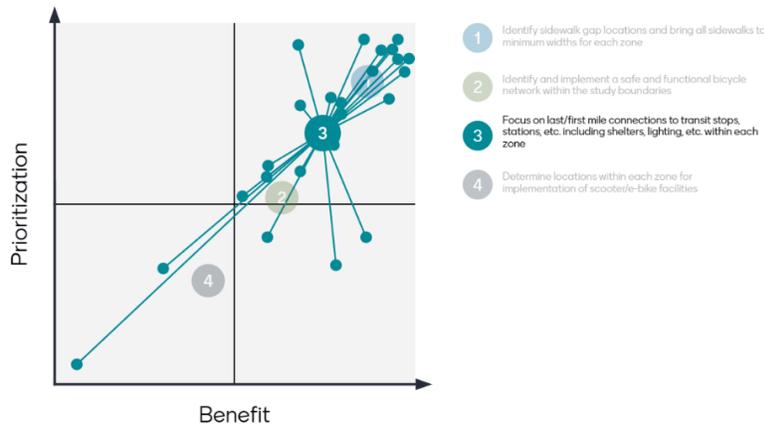
Multimodal Connections

FEDERAL BOULEVARD
MULTIMODAL TRANSPORTATION STUDY

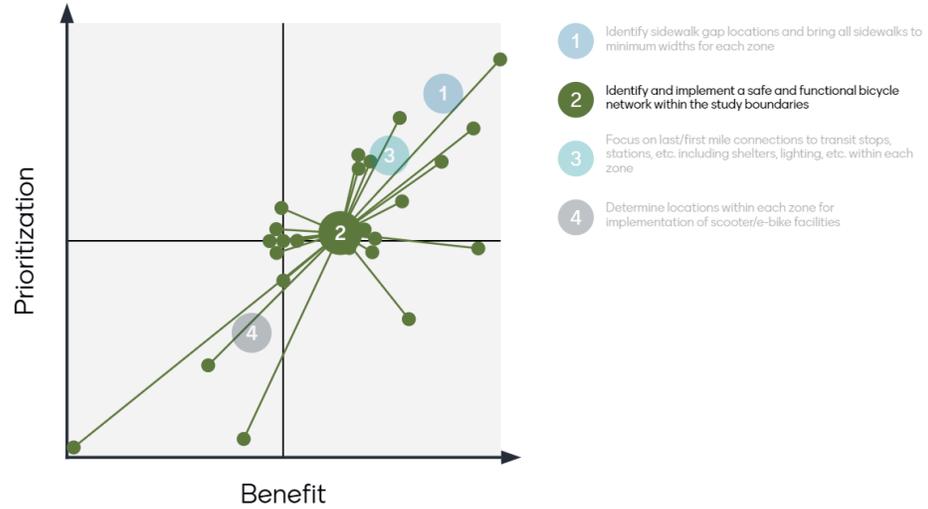


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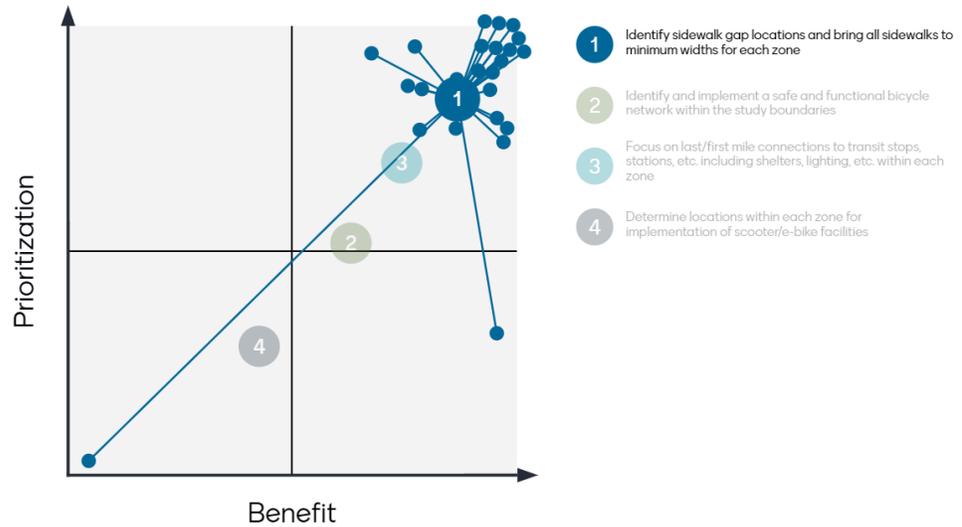
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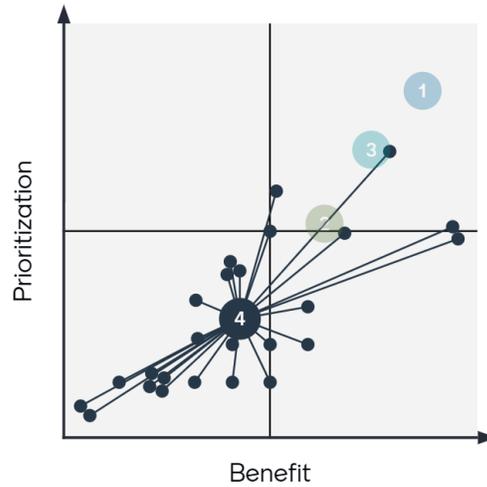
