

Appendix B.

AGENCY COORDINATION

- Local Agency Scoping
- Resource Agencies
- Other Organizations
- Local Agency Land Use Review

LOCAL AGENCY SCOPING



Local Agency Scoping Meeting Minutes

Project: 23143 – Santa Fe PEL (I-25 to C-470)

Subject: Local Agency Scope review

Date: Monday, February 10, 2020

Location: CDOT HQ, 2829 West Howard Place, Room 159 West Auditorium

1) Introductions

2) Project Overview (Steve Sherman, Jacob Southard/CDOT)

a) 18 months for PEL / 24 months total

The project is a culmination of a discussion that started in 2015 between local agencies and CDOT about how to improve Santa Fe.

b) Streamlined PEL effort with two stages of alternative evaluation

c) Reserve funding for priority action project development

Funding remaining after Task Order #1 will go to Task Order #2, which will be focused on implementation and more detailed design at specific locations.

3) Project Management (Jason Longsdorf/HDR)

a) Overview of the team

Jason provided an overview of the consultant team, subconsultants and task leads.

b) Schedule

Jason walked through the general schedule using the attached PMT Schedule. Generally, the alternatives evaluation and recommendations are expected to be completed in late spring 2021 and the draft PEL document would be reviewed summer 2021.

Given the approach to reserve funds for early action work under task order 2, there is risk due to geographic equity for spending those funds: however, the team is committed to working towards consensus and developing data driven decisions.

c) Committee structure

i) Project Management Team (PMT)

Regularly scheduled monthly meetings. All of the project partners will have representatives on the PMT.

ii) Executive Oversight Committee (EOC)

The EOC would meet approximately at the same four milestones when the project needs FHWA endorsement. It was asked that if there was voting that only one member from each agency be able to vote. Voting or voting procedure was not discussed further.

Bryan Weimer asked how elected officials would be worked into the project and if the EOC was the correct place to do that. The group discussed whether elected officials



should be part of the EOC or if there should be another group that meets with the elected officials. Jay Hendrickson noted that for other projects that someone from the team has gone to council or board meetings to provide an update. Bryan and Carrie DeJiacomo mentioned that the I-25 Gap and 470 projects has elected official group meetings which facilitated a more organized ability to seek funding.

iii) Environmental and Traffic Task Forces

Task force groups will be set up to establish or confirm methodologies and work through technical issues.

iv) Other Small Group Meetings

A multimodal group will be established. Non-agency stakeholders will be invited to join this group. Other small groups may include business owners or special interests applicable to the study.

d) Meeting locations

There is a meeting venue available at an Arapahoe County facility along Santa Fe. Wednesday and Thursdays are the days that'll be explored further for the regularly-scheduled monthly PMT meetings.

e) Local Agency Survey

The local agency survey will be sent to everyone at the Local Agency Scoping Meeting as a tool to help the consultant team gather information to refine the scope, schedule, and decision making process.

f) Existing Conditions Report/Story map for existing conditions

Jason provided an example of an online tool that maps and displays geographic information that will be made available to the PMT. Jessica Myklebust asked that the service be coordinated with CDOT's existing online mapping technology (CPLAN).

g) Alternatives Evaluation

Two rounds of alternatives evaluation are scoped and that process must be maintained to keep the 18-month schedule.

The project will also develop early action items ahead of the full alternatives evaluation, should existing conditions show a need for simple operation, access or safety improvements. Tricia Sergeson stated that the team may want to wait until after the alternatives evaluation process to implement anything. The group agreed to check in with FHWA before moving forward with any early action items to ensure that implementing them would not jeopardize the larger study.

4) Public and Stakeholder Engagement (Tara Bettale/HDR)

a) Chartering Session

The chartering session could be a beneficial time to bring in elected officials or agree on the best way to do that. The consultant team will build in some time to coordination with elected officials and remain flexible to what is decided.



- b) Two pairs of public meetings (four total, two north and two south)
- c) Branding Project Materials

HDR will provide examples of templates for branding materials. Must follow CDOT branding guidelines.

The primary link for online project information will be CDOT's project website. The survey and other information can be pushed out via this site.

The consultant team is scoped to help with social median posts and other public-facing materials. The consultant team will work with each agencies communications departments to determine the best ways to do that.

5) Technical Approach

- a) Design (Sara Ciasto/DEA)

Sara Ciasto summarized the overall approach to data collection and determining the existing conditions.

The project team will lean on available DRCOG data which will preserve some budget for allocation in other places such as location specific needs, during implementation.

Each local agency will be asked to provide the existing conditions that they have available.

- b) Traffic (Dave Millar/HDR)

- i) Travel forecasting

Dave Millar explained that the team will use the 2040 DRCOG model. Traffic forecasting and analysis will be done at the macro level. The goal is to be flexible and economical.

- ii) Safety Analysis (timing?)

CDOT is producing a safety report for use by the consultant team in about a month.

- c) Environmental resource investigation (Wendy Wallach/HDR)

Wendy Wallach explained the environmental resource investigation strategy of keeping the effort at a high level. The project team will confirm this approach at an environmental scoping meeting.

The consultant team will rely heavily on existing data provided by CDOT and the local agencies. When the existing environmental conditions are considered during the alternatives evaluation it'll mostly be as a fatal flaw or regulatory requirement for alternatives, which will be considered when recommendations are prepared. The environmental resource investigation will be a building block for NEPA assessment at the next phase of project development.

Deliverables will rely heavily on maps to display and convey environmental conditions. The consultant team will develop a template to streamline the documentation process.



d) Alternatives Development and Evaluation (Stacy Tschuor/DEA)

Stacy explained that the two tiered alternatives evaluation is meant to be flexible and produce recommended scenarios rather than a single alternatives. This will serve as a baseline for subsequent project development steps. The first step will be to compare the range of alternatives against the purpose and need and criteria, and the second step will be to compare the remaining alternatives to each other. After two rounds of alternatives evaluation the remaining alternatives will be prioritized and a cost will be developed. The process for determining selection criteria and prioritizing the results will be developed by the PMT.

The question was asked how the recommendations will integrate with the 2050 TMP. Steve Cook noted that in the summer of 2020 DRCOG will be developing the list of regionally significant projects and that'll be finalized in the fall. At that point the 2050 model will be available. The PEL project will continue to use the 2040 model but subsequent projects will need to update to the 2050 model in NEPA. How to integrate project recommendations into regional planning, funding, and the traffic/air quality will be an ongoing topic of discussion.

General Discussion:

Jay Hendrickson asked if RTD was a part of a multimodal focus group or part of the PMT. He recommended that RTD be invited as part of the PMT.

Chris Enright suggested that the project team coordinate with the BNSF railway on their at-grade crossing as well as with the Front Range Rail project team, to ensure alternatives are integrated with a potential rail alignment.

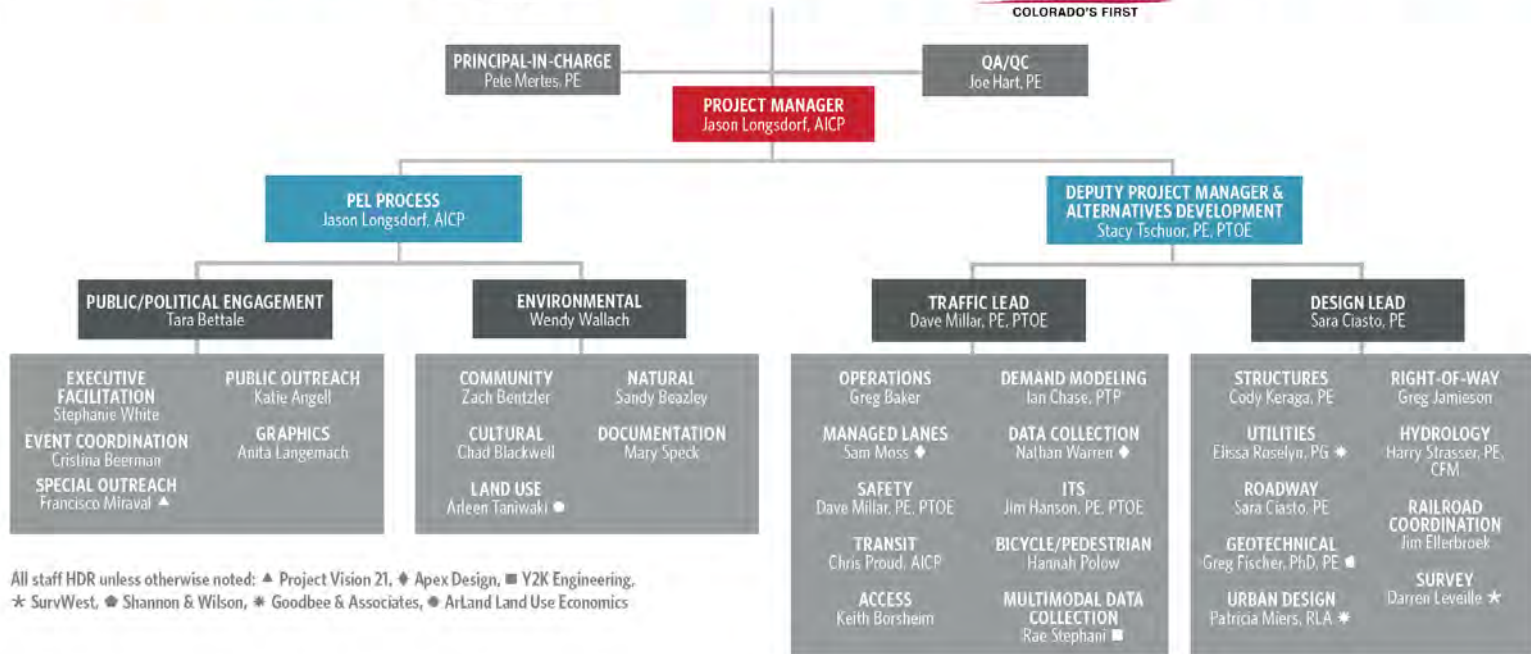
It was asked if the group would be considering the classification of the roadway and how ongoing projects would be integrated into the PEL Study. The group agreed that roadway classification could be discussed during the PEL process and Stacy explained that funded projects would be part of the no-action alternative and recommended alternatives. Unfunded projects could be looked at, depending on their applicability to specific recommended alternatives /scenarios. At a broad level, impacts to parallel corridors can be discussed if nothing is done on Santa Fe and more traffic moves to parallel corridors.

Action Items

#	Complete	Action	Assignee	Due date
1		Add RTD to the PMT	Consultant Team	Before first PMT meeting
2		Send Survey Monkey to the group	Consultant Team	Send with meeting minutes
3		Coordinate online "story map" data with CDOT R1 GIS specialist.	Consultant Team	Before data collection
4		Determine data for regularly-scheduled PMT meetings: Wednesday or Thursday.	Consultant Team	Before first PMT meeting
5		CDOT to provide safety report to consultant team.	CDOT	Mid March
6		Develop approach for elected official participation	Consultant Team	Before first PMT meeting



Steve Sherman, PE
Project Manager





PMT Meeting #1

March 2020

Agenda Items: Initiation, technical, and outreach data collection approach

PMT Decision: Endorsement of the data collection approach

Subsequent Project Activities:

- ✓ Chartering
- ✓ Environmental and traffic scoping meetings, data collection
- ✓ Key stakeholder interviews, social and political risk assessment, draft engagement plan
- ✓ Draft initial purpose and need
- ✓ Innovation brainstorming workshop

PMT Meeting #2

May 2020

Agenda Items: Present data findings, initiate draft P&N and goals, review results of political risk assessment and stakeholder interview, review draft engagement plan

PMT Decision: Endorsement of the engagement plan approach

Subsequent Project Activities:

- ✓ Refine engagement plan
- ✓ Refine P&N, develop draft screening criteria

PMT Meeting #3

June 2020

Agenda Items: Finalize P&N, present ECR, review draft screening criteria and shortlist Immediate Action Work

PMT Decision: Endorse P&N

Subsequent Project Activities:

- ✓ Produce draft existing conditions report (ECR)
- ✓ Develop task order for immediate action work
- ✓ Refine screening criteria

PMT Meeting #4

July 2020

Agenda Items: Finalize screening criteria and select Immediate Action work

PMT Decision: Endorse screening criteria and Immediate Action projects

Subsequent Project Activities:

- ✓ Finalize ECR
- ✓ Finalize task order for immediate action work
- ✓ Develop initial list of alternatives
- ✓ Present ECR, P&N, Criteria, Immediate Action projects, Engagement Plan to EOC (Mtg #1)



PMT Meeting #5

August 2020

Agenda Items: Range of Alternatives Workshop

PMT Decision:

Subsequent Project Activities:

- ✓ Sort and illustrate L1 alternatives

PMT Meeting #6

September 2020

Agenda Items: Confirm Level 1 Alternatives

PMT Decision: Endorse Level 1 Alternatives

Subsequent Project Activities:

- ✓ Prep materials for L 1 screening

PMT Meeting #7

October 2020

Agenda Items: Level 1 Screening Workshop

PMT Decision:

Subsequent Project Activities:

- ✓ Summarize Level 1 screening and recommendations

PMT Meeting #8

November 2020

Agenda Items: Level 1 Screening Recommendations Review

PMT Decision: Endorse Level 1 Screening Results

Subsequent Project Activities:

- ✓ Prepare Level 1 Materials for EOC and Public Meeting #1
- ✓ Prepare materials for Public Meeting #1
- ✓ Present L1 findings to EOC (Mtg #2)

PMT Meeting #9

December 2020

Agenda Items: Provide public meeting materials for review (via email)

PMT Decision:

Subsequent Project Activities:

- ✓ Refine Public meeting materials
- ✓ Hold Public Meeting #1 (in January)



PMT Meeting #10

January 2021

Agenda Items: Review EOC and Public Meeting Input, Level 2 Alternatives Workshop

PMT Decision: Sort and illustrate L2 alternatives

Subsequent Project Activities:

- ✓ Sort and illustrate L2 alternatives

PMT Meeting #11

February 2021

Agenda Items: Confirm Level 2 Alternatives

PMT Decision: Endorse Level 2 Alternatives

Subsequent Project Activities:

- ✓ Prep materials for L2 screening

PMT Meeting #12

March 2021

Agenda Items: Level 2 Screening Workshop

PMT Decision:

Subsequent Project Activities:

- ✓ Summarize Level 2 screening and recommendations

PMT Meeting #13

April 2021

Agenda Items: Level 2 Screening Recommendations Review

PMT Decision: Endorse Level 2 Screening Results

Subsequent Project Activities:

- ✓ Prepare Level 2 Materials for EOC and Public Meeting #2
- ✓ Prepare Alternative Cost, Prioritization, and Funding
- ✓ Provide Public Meeting Materials for review
- ✓ Present L2 findings to EOC (Mtg #3)

PMT Meeting #14

May 2021

Agenda Items: Cost, Prioritization, and Funding for each alternative, Review possible Early Action Projects

PMT Decision:

Subsequent Project Activities:

- ✓ Draft Action Plan
- ✓ Hold Public Meeting #2 (in June)



PMT Meeting #15

June 2021

Agenda Items: Review Action Plan, Identify Early Action Projects

PMT Decision: Endorse Action Plan and Early Action projects

Subsequent Project Activities:

- ✓ Prepare PEL report and revise per CDOT Technical Review
- ✓ Begin Early Action Projects
- ✓ Present Final Recommended Alternatives, Costs/Funding, Action Plan, and Early Action Projects to EOC (Mtg #4)

PMT Meeting #16

December 2021

Agenda Items: PMT PEL Report Comment Resolution

PMT Decision:

Subsequent Project Activities:

- ✓ Revise PEL per PMT comments

PMT Meeting #17

February 2022

Agenda Items: Accept the PEL

PMT Decision: Endorse PEL

Subsequent Project Activities:

- ✓ None



Proposed Committee Structure

Project Management Team

This group will meet every 4-6 weeks to review the planning process and technical work involved in producing the major deliverables related to the existing conditions data collection, purpose and need development, alternatives analysis and final PEL report. This group will be responsible for assigning and reviewing the status of action items. They will also guide the development of outreach strategies and communication with the public and stakeholders.

FHWA Engineer	Chris Horn
CDOT Contract Manager	Steve Sherman
CDOT Resident Engineer	Roman Jauregui
CDOT Project Manager	Jacob Southard
CDOT Environmental Manager	Jessica Myklebust
CDOT Environmental Lead	Basil Ryer
CDOT Planning Lead	JoAnn Mattson
CDOT Traffic Lead	Paul Scherner
Consultant Project Manager	Jason Longsdorf
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Consultant Public Involvement	Katie Angell
City and County of Denver	David Pulsipher, Jane Board
City of Englewood	Guy Norris
City of Littleton	Aaron Heumann
City of Sheridan	Andrew Rogge
Arapahoe County	Cathleen Valencia
Douglas County	Art Griffith
DRCOG	Steve Cook

Executive Oversight Committee

This group will meet at chartering and then at up to 4 milestones through the PEL planning process to advise on and endorse the findings based on existing conditions data collection, purpose and need development, alternatives analysis and final PEL report. This group will be responsible for approving completion of each project phase.

FHWA	Shawn Cutting
FHWA	Chris Horn
CDOT Region 1 Transportation Director	Paul Jesaitis
CDOT Program Engineer	Carrie De Giacomo
CDOT Resident Engineer	Roman Jauregui
CDOT Program Engineer	Jay Hendrickson
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Arapahoe County	Bryan Weimer
Douglas County	Art Griffith
DRCOG	Ron Papsdorf

Additional task forces or small group meetings will be called as needed. These groups are intended to primarily be agency and consultant team members but may involve non-government participants if appropriate.

Traffic Task Force

This Task Force will meet once to establish the methodology for traffic modeling, and three times to discuss results of the modeling for the existing conditions, no action and alternatives analysis. This Task Force will be made up of entirely CDOT and local agency technical staff.

Environmental Task Force

This Task Force will meet once to scope the environmental resources to be evaluated and the methodology for each. It will convene again to review the existing conditions report and may be convened a third time to review and provide input on the results of the alternatives analysis. This Task Force will consist of CDOT, resource agency and local agency technical staff.

Multimodal Small Group Meetings

This group will meet once during project initiation to provide input prior to data collection. It will meet two more times to provide input to alternatives creation. This Task Force will consist of CDOT and local agency technical staff, as well as representatives from RTD and other non-profit groups involved in bicycle and pedestrian planning.

Other

Up to 12 other small group meetings may be needed to convene special interest groups or property owners to gather their input on alternatives creation or feedback for alternatives evaluation.



Agenda

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- 1) Introductions
 - a) Name and role and icebreaker question
- 2) Project Overview (Steve Sherman, Jacob Southard/CDOT)
 - a) 18 months for PEL / 24 months total
 - b) Streamlined PEL effort with two stages of alternative evaluation
 - c) Reserve funding for priority action project development
- 3) Project Management (Jason Longsdorf/HDR)
 - a) Overview of the team
 - b) Schedule
 - c) Committee structure
 - i) Project Management Team (PMT)
 - ii) Executive Oversight Committee (EOC)
 - iii) Environmental and Traffic Task Forces
 - iv) Other Small Group Meetings
 - d) Meeting locations
 - e) Local Agency Survey
 - f) Existing Conditions Report/[Story map for existing conditions](#)
 - g) Alternatives Evaluation
- 4) Public and Stakeholder Engagement (Tara Bettale/HDR)
 - a) Chartering Session
 - b) Two pairs of public meetings (four total, two north and two south)
 - c) Other outreach
 - d) Branding Project Materials



- 5) Technical Approach
 - a) Design (Sara Ciasto/DEA)
 - b) Traffic (Dave Millar/HDR)
 - i) Travel forecasting
 - ii) Traffic analysis
 - iii) Safety Analysis (timing?)
 - iv) Managed Lane analysis
 - c) Environmental resource investigation (Wendy Wallach/HDR)
 - i) Assumptions
 - ii) Streamlining data collection
 - iii) Documentation
 - iv) Section 508 compliance
 - d) Alternatives Development and Evaluation (Stacy Tschuor/DEA)

Attachments: Team Organization Chart, Committee Structure Overview

Handouts: Local Agency Survey, Draft Schedule, Draft Scope

Decision Log

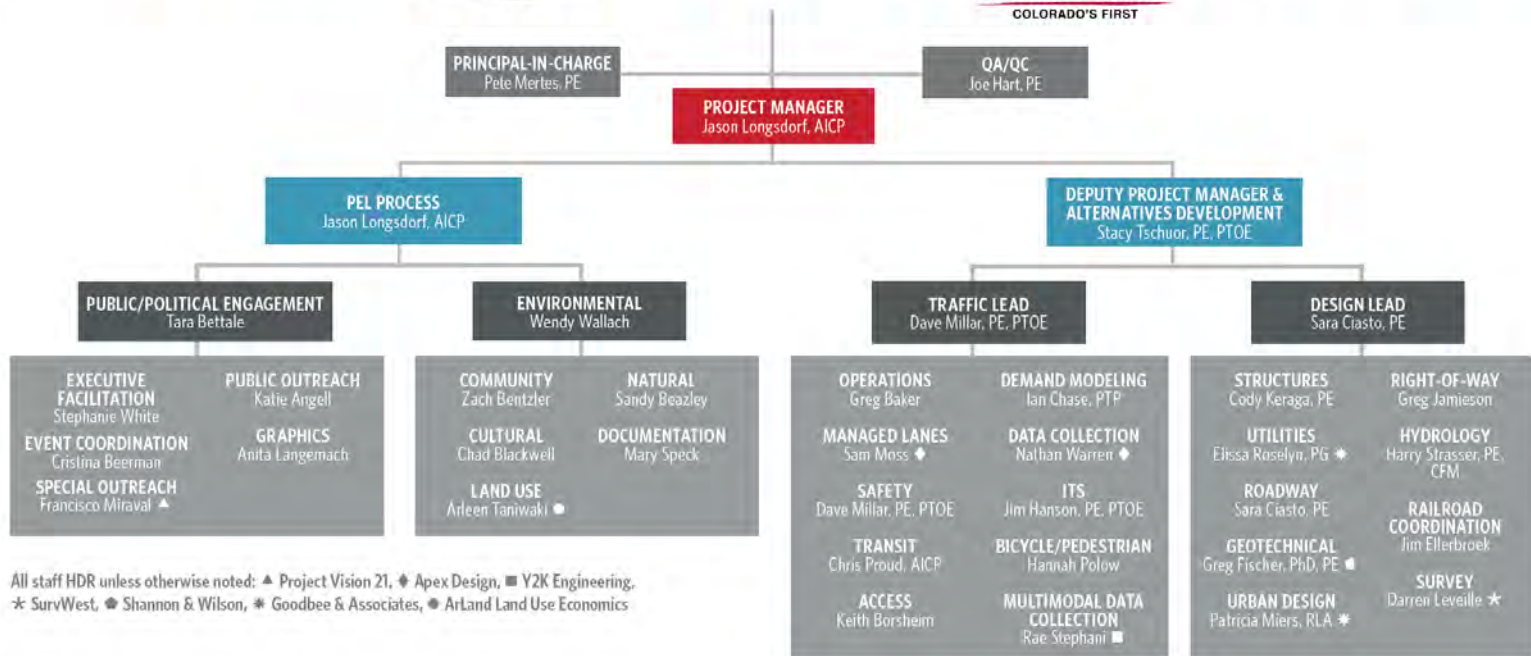
#	Topic	Decision

Action Items

#	Complete	Action	Assignee	Due date



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Existing Studies

- Littleton Transportation Master Plan (completed fall, 2019)
- City of Littleton Comprehensive Plan (updated fall, 2019)
- Neighborhood Plans and Corridor Plans, A Section of the City of Littleton Comprehensive Plan (2016)
- South Santa Fe Corridor and Downtown Study: Technical Report (1999)
- 2016 Englewood Forward Comprehensive Plan
- Englewood Economic Development Strategy (2005)
- Sheridan 2015 Comprehensive Plan
- Neighborhoods of Sheridan (2015)
- Arapahoe County Transportation Master Plan (2010)
- Denver Strategic Transportation Plan (2008)
- Denver Moves: Transit Plan (2019)
- Blueprint Denver (Updated 2019)
- Arapahoe County Bike/Ped Master Plan (2018)
- South Suburban Park and Recreation District Master Plan
- South Platte Working Group Connections (2019)
- Arapahoe County Open Space Plan
- BRT Study
- Express Lane Master Plan (ongoing)
- I-25 Central PEL Study



Local Agency Survey

Project: 23143 – Santa Fe PEL (I-25 to C-470)

Subject: Local Agency Coordination

Due Date: Friday, February 21, 2020

Instructions: Please fill out the following survey and submit to Zach Bentzler/HDR (Zachary.Bentzler@hdrinc.com) before close of business on Friday, February 21, 2020.

Name:

Organization:

Email:

1. What existing data or future forecast data do you have that could benefit this project?
2. Which local public events in 2020 and 2021 would be good candidates to attend and provide information at?
3. Are there particularly interested or vocal local stakeholders that the project team should be aware of?
4. Are there key dates in 2020 or 2021 relating to elections, development projects or other community that the project team should be aware of?
5. Are there any anticipated staff changes anticipated related to your committee participants or other local regulatory officials?



Local Agency Scoping Meeting Sign-In

Project: 23143 – Santa Fe PEL (I-25 to C-470)

Subject: Local Agency Coordination

Date: Monday, February 10, 2020

Instructions: Please initial below or add your name and email.

Initial	Name	Agency	E-Mail Address
	Art Griffith	Douglas County	AGriffit@douglas.co.us
	A Heumann	City of Littleton	aheumann@littletongov.org
AR	Andrew Rogge	City of Sheridan	arogge@ci.sheridan.co.us
	Basil Ryer	CDOT	basil.ryer@state.co.us
	Bruce Naylor	CDOT	bruce.naylor@state.co.us
BW	Bryan Weimer	Arapahoe County	BWeimer@arapahoegov.com
	Carrie DeJiacomo	CDOT	carrie.dejiacomo@state.co.us
	Cathleen Valencia	Arapahoe County	CValencia@arapahoegov.com
	Christopher Enright	CDOT	chris.enright@state.co.us
	Chris Horn	FHWA	Chris.Horn@dot.gov
	D Granbery	City of Sheridan	dgranbery@ci.sheridan.co.us
	David Millar	HDR	David.Millar@hdrinc.com
DP	David C. Pulsipher	CCD	David.Pulsipher@denvergov.org
	Duane Hendrickson	CDOT	duane.hendrickson@state.co.us
	Haley Busch Johansen	CCD	Haley.BuschJohansen@denvergov.org
	Jacob Southard	CDOT	jacob.southard@state.co.us
JF	James Fox	Arapahoe County	JFox@arapahoegov.com
	Jan Rowe	CDOT	jan.rowe@state.co.us
JB	Jane E. Boand	CCD	Jane.Boand@denvergov.org
	Jason Longsdorf	HDR	Jason.Longsdorf@hdrinc.com
JM	Jessica Myklebust	CDOT	jessica.myklebust@state.co.us
	Joann Mattson	CDOT	joann.mattson@state.co.us
	Kenna Davis	HDR	Kenna.Davis@hdrinc.com
MD	M Dandrea	City of Englewood	mdandrea@englewoodco.gov
	Paul Scherner	CDOT	paul.scherner@state.co.us
RS	Roman Jauregui	CDOT	roman.jauregui@state.co.us
	S Cook	DRCOG	scook@drcog.org
	Sara Ciasto	DEA	SCiasto@deainc.com
	Stacy Tschuor	DEA	STschuor@deainc.com
	Stephanie White	HDR	Stephanie.White@hdrinc.com
SS	Steve Sherman	CDOT	steve.sherman@state.co.us
TB	Tara Bettale	HDR	Tara.Bettale@hdrinc.com
TH	Troy Halouska	CDOT	troy.halouska@state.co.us
	Wendy Wallach	HDR	Wendy.Wallach@hdrinc.com
	TRICIA SERGESON	PIUMA	patricia.Sergeson@johnson
	Aaron Heumann	LITTLETON	AHeumann@LITTLETON.GOV.ORE
	Jim Katzer	Arapahoe County	jkatzer@arapahoegov.com
ZB	Zach Bentzer	HDR	

RESOURCE AGENCIES



Santa Fe PEL C-470 to I-25

23143 Santa Fe PEL (C-470 to I-25)

Resource Agencies

Updated 10/16/2020

Agency	Name	Email
CDOT Environmental	Jessica Myklebust	Jessica.myklebust@state.co.us
CDOT Engineering	Jacob Southard	Jacob.Southard@state.co.us
CDOT Environmental	Basil Ryer	Basil.Ryer@state.co.us
CDOT R1 South Program	Chuck Attardo	Chuck.Attardo@state.co.us
CDOT R1	Troy Halouska	troy.halouska@state.co.us
FHWA	Stephanie Gibson	Stephanie.gibson@dot.gov
FHWA	Chris Horn	Chris.Horn@dot.gov
FHWA	Patricia Sergeson	patricia.sergeson@dot.gov
CDOT/CDPHE Liaison	Tripp Minges	Tripp.minges@state.co.us
CDPHE Air Pollution Control Division	Richard Coffin	richard.coffin@state.co.us
CDPHE Air Pollution Control Division	Garry Kaufman	Garrison.kaufman@state.co.us
CDPHE Air Pollution Control Division	Emmett Molone	emmett.malone@state.co.us
CDPHE Air Pollution Control Division	Lisa Devore	lisa.devore@state.co.us
CDPHE Energy Liaison	Sean Hackett	sean.hackett@state.co.us
CDPHE Hazardous Materials	Jill Parisi	Jill.parsi@state.co.us
CDPHE Hazardous Materials and Solid Waste Management Division	Andrew Todd	andrew.todd@state.co.us
CDPHE Solid Waste	Caren Johannes	caren.johannes@state.co.us
CDPHE Water Quality Control Division	Randi Johnson-Hufford	randi.johnson-hufford@state.co.us
CDPHE Water Quality Control Division (Permits Section)	Meg Parish	Meg.parish@state.co.us
Colorado Parks & Wildlife	Megan Lacey	Megan.lacey@state.co.us
DRCOG	Steve Cook Robert Spotts	scook@drcog.org rspotts@drcog.org
RTD	Daniel Menter	Daniel.menter@rtd-denver.com
State Historic Preservation Officer	Mitchell Schaefer	mitchell.schaefer@state.co.us
U.S. Army Corps of Engineers	Aaron Eilers	Aaron.R.Eilers@usace.army.mil



Santa Fe PEL C-470 to I-25

23143 Santa Fe PEL (C-470 to I-25)

Resource Agencies

Updated 10/16/2020

Agency	Name	Email
U.S. Environmental Protection Agency	Phil Strobel	Strobel.philip@epa.gov
U.S. Fish and Wildlife Service	Kristin Salamack	kristin_salamack@fws.gov
Mile High Flood District	Mary Powell	mpowell@udfcd.org
Mile High Flood District	Barbara Chongtoua	bchongtoua@udfcd.org

Bentzler, Zachary

From: Bentzler, Zachary
Sent: Wednesday, April 6, 2022 11:59 AM
To: Tripp.minges@state.co.us; richard.coffin@state.co.us; Garrison.kaufman@state.co.us; emmett.malone@state.co.us; lisa.devore@state.co.us; sean.hackett@state.co.us; Jill.parisi@state.co.us; andrew.todd@state.co.us; caren.johannes@state.co.us; randi.johnson-hufford@state.co.us; Meg.parish@state.co.us; Megan.lacey@state.co.us; scook@drcog.org; mitchell.schaefer@state.co.us; Aaron.R.Eilers@usace.army.mil; Strobel.philip@epa.gov; kristin_salamack@fws.gov; jvillines@mhfd.org; Chris Horn (Chris.Horn@dot.gov)
Cc: Longsdorf, Jason; Jacob Southard - CDOT; Ryer - CDOT, Basil; 'Chuck Attardo'; Troy Halouska - CDOT; Gibson, Stephanie (FHWA); patricia.sergeson@dot.gov; 'rspotts (rspotts@drcog.org)'
Subject: 23143 Santa Fe Drive Action Plan (C-470 to I-25), PEL Study, Resource Agency Review Transmittal

Greetings,

This email is on behalf of Basil Ryer/CDOT and the Santa Fe Drive Action Plan (C-470 to I-25) project team. The Colorado Department of Transportation (CDOT), in coordination with the Federal Highway Administration (FHWA), Arapahoe County, City and County of Denver, Douglas County, City of Englewood, City of Littleton and City of Sheridan, are conducting a Planning and Environmental Linkages (PEL) Study, called the *Santa Fe Drive Action Plan (C-470 to I-25)*, along an approximate 11-mile stretch of Santa Fe Drive.

The Draft Santa Fe Drive Action Plan is ready for Resource Agency review. The document has been reviewed by CDOT and FHWA. You will have 11 weekdays to review and coordinate within your organizations. The review period will be from 4/6 to 4/21. Please provide comments by close of business on 4/21. To provide comments use the comment matrix provided at the link below as the default method. This will ensure we don't miss any of your comments. If you need to provide comments using another method, reach out to me and the project team will do our best to accommodate that.

The Action Plan, appendices, and comment matrix are available on the project GoogleDrive at the following link: <https://drive.google.com/drive/folders/1JCQZAacQpGgatx3JjIHDmmpNTWVYScXr?usp=sharing>

The GoogleDrive includes the following draft documents:

- Santa Fe Drive Action Plan
- Appendix A, FHWA PEL Questionnaire
- Appendix B, Agency Coordination
- Appendix C, Public and Stakeholder Engagement
- Appendix D, Alternative Evaluation Documentation
- Appendix E, Traffic and Safety Technical Report
- Appendix F, Project Recommendations Information Sheets
- Appendix G, Early Action Projects Information Sheets
- Appendix H, Recommended Projects List

Please let me know if you have any difficulty accessing the files.