Multimodal Connections



Multimodal Connections



Multimodal Connections

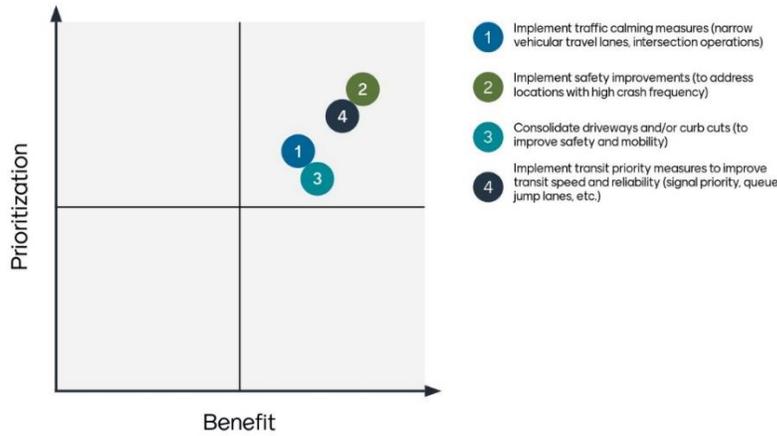


- 1 Identify sidewalk gap locations and bring all sidewalks to minimum widths for each zone
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Movement of People

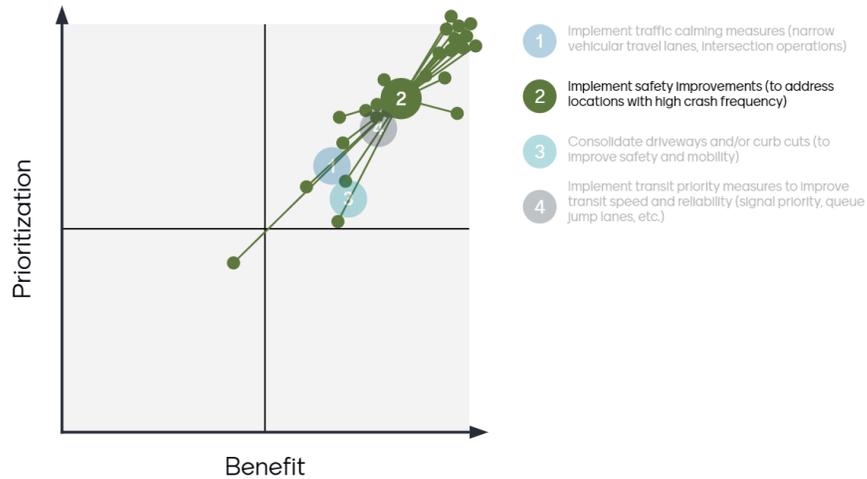
Movement of People

FEDERAL BOULEVARD
MULTIMODAL TRANSPORTATION STUDY

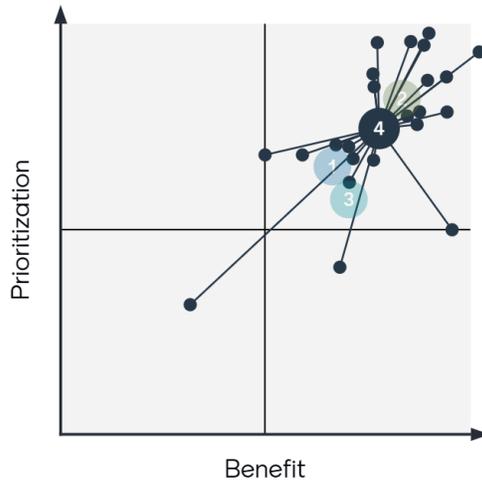


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Movement of People

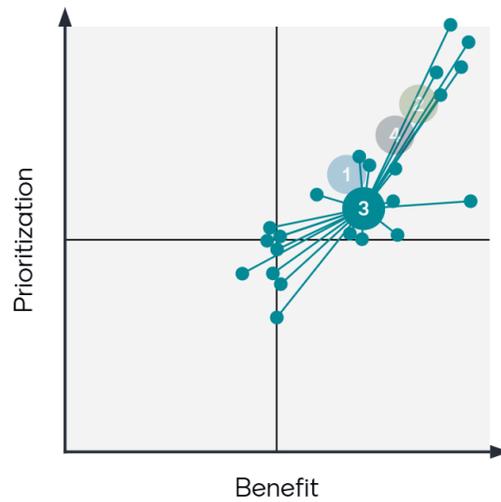


Movement of People



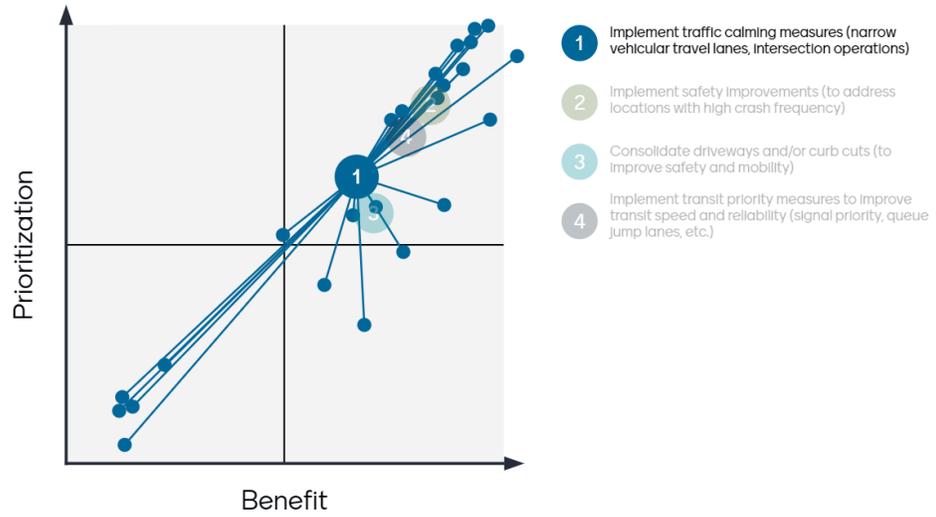
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- 2 Implement safety improvements (to address locations with high crash frequency)
- 3 Consolidate driveways and/or curb cuts (to improve safety and mobility)
- 4 Implement transit priority measures to improve transit speed and reliability (signal priority, queue jump lanes, etc.)