Thank you,

Zach Bentzler

Project Planner

HDR

1670 Broadway, Suite 3400

Denver, CO 80202-4824

D 303.323.9517 **M** 608.445.9466

Zachary.Bentzler@hdrinc.com



COLORADO
Department of Transportation
Region 1

2829 West Howard Place
Denver, CO 80204

June 17, 2020

Chris Horn
Federal Highway Administration

RE: 23143 Santa Fe PEL (I-25 TO C-470) Planning and Environmental Linkages (PEL)
Study

Dear Chris:

The Colorado Department of Transportation Region 1 (CDOT), in consultation with the Federal Highway Administration (FHWA), Arapahoe County, the City and County of Denver, Douglas County, City of Englewood, City of Littleton and City of Sheridan, is informing you that the Santa Fe PEL Study (I-25 to C-470) (PEL study) is underway. The PEL study will be conducted in accordance with the Statewide and Metropolitan Planning Regulation 23 CFR 450, the provisions linking planning and National Environmental Policy Act (NEPA) presented in Section 450.318, and Appendix A of 23 CFR 450. We will be communicating with you in the coming months about your participation in the process.

Santa Fe Drive (US Highway 85) between C-470 and I-25 has high annual average daily traffic (AADT), which causes frequent congestion and costly travel delays. A vision and plan for future improvements is needed to address continued regional growth and travel demand in this corridor. The Environmental Study Area is 1,000 feet from the Santa Fe Drive centerline and is shown in the attached figure.

CDOT is leading the study on behalf of the funding partners listed and has retained HDR to facilitate the process and develop the PEL Study. The PEL study will examine both short-term and long-term alternatives to address overall congestion on this section of Santa Fe; serve existing and future needs; and improve traffic operations, travel time, multimodal person-trip capacity, and safety compared to a No Action Alternative. The PEL study will include development and evaluation of alternatives based on a consideration of Purpose and Need; geometric, access, traffic, planning, and environmental factors; the location of communities and other developed areas; and public and agency plans and input. Coordination has begun with local agencies and other stakeholders in the corridor to gather available data.

The HDR team has consulted CDOT during scoping to identify initial resource concerns. Your agency will be invited to review and comment on the existing conditions report, anticipated to be finished in late summer of 2020. Your involvement is valuable as we proceed through the PEL study process.



Please contact me at 303-757-9304 or Basil.Ryer@state.co.us with any questions or comments you have about the project. **The latest information will be posted on the project's website:** <https://www.codot.gov/projects/santafe-pel>.

Please forward this information to the appropriate individual if you feel you are not the correct recipient. I look forward to your participation, and thank you for your cooperation.

Sincerely,

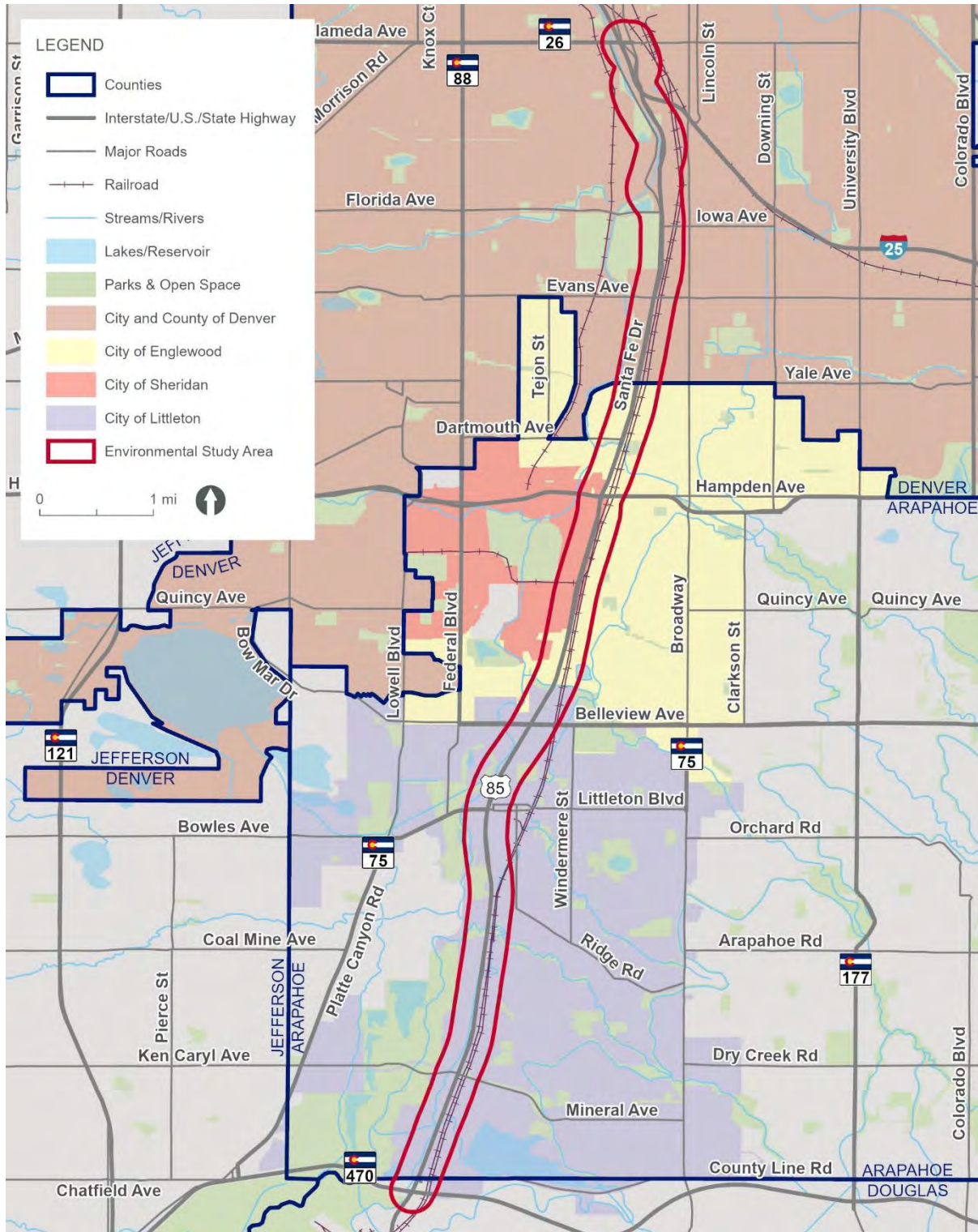
Basil Ryer

Basil Ryer, MLA, MUD
Region 1 Environmental Program Manager
Colorado Department of Transportation

Attachment: 23143_Santa Fe PEL Environmental Study Area Map



Santa Fe PEL Environmental Study Area



Greetings,

The purpose of this email is to inform you that the Colorado Department of Transportation (CDOT) Region 1, in consultation with the Federal Highway Administration (FHWA), Arapahoe County, the City and County of Denver, Douglas County, City of Englewood, City of Littleton and City of Sheridan, has completed the Corridor Conditions Report for the Santa Fe PEL Study (I-25 to C-470) (PEL study). In a letter sent on June 17, 2020, CDOT introduced the PEL study and committed to an opportunity for your agency to review and comment on the Corridor Conditions Report.

The Corridor Conditions Report and appendices are available for your review at the following link: <https://drive.google.com/drive/folders/1HTEIAUlwGH87gHV2PGaXmO2q-3Pj30zJ?usp=sharing>

If your review of the Corridor Conditions Reports results in comments, please submit those comments using the comment matrix located at the same link above by close of business on Wednesday, October 14, 2020, and those comments will be considered and responded to ahead of the publication of the document.

Thank you

Basil

--

Basil Ryer, MLA, MUD
Environmental Program Manager, Region 1
303.757.9304 office 303.501.4654 mobile
2829 West Howard Place, Denver 80204
basil.ryer@state.co.us



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#DoingMyPartCO*

--

Basil Ryer, MLA, MUD
Environmental Program Manager, Region 1
303.757.9304 office 303.501.4654 mobile
2829 West Howard Place, Denver 80204

From: Ryer - CDOT, Basil [mailto:basil.ryer@state.co.us]
Sent: Tuesday, October 13, 2020 9:48 AM
To: Hackett - CDPHE, Sean <sean.hackett@state.co.us>
Subject: Re: Santa Fe PEL Corridor Conditions Report

Sean,
October 23 will work for comment submittal.
Thank you
Basil

On Tue, Oct 13, 2020 at 9:41 AM Hackett - CDPHE, Sean <sean.hackett@state.co.us> wrote:

Basil,

I just heard back from CDPHE's Hazardous Materials and Waste Management Division that they will likely be submitting additional comments, but they need additional time. If we could get these comments to you by COB 10/23, would that work? If not, what is the latest you are able to accept comments from CDPHE?

Best,

Sean Hackett
Energy Liaison



4300 Cherry Creek Drive South, Denver, CO 80246
Cell Phone 303.587.1423

sean.hackett@state.co.us | www.colorado.gov/cdphe

Your feedback is important to us! Please [let us know](#) how I am doing.

§

On Tue, Oct 13, 2020 at 7:36 AM Ryer - CDOT, Basil <basil.ryer@state.co.us> wrote:

Sean,
Sounds good.

Thank you for acting so quickly on this. I look forward to any comments you or any other specialist provide.

Be well
Basil

On Mon, Oct 12, 2020 at 5:53 PM Hackett - CDPHE, Sean <sean.hackett@state.co.us> wrote:

Thanks for letting me know, Basil! I sent an email to subject matter experts here at CDPHE (including some of the contacts you identified) and asked them to provide any comments ASAP. I think there is a pretty high likelihood that CDPHE will only have general comments (available [here](#)) and not any additional, substantive or site-specific comments, but I will let you know if I hear otherwise.

Best,

Sean Hackett
Energy Liaison



4300 Cherry Creek Drive South, Denver, CO 80246
Cell Phone 303.587.1423

sean.hackett@state.co.us | www.colorado.gov/cdphe

Your feedback is important to us! Please [let us know](#) how I am doing.

§

On Mon, Oct 12, 2020 at 5:40 PM Ryer - CDOT, Basil <basil.ryer@state.co.us> wrote:

Sean,

Here are the other CDPHE specialists that have been involved. They received the information on September 30. I received a bounceback from Kent Kuster and after reviewing the CDPHE website I thought you might be a good alternative.

Thank you
Basil

CDPHE Air Pollution Control Division	Richard Coffin
CDPHE Air Pollution Control Division	Garry Kaufman
CDPHE Air Pollution Control Division	Emmett Molone
CDPHE Air Pollution Control Division	Lisa Devore
CDPHE EPS Oil and Gas Liaison	Kent Kuster
CDPHE Hazardous Materials	Jill Parisi
CDPHE Hazardous Materials and Solid Waste Management Division	Andrew Todd
CDPHE Solid Waste	Caren Johannes
CDPHE Water Quality Control Division	Margo Griffin
CDPHE Water Quality Control Division (Permits Section)	Meg Parish

On Mon, Oct 12, 2020 at 4:23 PM Hackett - CDPHE, Sean <sean.hackett@state.co.us> wrote:

I'll have to run this by subject matter experts in CDPHE to see if they have any additional comments above and beyond our standard referral comments (available [here](#)). I suspect that if they do have additional comments, they will probably need about 2 weeks. What is the latest you will accept comments? For future reference, all CDPHE referrals should be sent to gnt1icsgevi@wexi2gs2w2

Best,

Sean Hackett
Energy Liaison



4300 Cherry Creek Drive South, Denver, CO 80246

Cell Phone 303.587.1423

sean.hackett@state.co.us | www.colorado.gov/cdphe

Your feedback is important to us! Please [let us know](#) how I am doing.

§

On Mon, Oct 12, 2020 at 4:18 PM Ryer - CDOT, Basil <basil.ryer@state.co.us> wrote:

Sean,

Sorry for getting to this to you late. I had Kent as the CDPHE contact. If you need additional time to review the document please let me know. I understand that a 2-day turnaround is not realistic. Please let me know how much time you would need. The original email that was sent out 2 weeks ago is below.

Greetings,

The purpose of this email is to inform you that the Colorado Department of Transportation (CDOT) Region 1, in consultation with the Federal Highway Administration (FHWA), Arapahoe County, the City and County of Denver, Douglas County, City of Englewood, City of Littleton and City of Sheridan, has completed the Corridor Conditions Report for the Santa Fe PEL Study (I-25 to C-470) (PEL study). In a letter sent on June 17, 2020, CDOT introduced the PEL study and committed to an opportunity for your agency to review and comment on the Corridor Conditions Report.

The Corridor Conditions Report and appendices are available for your review at the following link: <https://drive.google.com/drive/folders/1HTEIAUlwGH87gHV2PGaXmO2q-3Pj30zJ?usp=sharing>

If your review of the Corridor Conditions Reports results in comments, please submit those comments using the comment matrix located at the same link above by close of business on Wednesday, October 14, 2020, and those comments will be considered and responded to ahead of the publication of the document.

Thank you

Basil

--

Basil Ryer, MLA, MUD
Environmental Program Manager, Region 1
303.757.9304 office 303.501.4654 mobile
2829 West Howard Place, Denver 80204
basil.ryer@state.co.us



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--

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303.757.9304 office 303.501.4654 mobile
2829 West Howard Place, Denver 80204
basil.ryer@state.co.us



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basil.ryer@state.co.us



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----- Forwarded message -----

From: **Schaefer - HC, Mitchell** <mitchell.schaefer@state.co.us>

Date: Thu, Oct 1, 2020 at 5:22 PM

Subject: Re: Santa Fe PEL Corridor Conditions Report

To: Ryer - CDOT, Basil <basil.ryer@state.co.us>

Cc: Barbara Stocklin - CDOT <barbara.stocklin@state.co.us>

Dear Mr. Ryer:

Thank you for your communication regarding the **I-25 to C-470 project**. At this time in the consultation process, our office has no comments regarding the **Santa Fe PEL Study (I-25 to C-470) Corridor Conditions Report dated October 2020** intended for NEPA compliance. However, we remind CDOT that preparation of the PEL Study does not absolve the agency of complying with Section 106 of the National Historic Preservation Act, as amended (54 USC §306108), and its implementing regulations "Protection of Historic Properties" found in 36 CFR Part 800. We look forward to commenting on the undertaking upon receipt of documentation intended for consultation under Section 106.

Please note, we are now accepting electronic consultation through our secure file transfer system, MoveIT. Directions for digital submission and registration for MoveIT are available [here](#).

Sincerely,

Mitchell K. Schaefer

Section 106 Compliance Manager

History Colorado | Office of Archaeology and Historic Preservation

(303) 866-2673 | mitchell.schaefer@state.co.us

History Colorado Center | 1200 Broadway | Denver, Colorado 80203 | HistoryColorado.org

Subscribe today to History Colorado's new podcast [Lost Highways!](#)

The Office of Archaeology and Historic Preservation is teleworking indefinitely, and is now accepting **electronic submissions** through its secure file transfer system, MoveIT. Information for MoveIT and digital submissions is available [here](#). For permit related items, file searches, and curation agreements, please continue to contact the appropriate personnel or refer to our [website](#) for further guidance.

Under the Colorado Open Records Act (CORA), all messages sent by or to me on this state-owned email account may be subject to public disclosure.

On Wed, Sep 30, 2020 at 4:47 PM Ryer - CDOT, Basil <basil.ryer@state.co.us> wrote:

Greetings,

The purpose of this email is to inform you that the Colorado Department of Transportation (CDOT) Region 1, in consultation with the Federal Highway Administration (FHWA), Arapahoe County, the City and County of Denver, Douglas County, City of Englewood, City of Littleton and City of Sheridan, has completed the Corridor Conditions Report for the Santa Fe PEL Study (I-25 to C-470) (PEL study). In a letter sent on June 17, 2020, CDOT introduced the PEL study and committed to an opportunity for your agency to review and comment on the Corridor Conditions Report.

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If your review of the Corridor Conditions Reports results in comments, please submit those comments using the comment matrix located at the same link above by close of business on Wednesday, October 14, 2020, and those comments will be considered and responded to ahead of the publication of the document.

Thank you

Basil

--

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OTHER ORGANIZATIONS

Littleton City Council July 27, 2021

CDOT presented in person to the entire City Council. Presentation highlights included a review of the project schedule, status and decision making process; feedback from stakeholder interviews and online public events; discussion of the key alternatives evaluation criteria; and a review of the early action projects, Level 2B themes and future action projects. Members of the City Council indicated their support for projects that would reduce the barrier effect of Santa Fe dividing their community and encouraged additional outreach to potentially impacted property owners prior to release of the final recommendations.



Santa Fe PEL
C-470 to I-25

July 27, 2021

Littleton City Council



Local Agency Partners



Project Overview



How did we get here?