Movement of People



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Movement of People



Corridor Environment

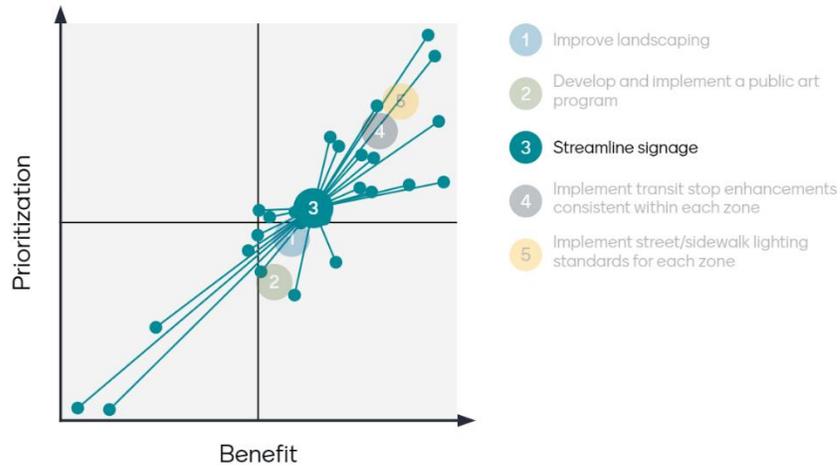
Corridor Environment

FEDERAL BOULEVARD
MULTIMODAL TRANSPORTATION STUDY

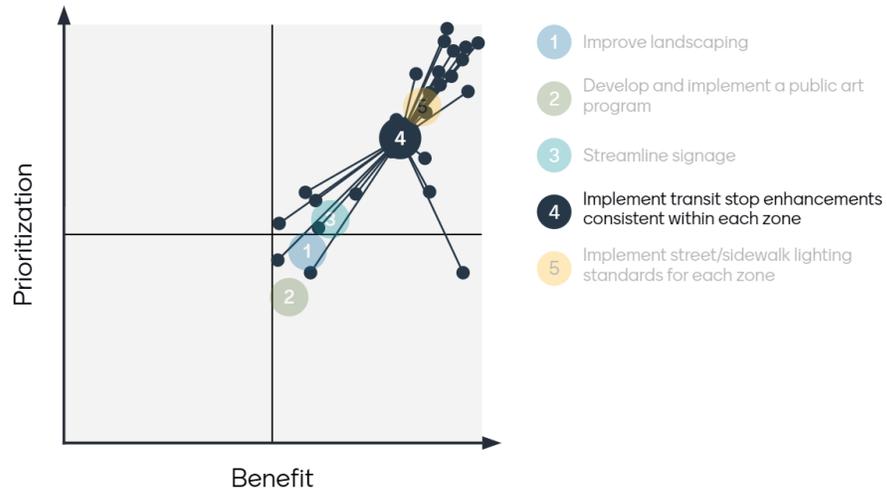


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Corridor Environment



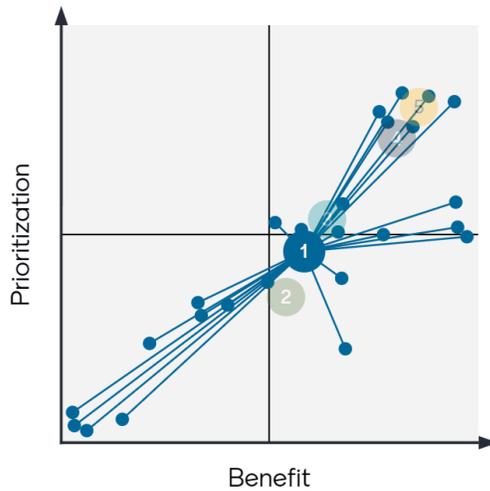
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Corridor Environment

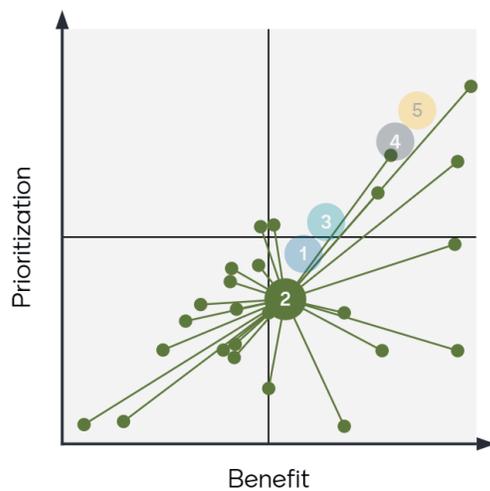


Corridor Environment



- 1 Improve landscaping
- 2 Develop and implement a public art program
- 3 Streamline signage
- 4 Implement transit stop enhancements consistent within each zone
- 5 Implement street/sidewalk lighting standards for each zone