- Littleton initiated conversations (October 2016)
- Coalition developed
- Arapahoe County submitted TIP grant 2018
- TIP grant awarded 2019
- PEL initiated Spring 2020

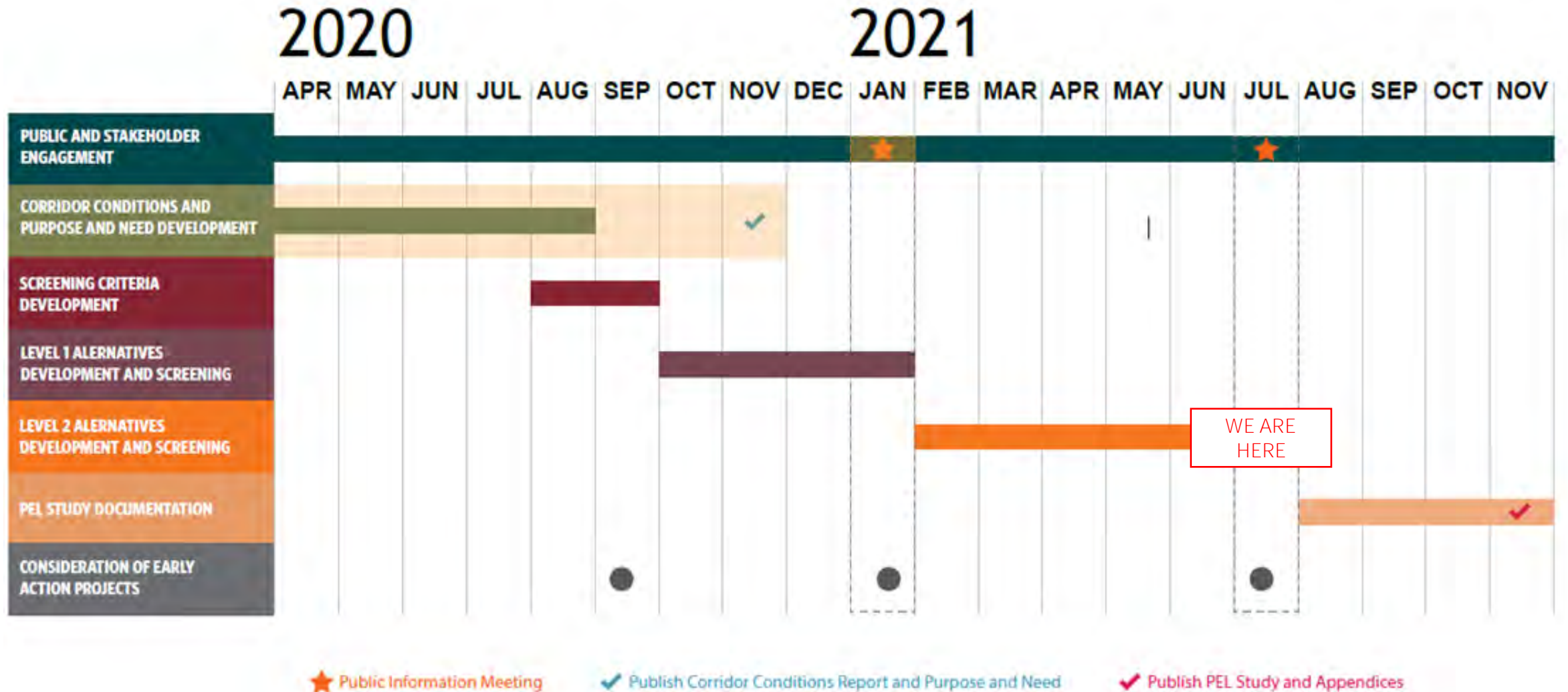


Project Overview

- CDOT, in partnership with Arapahoe County, Denver, Douglas County, Englewood, Littleton, and Sheridan, is conducting a Planning and Environmental Linkages (PEL) study.
- 11-mile stretch of Santa Fe Drive (US 85) between C-470 and the junction of Alameda Drive and I-25.
- The study will:
 - Identify transportation issues and community and environmental concerns.
 - Develop short- and long-term alternatives that create a clear vision for the transportation function of the corridor.



Project Schedule and Progress



PEL Process



Project Structure and Decision Making

- Project Management Team
- Executive Oversight Committee
- Issue Task Forces
 - Public Information Officers
 - Multimodal
 - Environmental
 - Traffic



Stakeholder Interviews

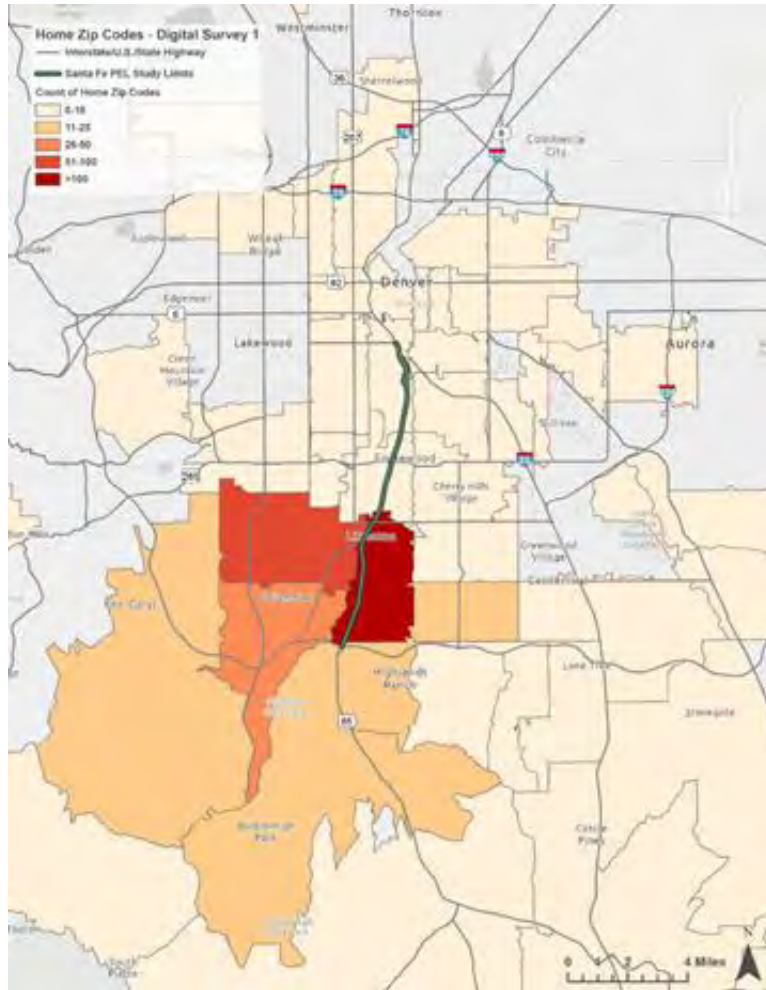
Interviews conducted with Littleton stakeholders:

- Arapahoe Community College
- Breckenridge Brewery
- Littleton Planning Staff
- Colorado Center for the Blind
- Hudson Gardens
- Jazz Car Wash
- Platte River Bar and Grill
- South Metro Fire
- DISH Network

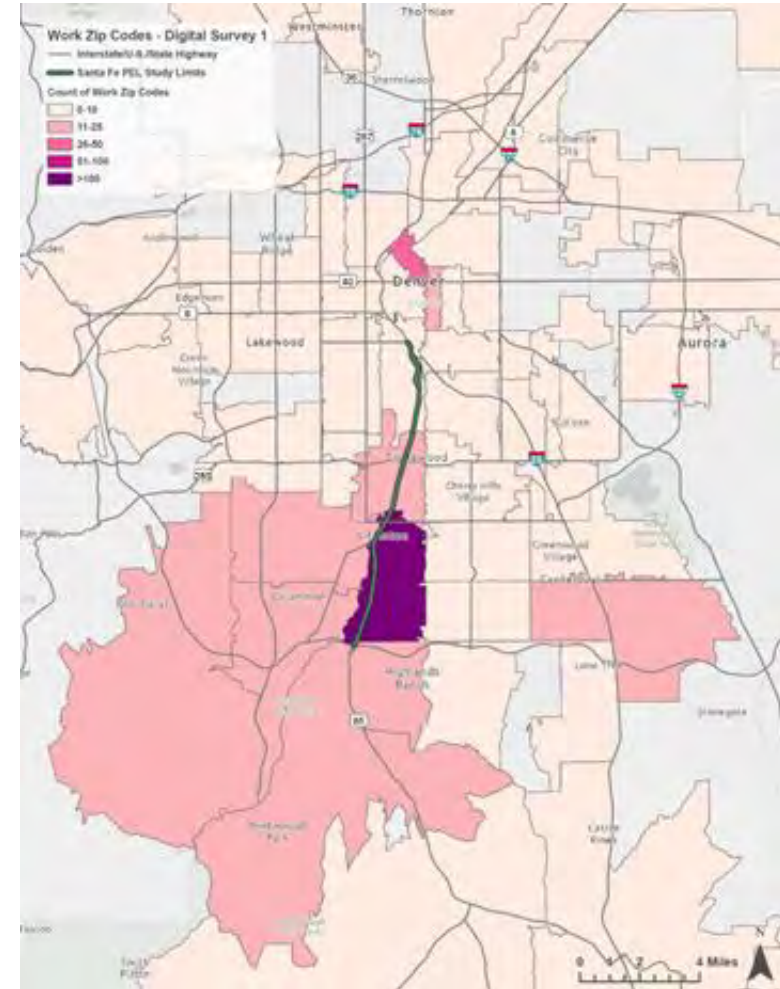


Online Survey Results – 493 responses, most from Littleton

Home ZIP Code



Work ZIP Code



Survey and Online Public Event #1

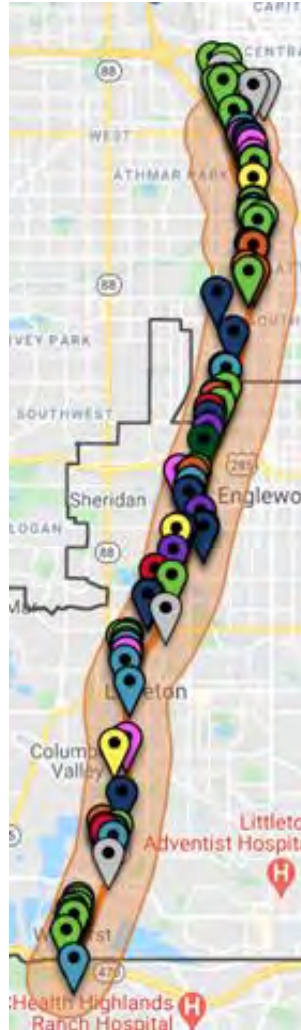
Fall 2020 Survey (212 responses):

- Visitor survey: 54
- Stakeholder suggestions: 66
- General contact: 16
- Purpose, needs, and goals: 76

Map comments: 105

Held Jan. 18 - Feb. 8, 2021

- Total visitors: 339 visitors
- Total visits: 450 visits




Colorado Department of Transportation
January 19 · 🌐

Help CDOT plan for the future of Santa Fe Drive between C-470 and I-25. Join our self-guided online event at www.codot.gov/projects/santafepel to share your thoughts and concerns now through Feb. 8!

HELP US PLAN FOR THE FUTURE OF SANTA FE DRIVE BETWEEN C-470 AND I-25

Visit our online event anytime from Jan. 18 to Feb. 8

Santa Fe PEL C-470 to I-25

472

93 Comments 55 Shares

Online Public Event #2

Open July 14 - August 9, 2021

Approximately 100 visits so far

Event topics to include:

- Project refresher
- Alternative evaluation process
- Level 2 site options
- Input on Early Action Projects
- Level 2 Corridor Themes
- Input on each theme
- Next steps



Santa Fe PEL
C-470 to I-25

WELCOME TO THE
**Santa Fe Drive Planning and
Environmental Linkages (PEL) Study
Virtual Event**

BEGIN

Support for Community and Environment



Local Plans Review and Screening Criteria



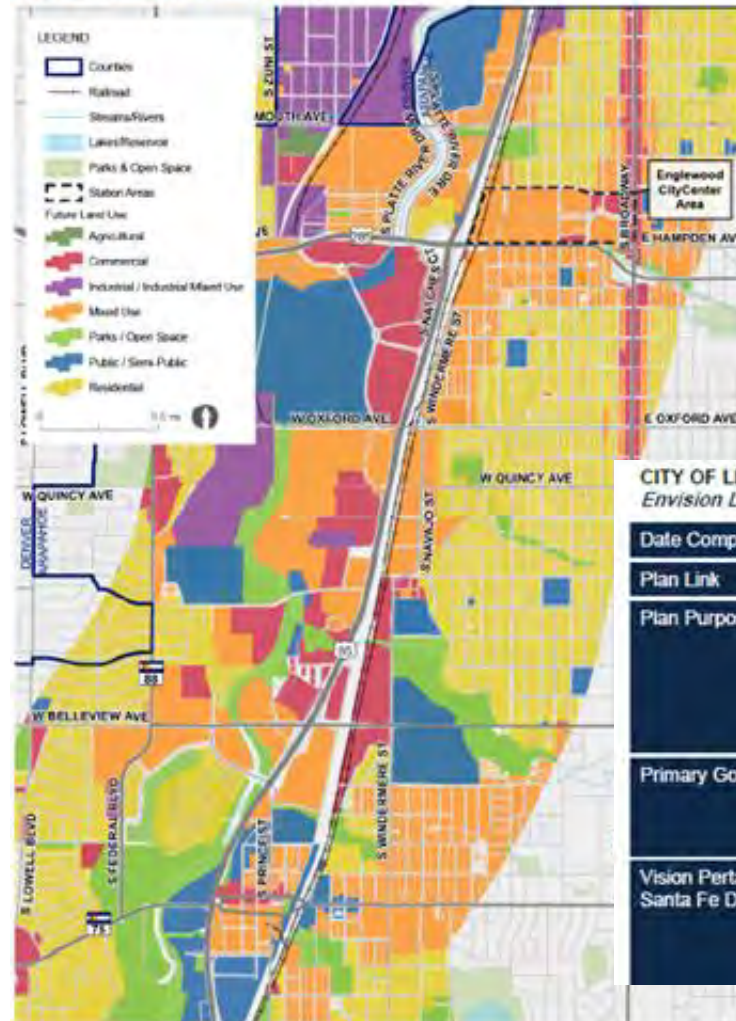

Santa Fe PEL
C-470 to I-25



CORRIDOR CONDITIONS REPORT

November 2020

Figure 6. Future Land Uses (2 of 3)

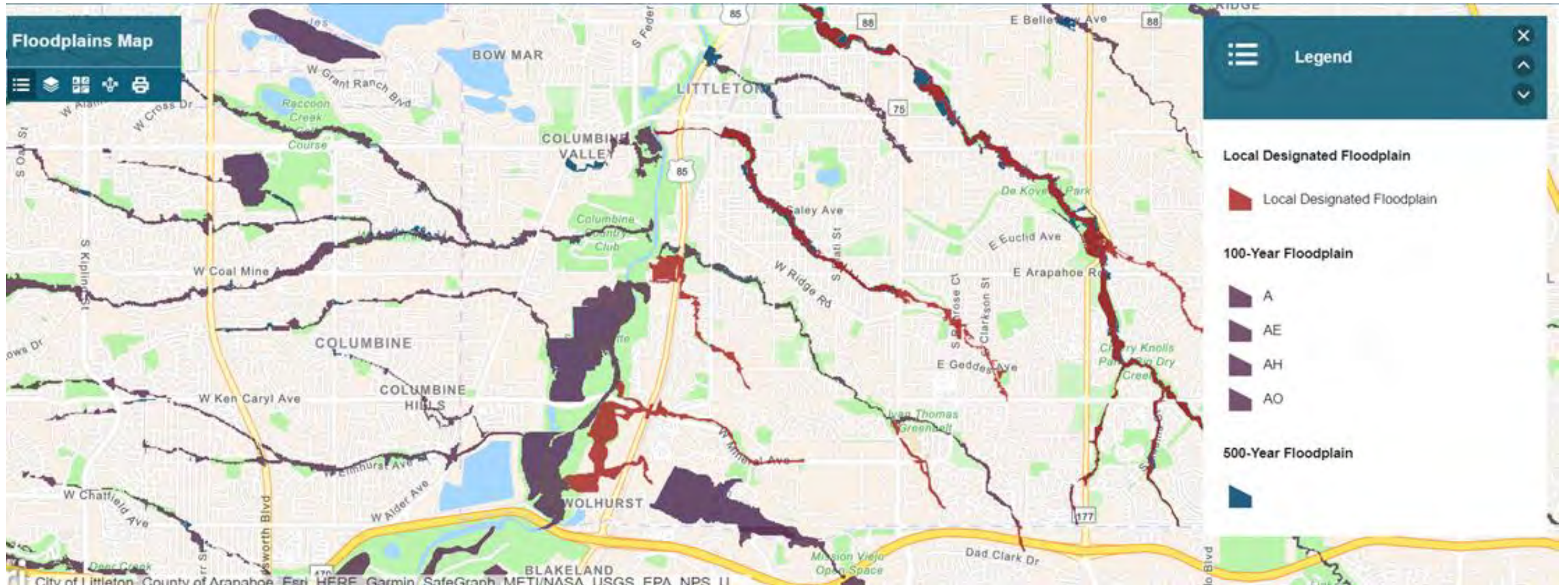


CITY OF LITTLETON

Envision Littleton Comprehensive Plan

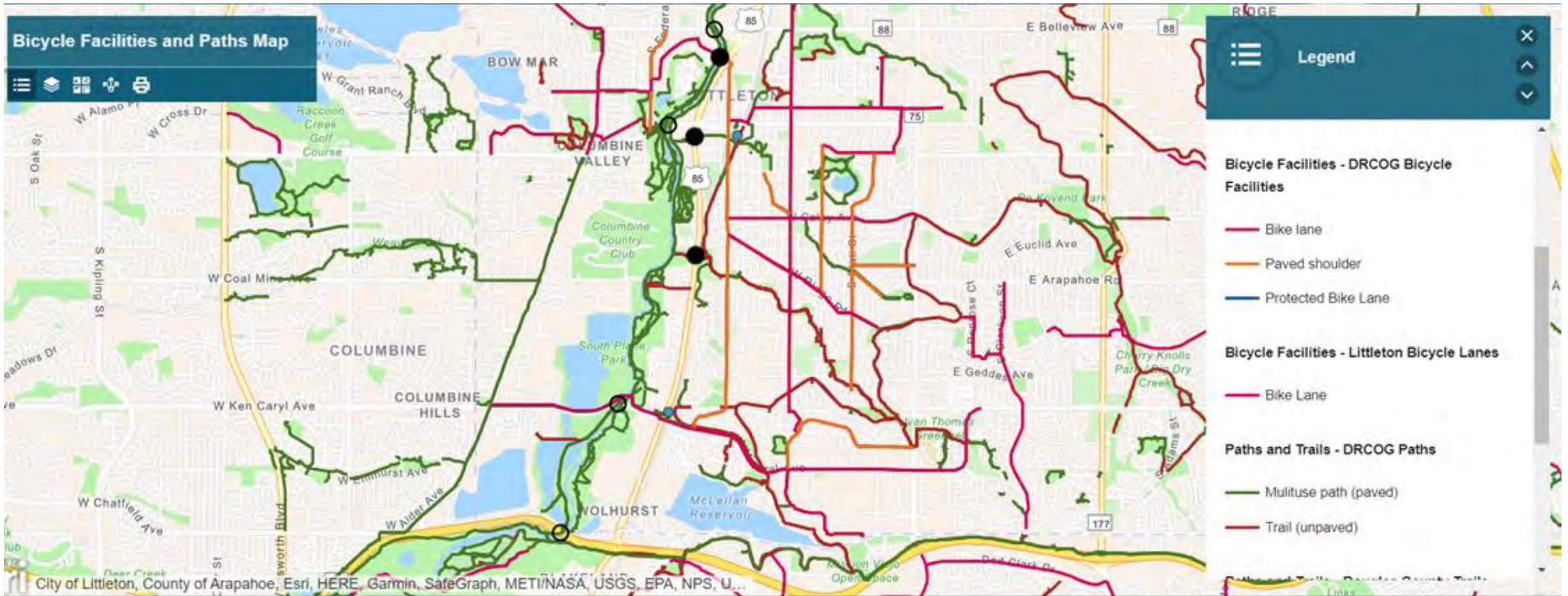
Date Completed	2019
Plan Link	https://www.littleton.gov/home/showdocument?id=21312
Plan Purpose	The plan sets a long-range vision regarding growth and community enhancement, identifies areas where new development and redevelopment may occur, assesses near- and long-term needs and desires across topics that represent the key "building blocks" of a community, serves as a guideline for measuring success, and a "living document" able to address changing circumstances.
Primary Goals	<ul style="list-style-type: none"> The plan is intended to guide future development, redevelopment, and community enhancement efforts through 2040. The 2040 land use vision includes maintaining the integrity of established neighborhoods, protecting the natural setting, and enhancing navigability.
Vision Pertaining to Santa Fe Drive	<ul style="list-style-type: none"> A large amount of Littleton consists of suburban residential neighborhoods, which are envisioned to remain. This includes most of the area east of Santa Fe Drive to S. Broadway between Littleton Boulevard and W. Mineral Avenue. Four primary areas of likely change and desired land uses adjacent to

Environmental Analysis



Story Map Link:
<https://arcg.is/0frjDj0>

Transit & Multimodal



Story Map Link:
<https://arcg.is/0frjDj0>

PEL Recommendations

- Coordination Projects
- Early Action Project
- Theme Recommendations
- Future Actions



Coordination with ongoing projects

- Right-of-way dedication on west side for two properties south of Mineral
- Coordination with Aspen Grove
- Quadrant Road design at Mineral
- Mineral Station Pedestrian Improvements



Early Action Projects

Crestline Ave Conversion to Right-in/Right-out

Benefits:

- Improves safety by eliminating intersection left turn conflicts
- Improves operations along Santa Fe Drive by shifting slower, right turning traffic out of the mainline through lanes

Agencies:

- CDOT, City of Littleton, Arapahoe County

Potential Funding:

- FASTER



Early Action Projects

Northbound Auxiliary Lane at Prince St with Bike Lanes

Benefits:

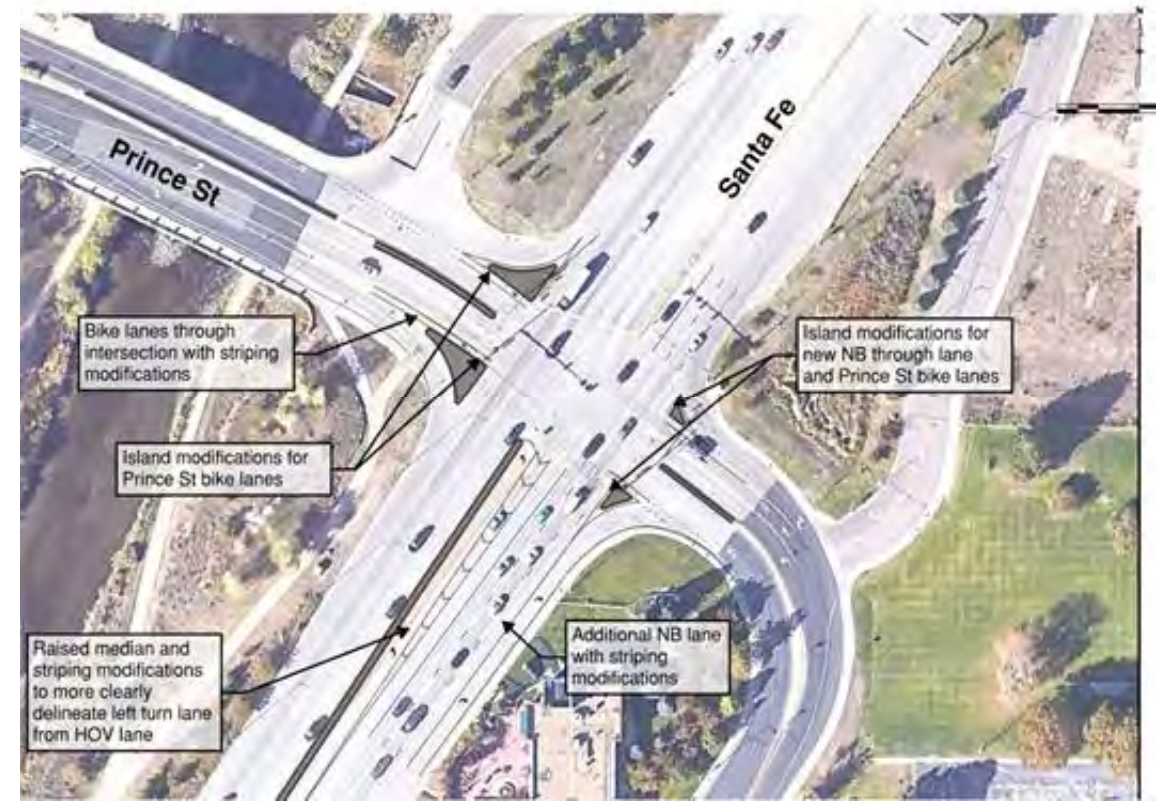
- Improves safety by reducing conflicts that occur due to drivers confusing the northbound HOV lane for a second left turn lane
- Improves multimodal safety and connections with striped bike lane through the intersection
- Improves operations along northbound Santa Fe Drive with additional through lane reducing the bottleneck at the Prince Street traffic signal

Agencies:

- CDOT, City of Littleton, Arapahoe County

Potential Funding:

- FASTER



Early Action Projects

Northbound Auxiliary Lane - Vinewood to Bowles

Benefits:

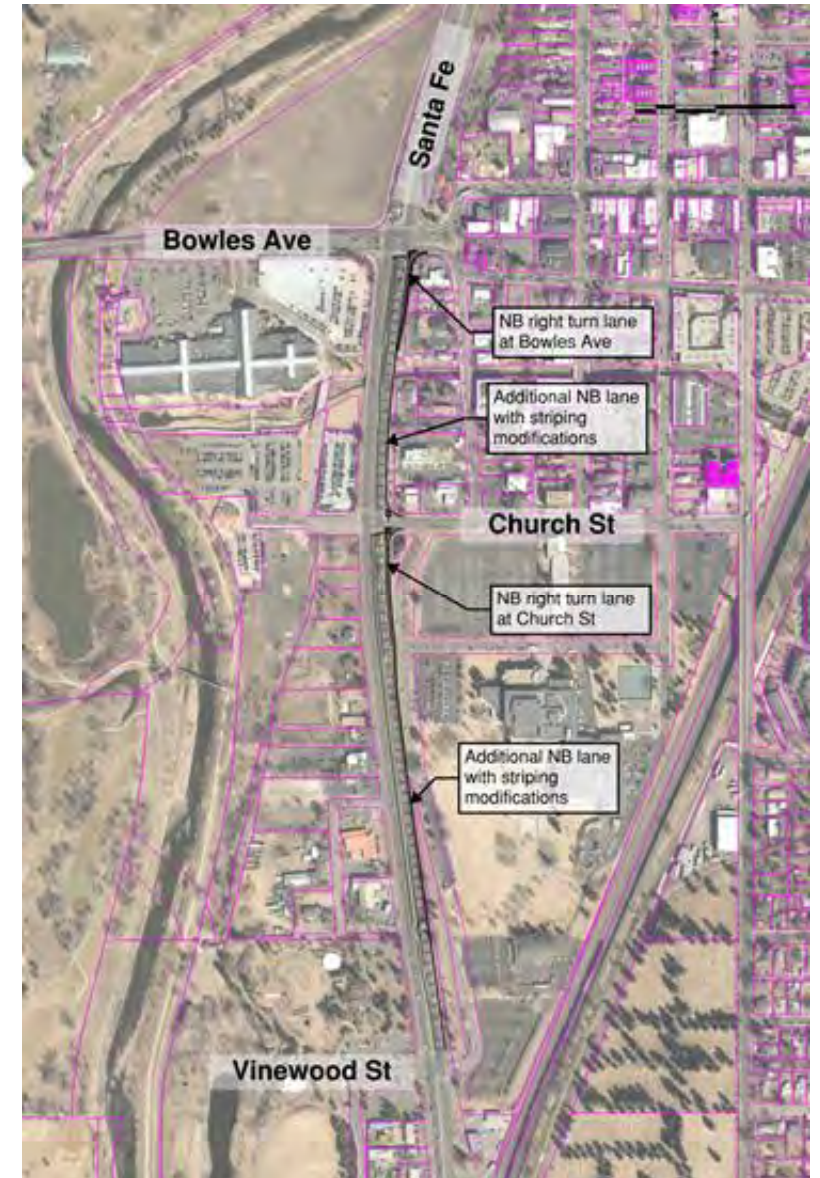
- Improves operations along northbound Santa Fe Drive with additional through lane reducing the bottlenecks at the Church Street and Bowles Avenue traffic signals
- Improves safety by reducing crashes related to congestion and long queues at the Church Street and Bowles Avenue traffic signals

Agencies:

- CDOT, City of Littleton, Arapahoe County

Potential Funding:

- FASTER



Early Action Projects

Little's Creek Trail Wayfinding South of Bowles

Benefits:

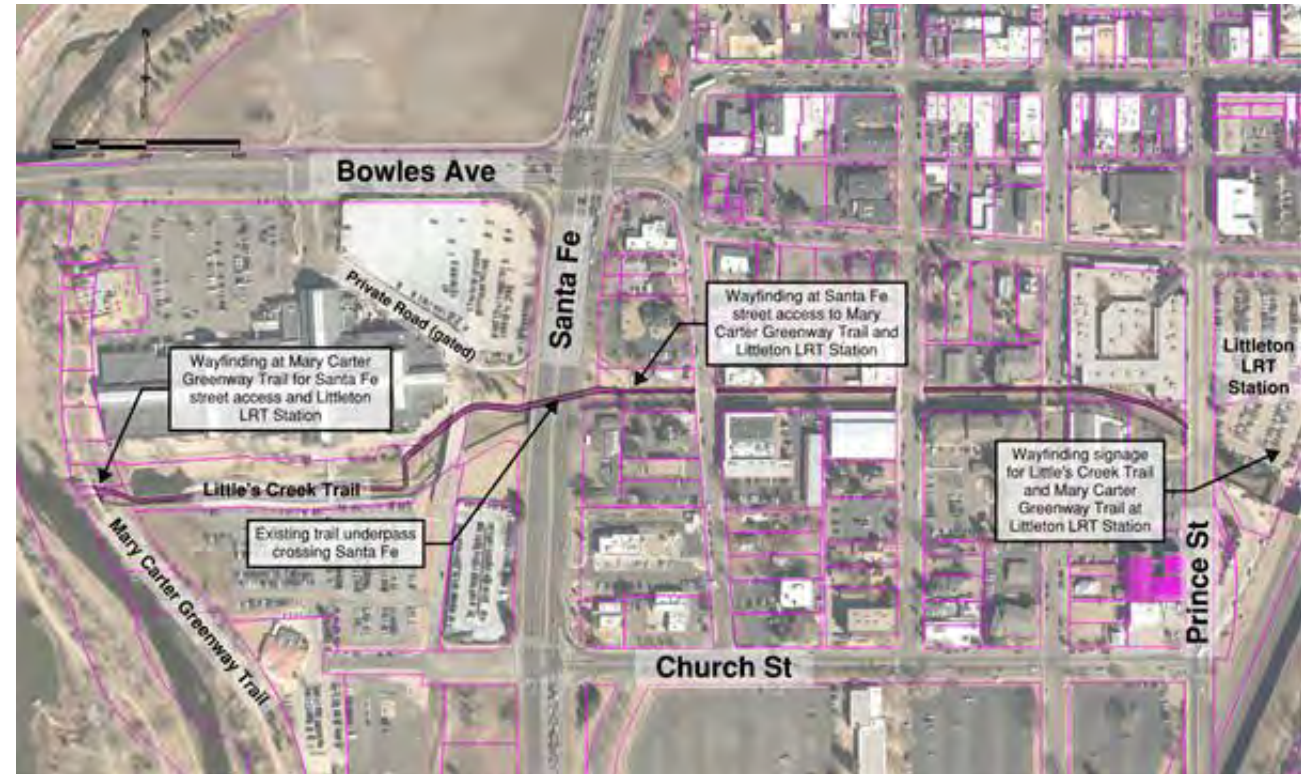
- Improves pedestrian/bicyclist connections to transit
- Improves pedestrian/bicyclist safety by reducing potential crossing conflicts at the Bowles intersection

Agencies:

- CDOT, City of Littleton, Arapahoe County

Potential Funding:

- Unknown



Mid-Term Projects and Funding Options

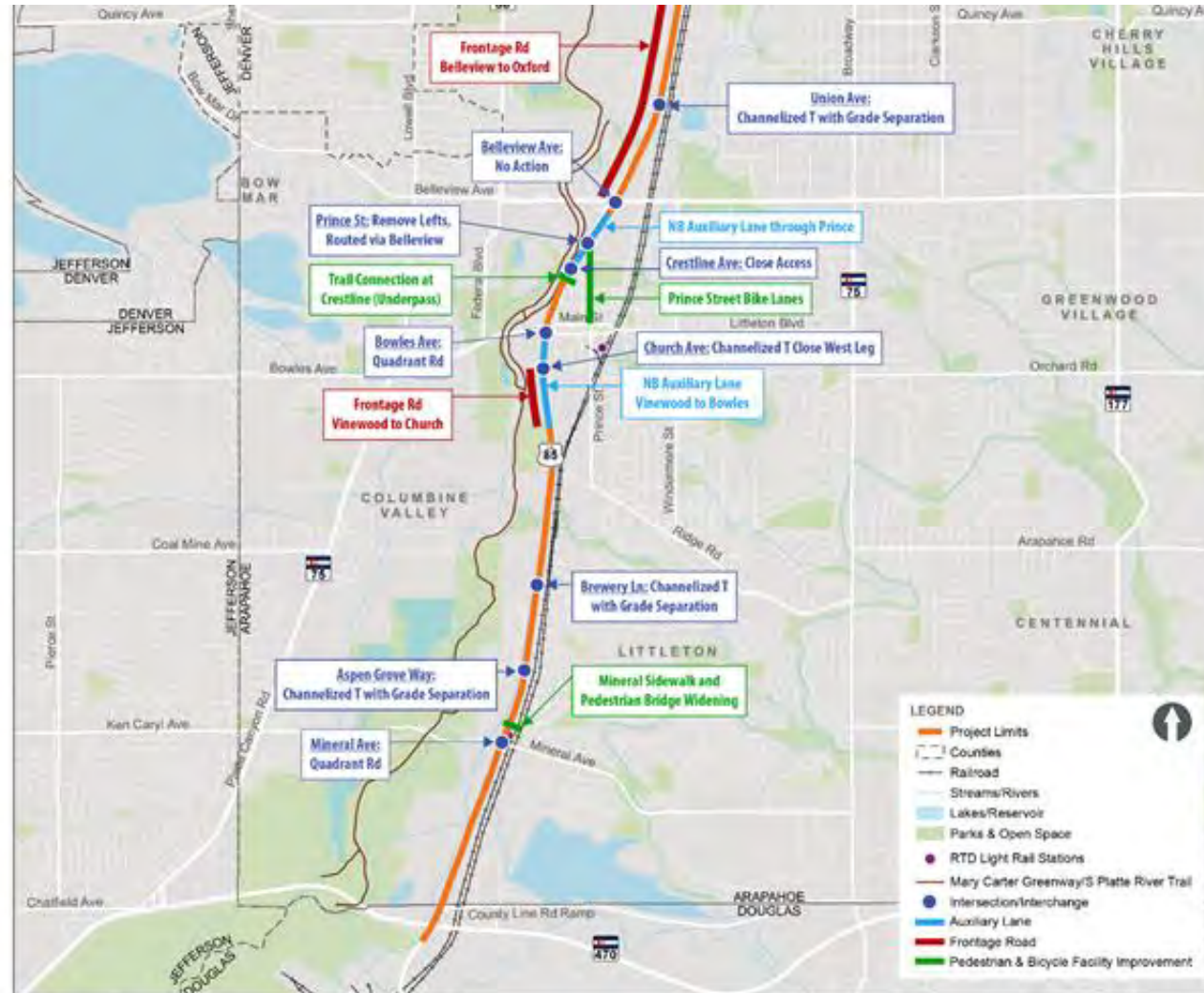
Corridor Themes

- Corridor Safety and Operations Focus
- Corridor Access Focus
- Premium Multimodal
- Adaptability/Flexibility