Corridor Environment

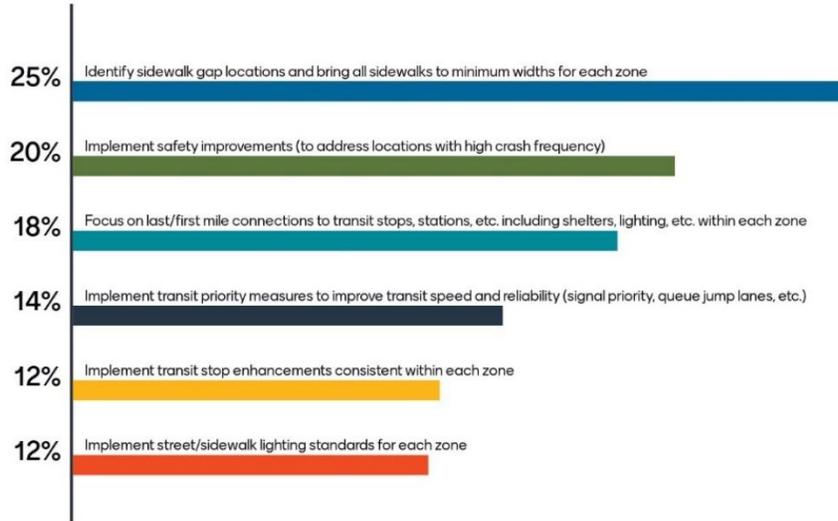


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- 2 Develop and implement a public art program
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- 4 Implement transit stop enhancements consistent within each zone
- 5 Implement street/sidewalk lighting standards for each zone

Resource Allocation Among Tactics

How would you allocate your resources among the top-ranking tactics?

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MULTIMODAL TRANSPORTATION STUDY



Stakeholder Additions of Tactics

If you feel there are any tactics missing, please tell us what you would like to see added:



Prioritize work from home policies after COVID	Need to make sure improvements are linked to anti-displacement efforts	Create an app to share information in real time about the corridor
Traffic signal coordination with Ped crossing priorities	Building setbacks from the street	Land-use, economic development, transportation and mobility should go hand in hand.
I know we are focused on Federal Blvd. mainly, but I'd like to see some focus on Lowell as a great alternative for biking/walking with improved vehicle safety and less "cutting through"	General traffic alignment and signal improvements	Traffic signal coordination



If you feel there are any tactics missing, please tell us what you would like to see added:



- Agree that we need to also be looking at anti-displacement programs as well as land use, eco devo, etc.
- Mixed-use regional employment center.
- Lane widening so that drivers don't feel so crowded
- Also need way finding to help people know where it's safer to bike or walk
- Focus on traffic consistency through corridor AND pedestrian safety at crosswalks
- Balance improvements for regional trips vs local/commercial trips
- proactive anti-displacement and gentrification measures.
- The greatest gift we can give Federal is transit priority lanes, and bus stop improvements.
- Coordination of bus stops and pedestrian crossings



If you feel there are any tactics missing, please tell us what you would like to see added:



- Cross streets inc 72nd, 88th and 92nd are really important for all modes
- I agree : consider Lowell alternative route Improve existing under-road pass to E/ W side of Federal



Appendix C: Meeting Presentation

Working Group Members Roll Call

Thank you for joining us today! Please 'sign-in' by entering your name and organization (if applicable) in the Chat box on the bottom right of your screen.

Project Update

Study Process



Engagement

Update

- SWG Meeting #1
- Public Questionnaire
 - 250 responses
- Community Ambassadors
- Business outreach
- Stakeholder interview completion



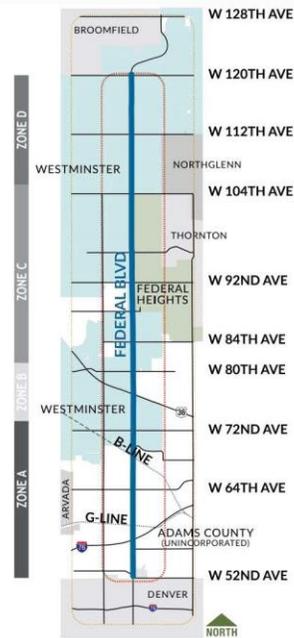
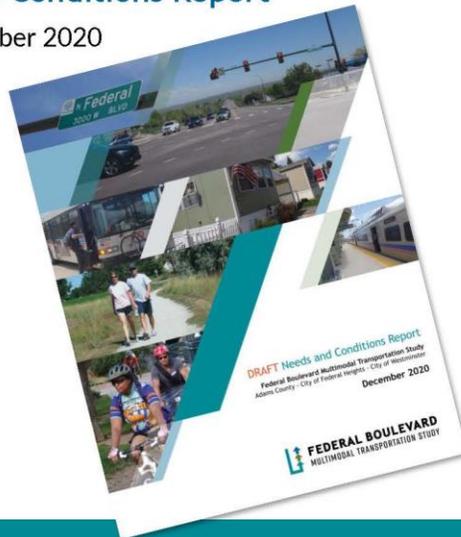
Needs and Conditions Findings

10

Needs and Conditions

Needs and Conditions Report

Draft December 2020



11

Needs and Conditions - Safety

Public and Stakeholder Input



When asked to indicate their top ranked concern along Federal Boulevard, 43% of questionnaire respondents selected: “Safety & Comfortability (i.e. speeding, personal safety, lighting at nighttime, etc.)”

One survey respondent said they experience:
“General fear for safety along entire Federal corridor.”
- Survey Respondent

Needs and Conditions - Safety

High crash rate - especially for pedestrians

LEGEND

- High Injury Network (DRCOG Vision Zero)
- High Injury Network Critical Corridor (DRCOG Vision Zero)
- - - - - Study Area Boundary
- - - - - Influence Area



Crash/Injury Data

Type	Total Crashes (KSI Data)
Pedestrian	60
Bicyclist	16
Automobile Occupant	138
TOTAL	214

Source: DRCOG Regional Vision Zero High-Injury Network and Critical Corridors, 2013-2017

Needs and Conditions - Pedestrian & Bicycle

Public and Stakeholder Input



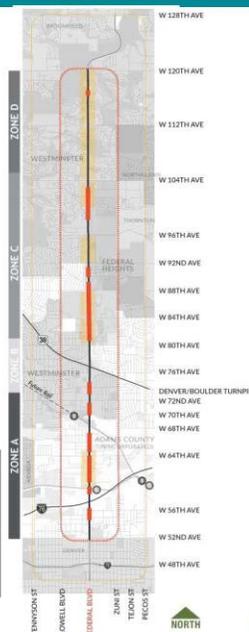
The most frequently noted corridor-wide experience associated with concerns for safety was a lack of pedestrian and bicycle facilities, i.e. consistent sidewalks, pedestrian connections, safe biking options along/around the Federal corridor

“There are long stretch(es) of Federal that don't even have sidewalks, and some aren't even wide enough. And with the speeding along Federal there needs to be a barrier along the street to protect people walking”

- Survey respondent

Needs and Conditions - Pedestrian & Bicycle

Challenging Experience for Walking/Biking



Needs and Conditions - Transit

Public and Stakeholder Input



In the 1st SWG meeting, we asked what needs were most important to you and the communities you serve. 71% of you said:

“Connections to mobility options including bus, rail, sidewalks and trails”

One-on-one interviewees nearly unanimous in emphasizing the need for major transit improvements

“BRT, high capacity and high-quality transit service should be considered to improve reliability.”