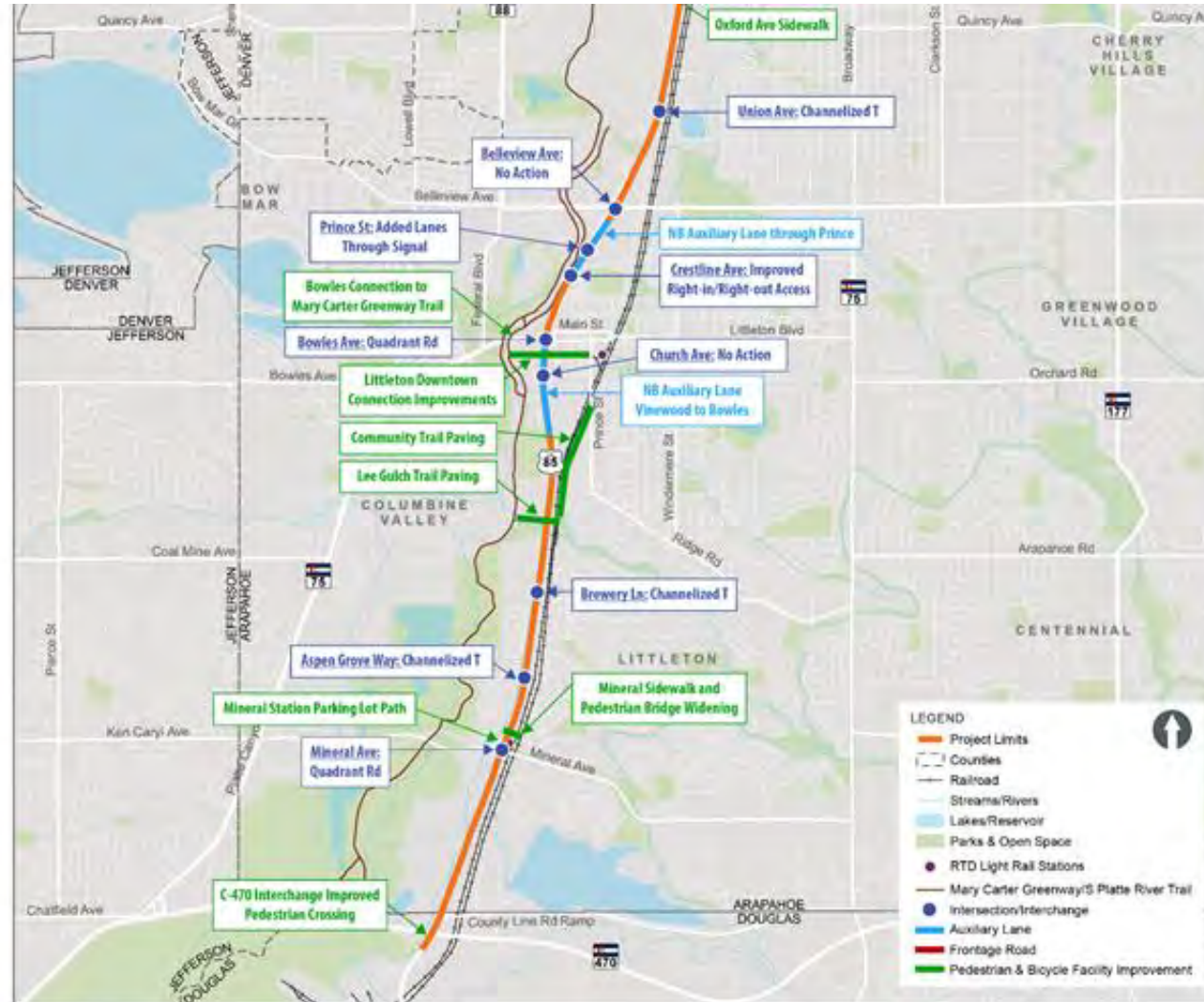
Corridor Themes



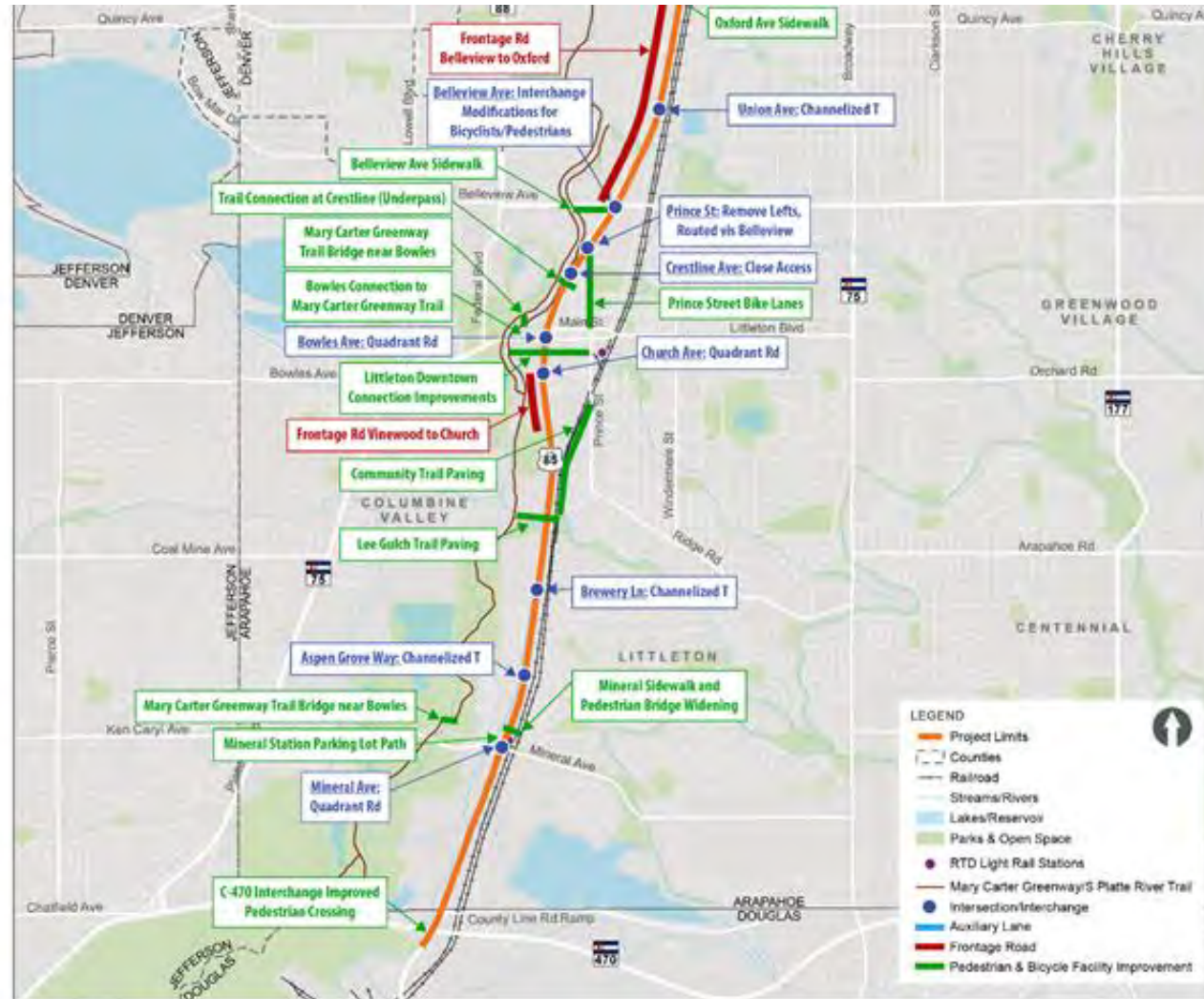
Corridor Safety and Operations Focus



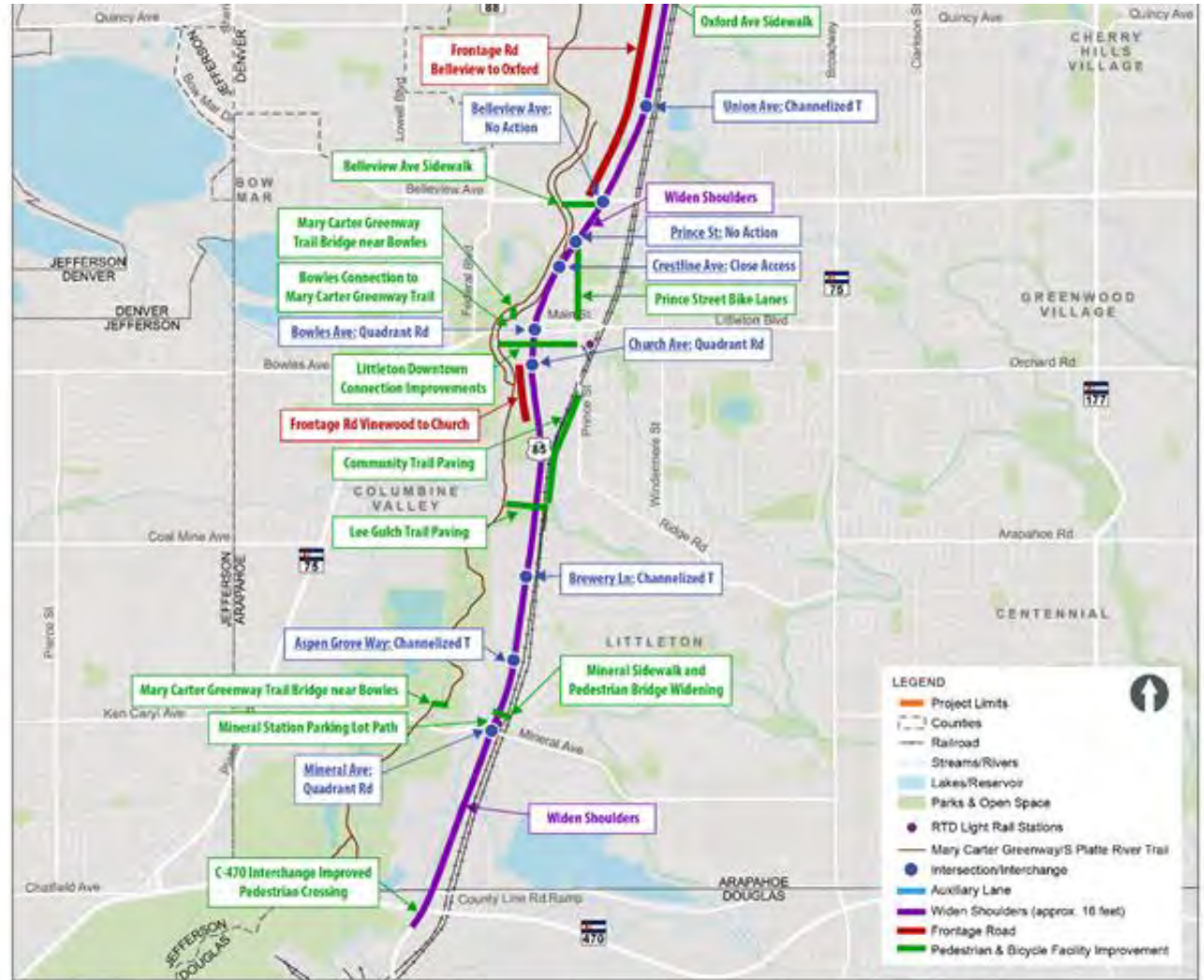
Corridor Access Focus



Premium Multimodal



Adaptability/Flexibility



Implementation Plan and Potential Funding Sources

- DRCOG TIP - Regional or SubRegional
 - Congestion Mitigation and Air Quality
 - Surface Transportation Block Grant for Local Agencies (previously STP-Metro)
- Transportation Alternatives for Local Agencies (previously Transportation Alternative Program)
- Surface Transportation Block Grant for CDOT
- National Highway Performance Program (NHPP) (previously National Highway System [NHS])
- ADA Ramp
- FASTER Safety
- Highway Safety Improvement Program
- Safety Hot Spot
- FASTER Transit
- National Highway Freight Program
- Federal Discretionary Grants
- Developer/Private Funding/Road Impact Fees
- Development or Urban Renewal Authority
- Other state and local revenue sources

Future Action Projects

Mainline Future Actions

C-470 to Mineral

- Added Lane - General Purpose & Managed Lane Extension

Mineral to Bowles

- Added Lane - General Purpose & Managed Lane Extension

Bowles to Hampden

- HOV Lane conversion to General Purpose
- HOV Lane conversion to Enhanced Managed Lane - at-grade or grade-separated

Intersection Future Actions

Mineral Avenue

- Interchange

Bowles Avenue

- Interchange

Prince Street

- Grade Separation of Santa Fe (no connection)
- Split Diamond Interchange with Belleview

Belleview Avenue

- Split Diamond Interchange with Prince
- Interchange Reconfiguration for U-turns

Next Steps

- Advance Early Action projects
- Complete technical evaluation
- Incorporate public comments
- Finalize recommendations with Project Management and Executive Oversight teams
- Develop Implementation Plan
- Finalize Study by Late 2021



COLORADO

Department of Transportation

Santa Fe PEL C-470 to I-25

April 5, 2021

Santa Fe Drive Planning & Environmental Linkages (PEL) Study C-470 to I-25

About the Project

The Santa Fe Drive Planning and Environmental Linkages (PEL) study will identify future transportation and safety improvements for an 11-mile stretch of Santa Fe Drive (U.S. Highway 85) between Central 470 (C-470) and the junction of Alameda Drive and Interstate 25 (I-25).

Santa Fe is a north-south principal arterial highway owned and operated by CDOT. It is a regional facility and is included in long-term planning services provided



Corridor Challenges

- Santa Fe varies from a 4-lane facility to an 8-lane facility within the project limits. This brings discontinuity to the corridor
- The Santa Fe corridor serves both regional and local travel needs for the South West Denver Metro Area.
- Large truck percentages on Santa Fe are almost double what would be expected on similar corridors. The large truck percentage varies from 8%-10% on the corridor.
- Santa Fe experiences high accident rates when compared to comparable facilities. This is due to congestion and the inconsistent access along the corridor.

PEL Video



Santa Fe PEL C-470 to I-25



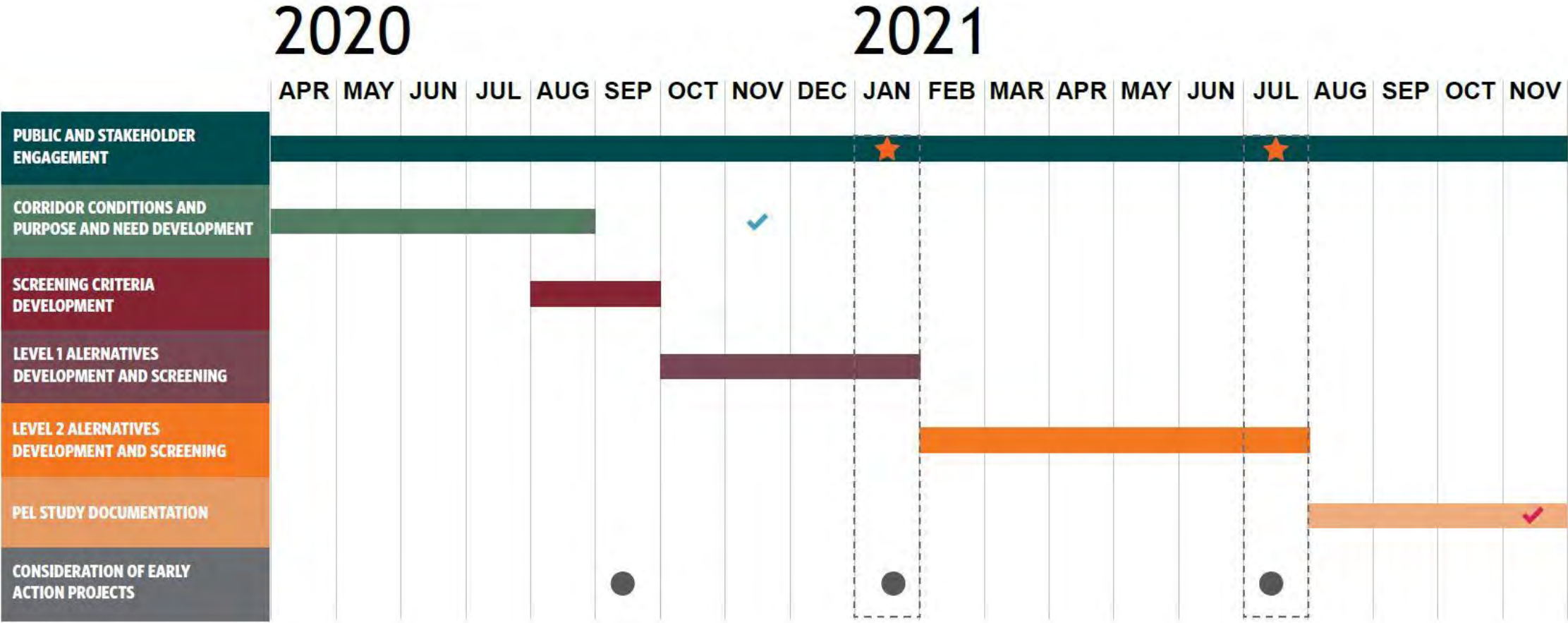
Local Agency Partners



Schedule



Santa Fe PEL C-470 to I-25



★ Public Information Meeting

✓ Publish Corridor Conditions Report and Purpose and Need

✓ Publish PEL Study and Appendices

Purpose and Need

Purpose Statement

The purpose of the recommended transportation improvements from this study is to improve safety for all users, improve operational performance, and enhance multimodal connectivity for the Santa Fe Drive (US 85) corridor from C-470 to I-25 through Arapahoe County, City and County of Denver, Douglas County, Englewood, Littleton, and Sheridan.