- Stakeholder quote

Needs and Conditions - Transit

Significant Connections to Regional Transit Service

- Over 1,600 daily riders on Route 31 (within the study area, 2019)

LEGEND
Study Area Boundary
Influence Area

Source: RTD GTFS data (October 2020)



Needs and Conditions - Traffic Operations

Public and Stakeholder Input



22% of respondents noted traffic congestion as their top-rated concern along the corridor

Common request of questionnaire respondents:
“Better use of timed intersection signals”

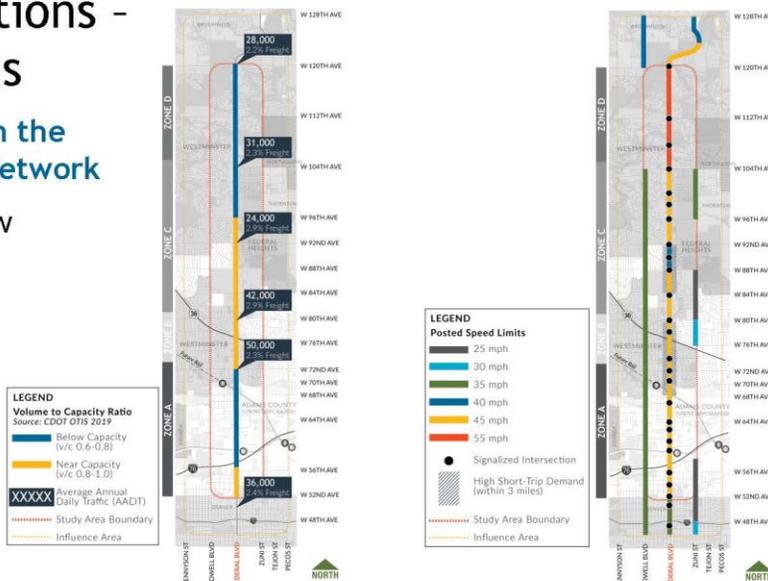
“Lanes are narrow, drivers are constantly speeding, there is no barrier between sidewalks and roads, crosswalks are poorly marked.”

- Survey respondent

Needs and Conditions - Traffic Operations

Important Corridor within the Local/Regional Mobility Network

- Most of corridor is below capacity, though some segments are still congested
- Posted speeds range from 40 to 55 mph within study area



Draft Mobility Needs

The Federal Boulevard Multimodal Transportation Study will...

- Focus on **safe, equitable, consistent, and high-quality** options
- Build on **existing multimodal facilities** (trails, rail, etc.)
- Identify **attainable alternatives** to driving alone
- Generate recommendations for **walking, rolling, biking, transit, driving, and freight**

Group Activity - Menti

Go to www.menti.com and use the code 89 18 79 0

Stakeholder Input

Goals of this Exercise

We've developed a set of transportation and mobility tactics based on:

- The Needs & Conditions analysis
- Stakeholder input

We'd like your feedback on the benefit and priority of each tactic.

There are three categories of tactics in the polling exercise

1. **Multimodal connections** - i.e. sidewalks, scooters, first and last mile connections to transit
2. **Movement of people** - i.e. how efficiently we move people along the corridor by bus, car, bike, etc.
3. **Corridor enhancements** - i.e. corridor beautification, landscaping, medians, etc.



Stakeholder Working Group Meeting #2

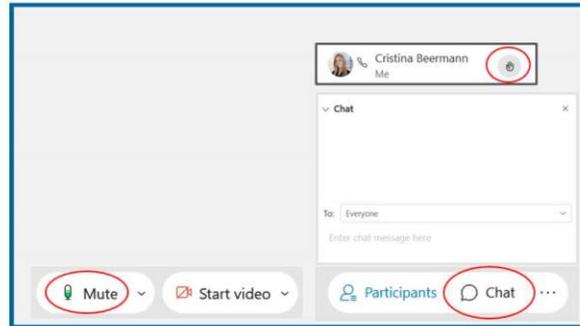
December 10, 2020

Meeting Facilitation

Ask Questions & Provide Comments

Webex Instructions

- Maintain mute
- Video
- Chat box
- Hand raise



Menti.com for feedback exercise

Go to www.menti.com and use the code 89 18 79 0

Welcome and Introductions

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



Welcome

Agenda

- Introductions
- Study Process
- Stakeholder Engagement Update
- Needs and Conditions Summary
 - Stakeholder input
- Long Range Improvements
 - Stakeholder input
- Short Term Improvement Opportunity
- Next Steps