Purpose and Need

Need Factor - Safety

- Vehicular
- Access

Need Factor - Operational Performance

- Congestion and Travel Time Reliability
- Access
- Freight

Multimodal Connections

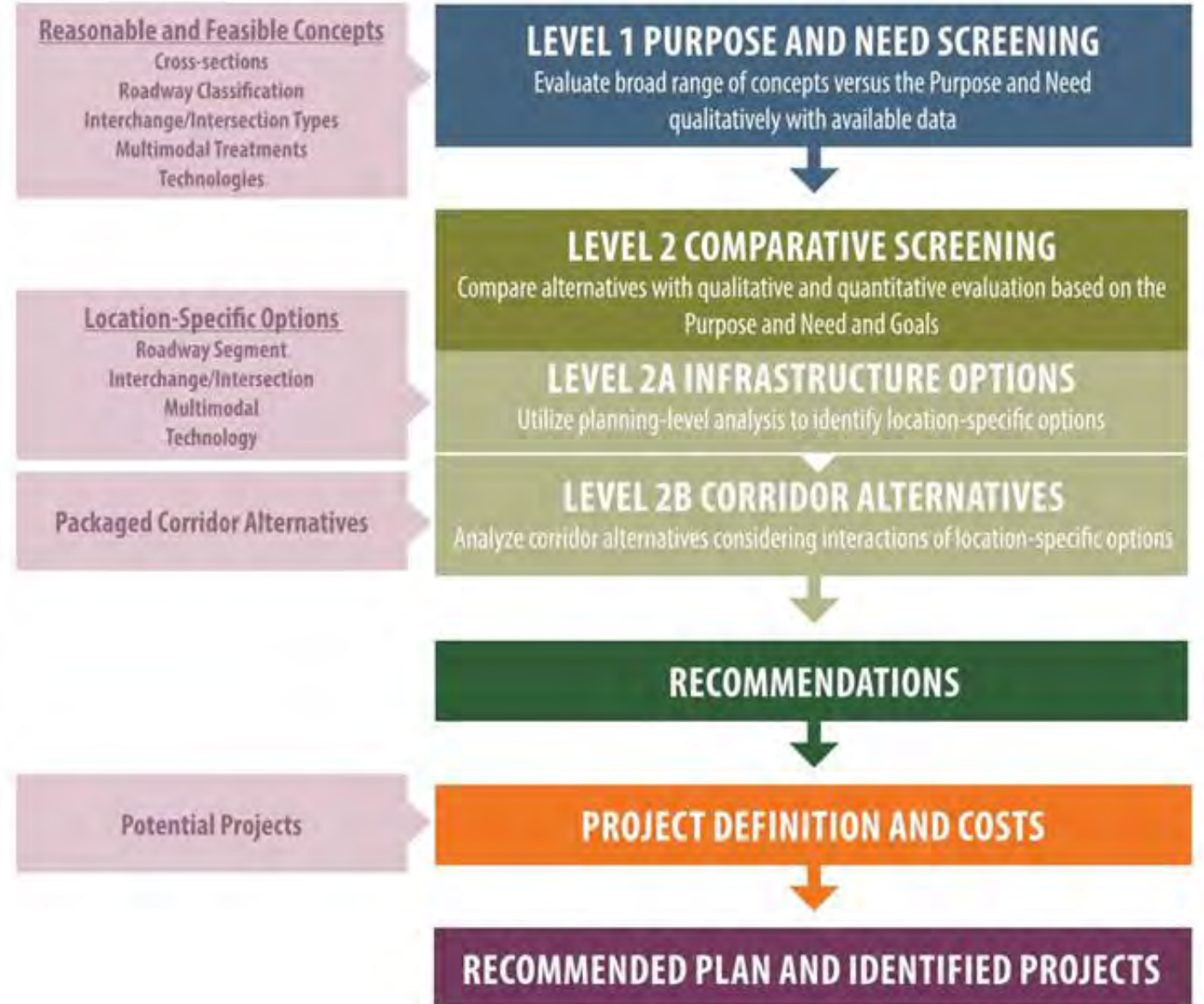
- Pedestrian and Bicycle
- Transit

Purpose and Need

Goals

- Consider local community surroundings and context
- Support local and regional planning efforts
- Minimize environmental impacts as practicable
- Balance local access and regional travel with consistent application of the defined access category for Santa Fe Drive
- Optimize transit use and multimodal travel opportunities for the travel corridor.
- Enhance connections and wayfinding to adjacent pedestrian and bicycle facilities
- Provide redundancy for the regional transportation system to accommodate traffic when incidents impact other north-south routes such as I-25, Broadway, or Federal.

Alternatives Evaluation



Level 2A Options

- Roadway Elements - 20 OPTIONS
 - General Corridor Classifications and Cross Sections
 - Spot Locations
- Intersections/Interchanges - 55 OPTIONS
 - C-470 Interchange
 - County Line Road Signal
 - Mineral Avenue Signal
 - Aspen Grove Way Signal
 - Brewery Lane Signal
 - Church Avenue Signal
 - Bowles Avenue Signal
 - Crestline Unsignalized
 - Prince Street Signal
 - Belleview Avenue Interchange
 - Union Avenue Signal
- Oxford Avenue Signal
- Hampden Avenue Interchange
- Dartmouth Avenue Signal
- Evans Avenue Interchange
- Jewell Avenue Unsignalized
- Iowa Avenue Signal
- Florida Avenue Signal
- Mississippi Avenue Signal
- Multimodal Infrastructure - 28 OPTIONS
 - Pedestrian/Bicycle Grade Separation
 - Improved Connections to Parallel Trail Facilities
 - Improved Connections to Transit
 - Additional North-South Bicycle Capacity along Corridor
- TOTAL = 103 OPTIONS

Public Engagement Summary Documents

Summary of Online Public Event

Held January 18 - February 8

- 339 Visitors
- 213 Survey Responses
 - Visitor survey: 55
 - Stakeholder suggestions: 66
 - General contact: 16
 - Purpose, needs, and goals: 76
- 104 Map Comments

Summary of Public Comments

- Summarized 945 comments:
 - Online Survey (493)
 - Project Website (30)
 - Online Event (317)
 - Facebook (105)
- 32 common themes found among comments
- Includes summary of comments, themes, and resources for additional information and next steps



Online Public Meeting

The online public meeting will be live January 18 to February 8, 2021.

It presents the following topics:

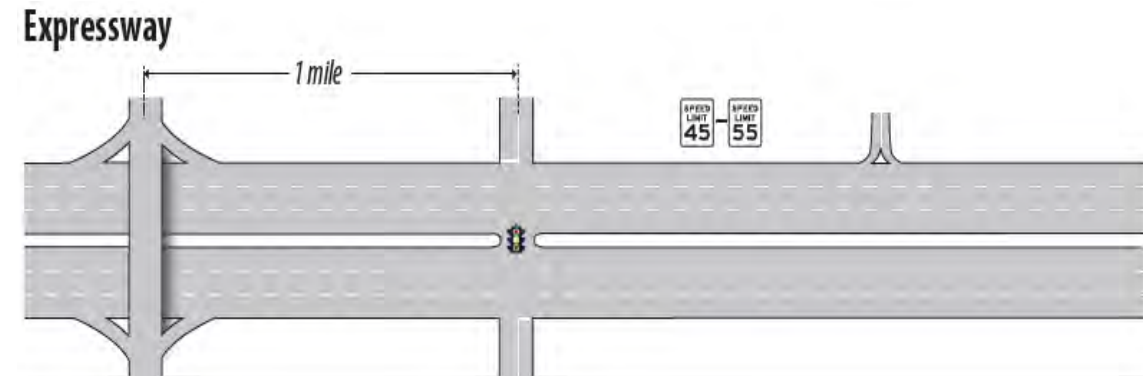
- Video overview of the project
- What is a PEL video
- Purpose and need
- Existing conditions - **data and what we've heard**
- Timeline
- Early actions
- Level 1 evaluation
- Level 1 results
- Next steps - level 2 evaluation

It also has input opportunities including:

- Suggest additional stakeholders
- Comment map
- Lifestyle and demographics

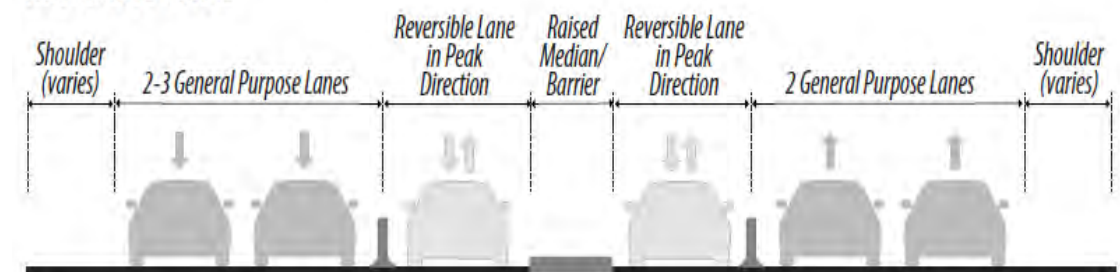
Example Level 1 Graphics:

Roadway Section Example



Cross Section Example

Reversible Lanes

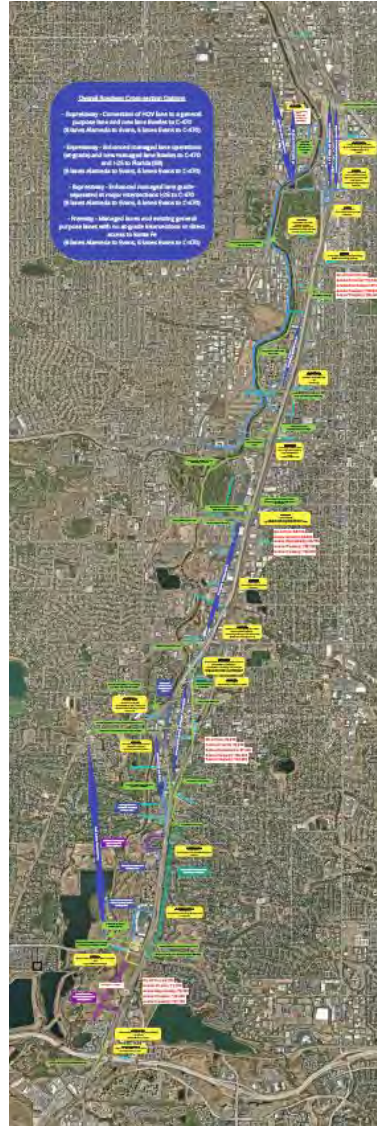


Level 2A Project Options



Santa Fe PEL C-470 to I-25

MIRO map of all 103
corridor project
options



MIRO map of project
options in Denver

No Action also includes

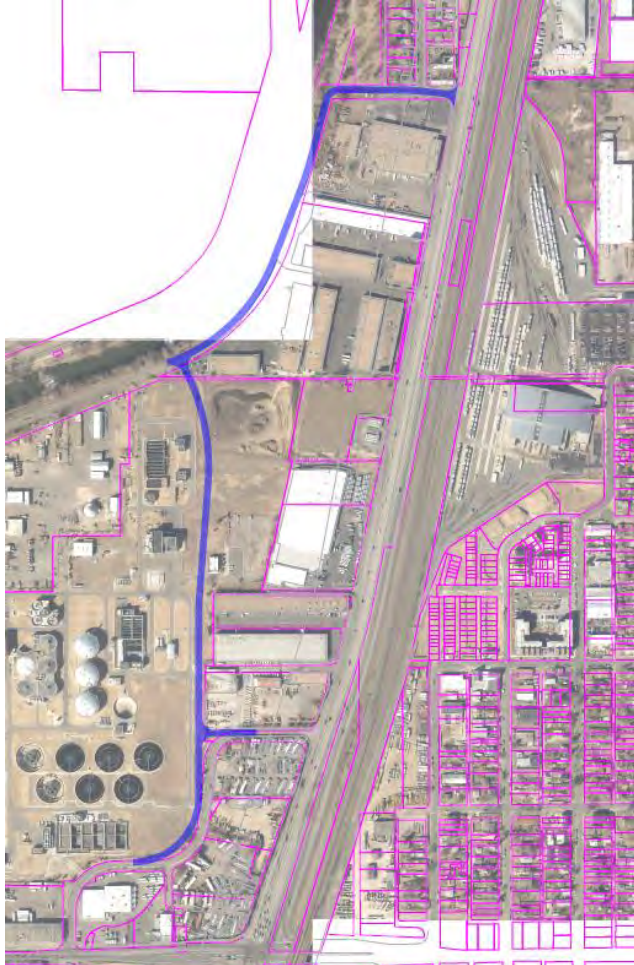
- 5th SB lane I-25 to
Mississippi
- Kentucky bridge over
South Platter
- Trail along Overland
- Jewell/Evans bridge





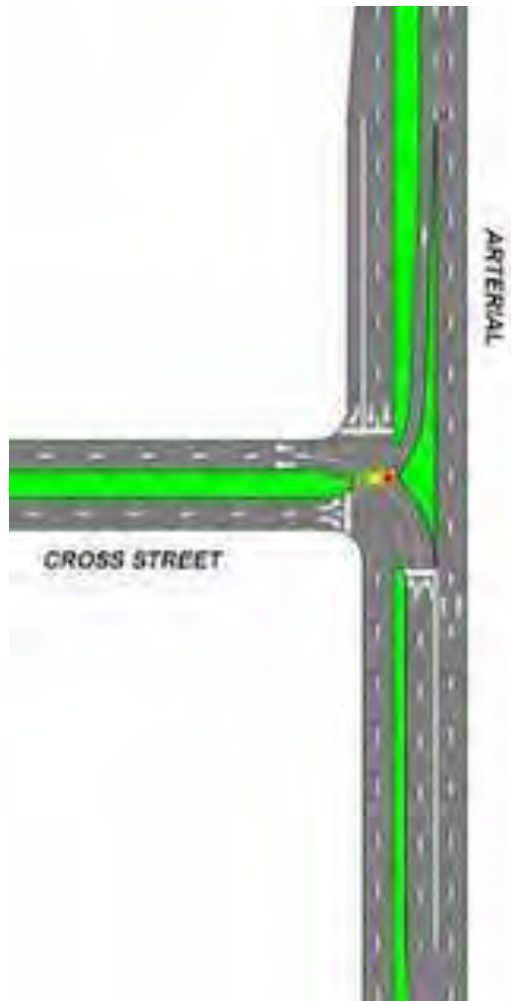
Jewel Right-Out Only

- Improves vehicular and pedestrian safety
- Directs more vehicles to signal at Evans
- Complements Denver N-S trail improvements and new bike/ped bridge



Harvard to Dartmouth Frontage Road

- Closes several access points on Santa Fe
- Improves access via S. Platte River Drive and new frontage road
- Opportunity to improve bike/ped access from neighborhood to Dartmouth



Channelized T at Florida

- Improves safety due to fewer conflict points
- Improves mobility due to fewer signal cycles and free flow northbound
- Provides acceleration lane

Early Action Projects



Santa Fe PEL C-470 to I-25

- Early action projects are currently being identified. CDOT will work with the local agencies to implement early action projects as funding becomes available
- Examples of early action projects
 - Pedestrian signing and striping at intersections
 - Safety improvements through signing and striping, such as upgrading the existing striping to the new standards
 - Minor widening to create auxiliary lanes or relieve bottlenecks, such as addition of an auxiliary lane from Dartmouth to Evans



Questions and Discussion



Santa Fe PEL
C-470 to I-25



Denver One Plan

April 5, 2021

CDOT presented a virtual overview including the project video, schedule, purpose and need and alternatives evaluation process; feedback from the first online public event; reviewed the Level 2A Options; and identified a few possible early action projects.

October 4, 2021

CDOT presented an update including feedback receive at the two online public events, a highlight of a few of the key alternatives evaluation criteria, and a review of the early action and 10 year recommendations.



Santa Fe PEL
C-470 to I-25

October 4, 2021

City and County of Denver One Plan



Local Agency Partners



Project Overview

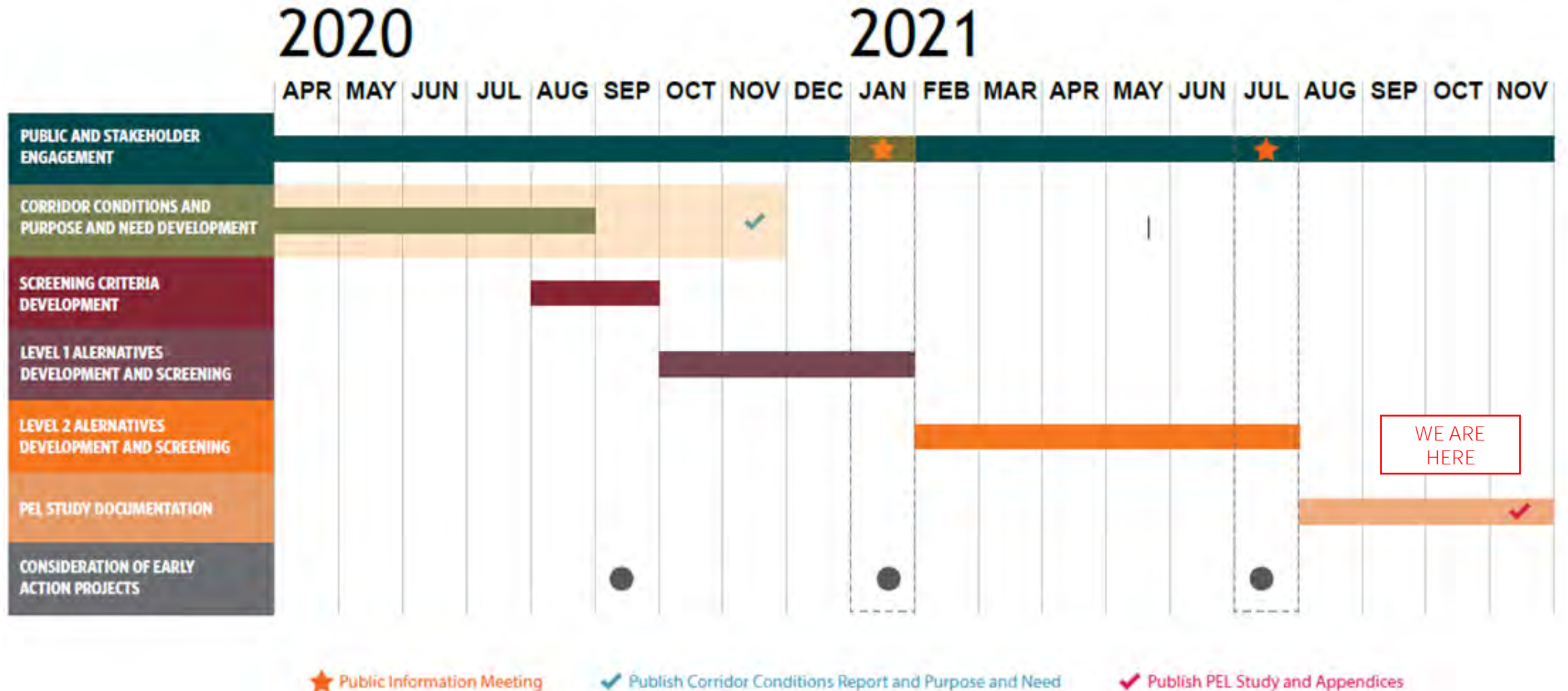


Project Overview

- CDOT, in partnership with Arapahoe County, Denver, Douglas County, Englewood, Littleton, and Sheridan, is conducting a Planning and Environmental Linkages (PEL) study.
- 11-mile stretch of Santa Fe Drive (US 85) between C-470 and the junction of Alameda Drive and I-25.
- The study will:
 - Identify transportation issues and community and environmental concerns.
 - Develop short- and long-term alternatives that create a clear vision for the transportation function of the corridor.



Project Schedule and Progress



WE ARE HERE

PEL Process



Project Structure and Decision Making

- Project Management Team
- Executive Oversight Committee
- Issue Task Forces
 - Public Information Officers
 - Multimodal
 - Environmental
 - Traffic



Survey and Online Public Event #1

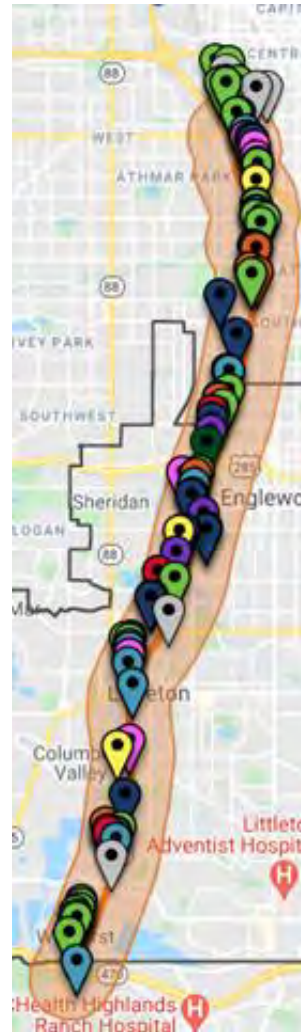
Fall 2020 Survey (212 responses):

- Visitor survey: 54
- Stakeholder suggestions: 66
- General contact: 16
- Purpose, needs, and goals: 76

Map comments: 105

Held Jan. 18 - Feb. 8, 2021

- Total visitors: 339 visitors
- Total visits: 450 visits




Colorado Department of Transportation
January 19 · 🌐

Help CDOT plan for the future of Santa Fe Drive between C-470 and I-25. Join our self-guided online event at www.codot.gov/projects/santafepel to share your thoughts and concerns now through Feb. 8!



HELP US PLAN FOR THE FUTURE OF SANTA FE DRIVE BETWEEN C-470 AND I-25

Visit our online event anytime from Jan. 18 to Feb. 8

 Santa Fe PEL C-470 to I-25

👍 🗨️ 📄 472

93 Comments 55 Shares

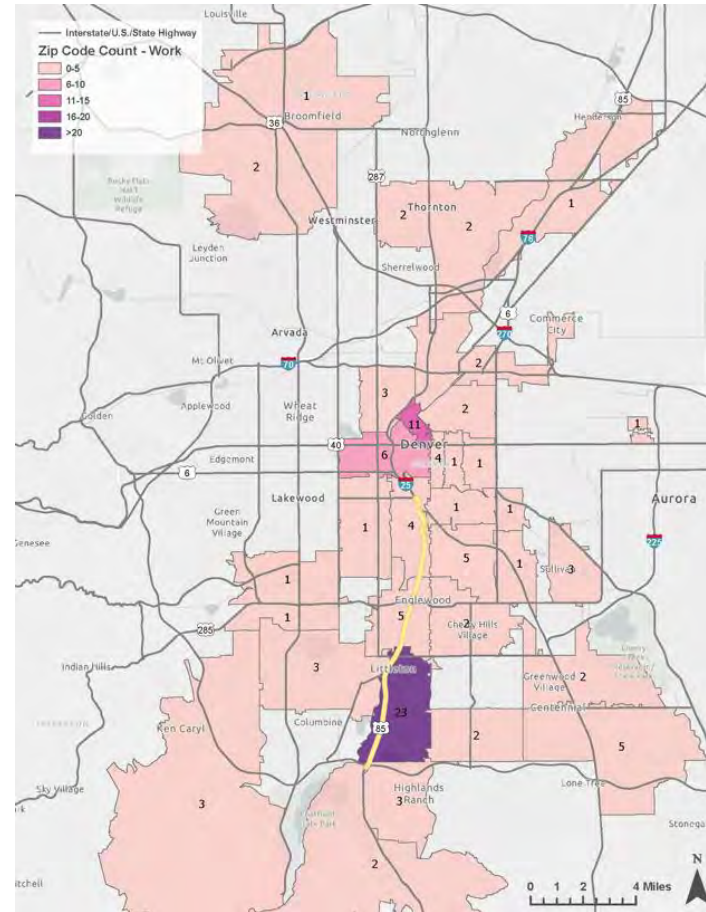
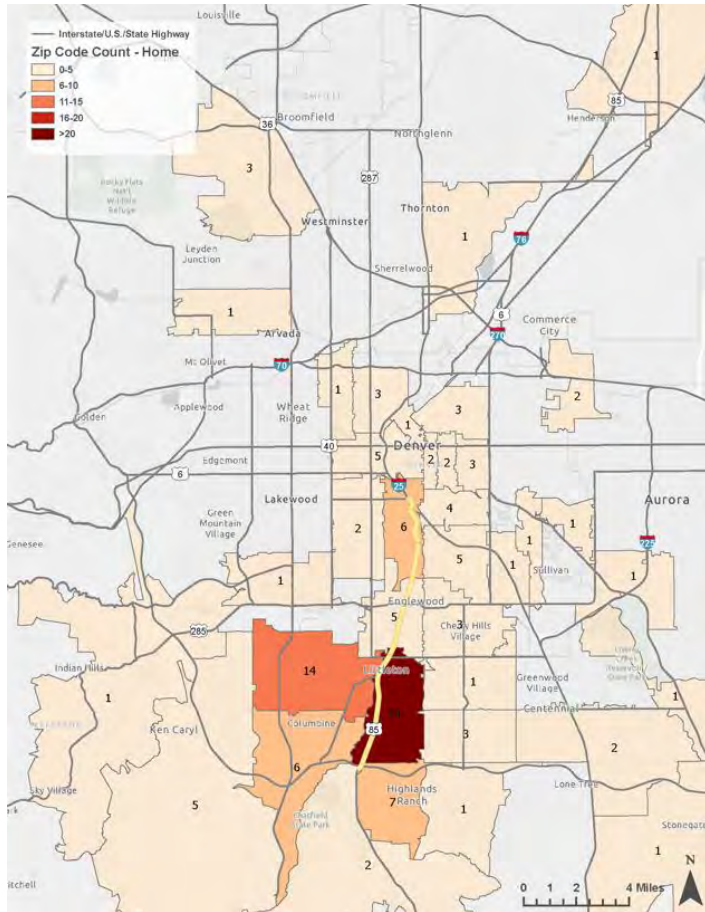
Online Public Event #2

Launched July 19th, Ended August 9th

497
VISITORS

150
SURVEY RESPONSES

490
EARLY ACTION
& THEME COMMENTS

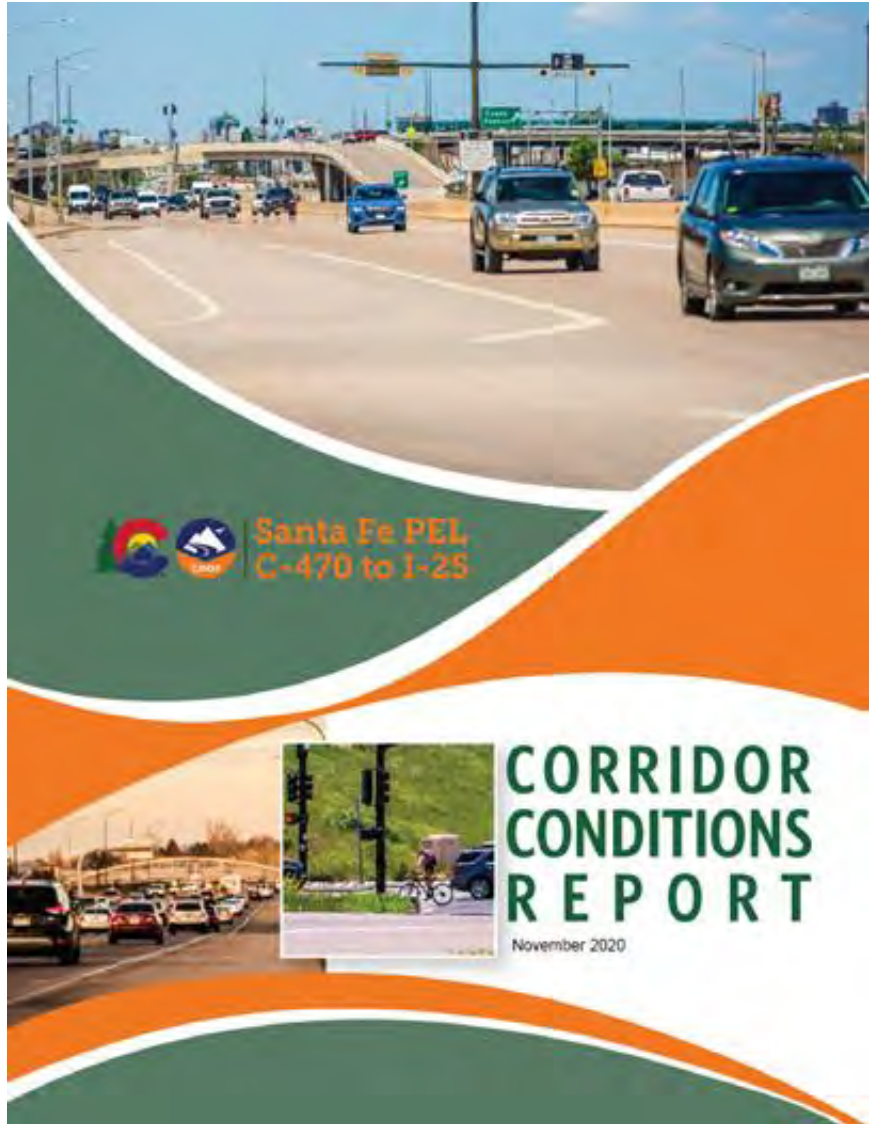


Support for Community and Environment



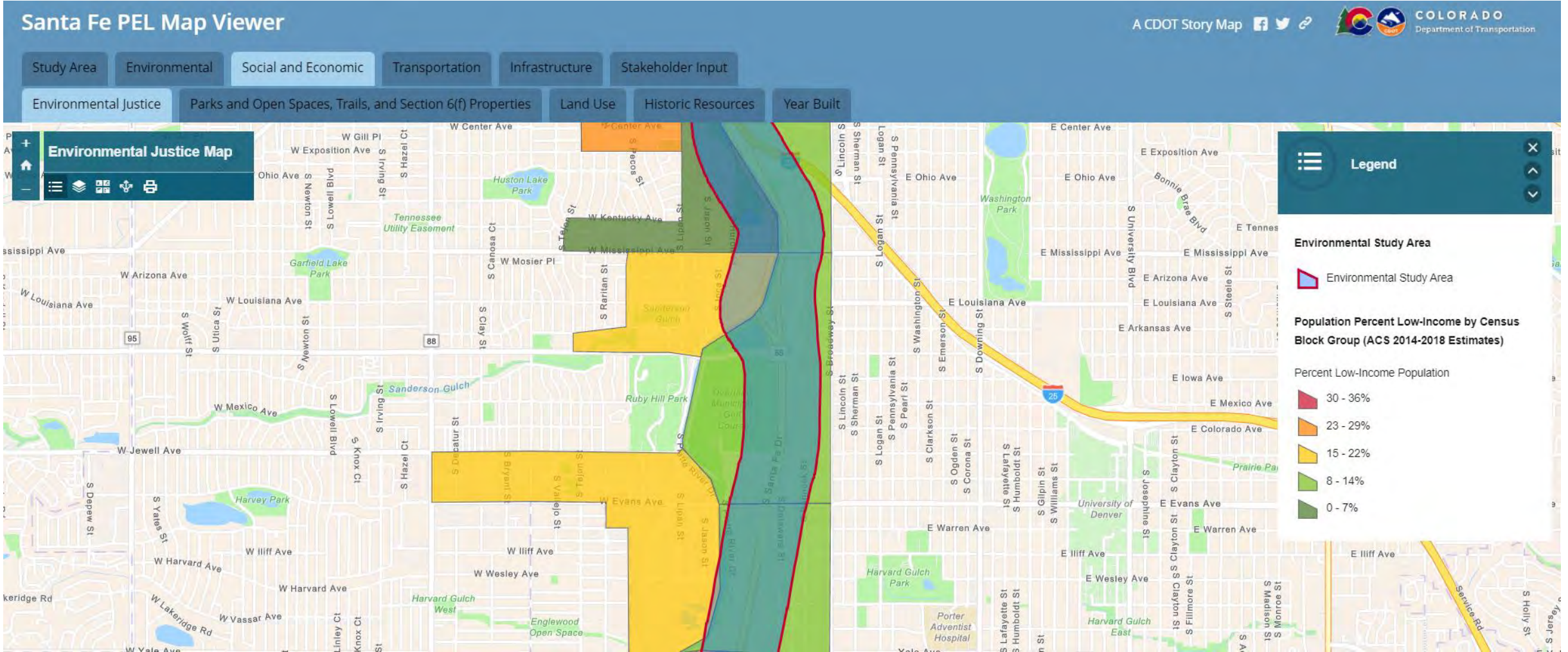
Local Plans Review and Screening Criteria

City and County of Denver and relate regional plans reviewed for relevancy

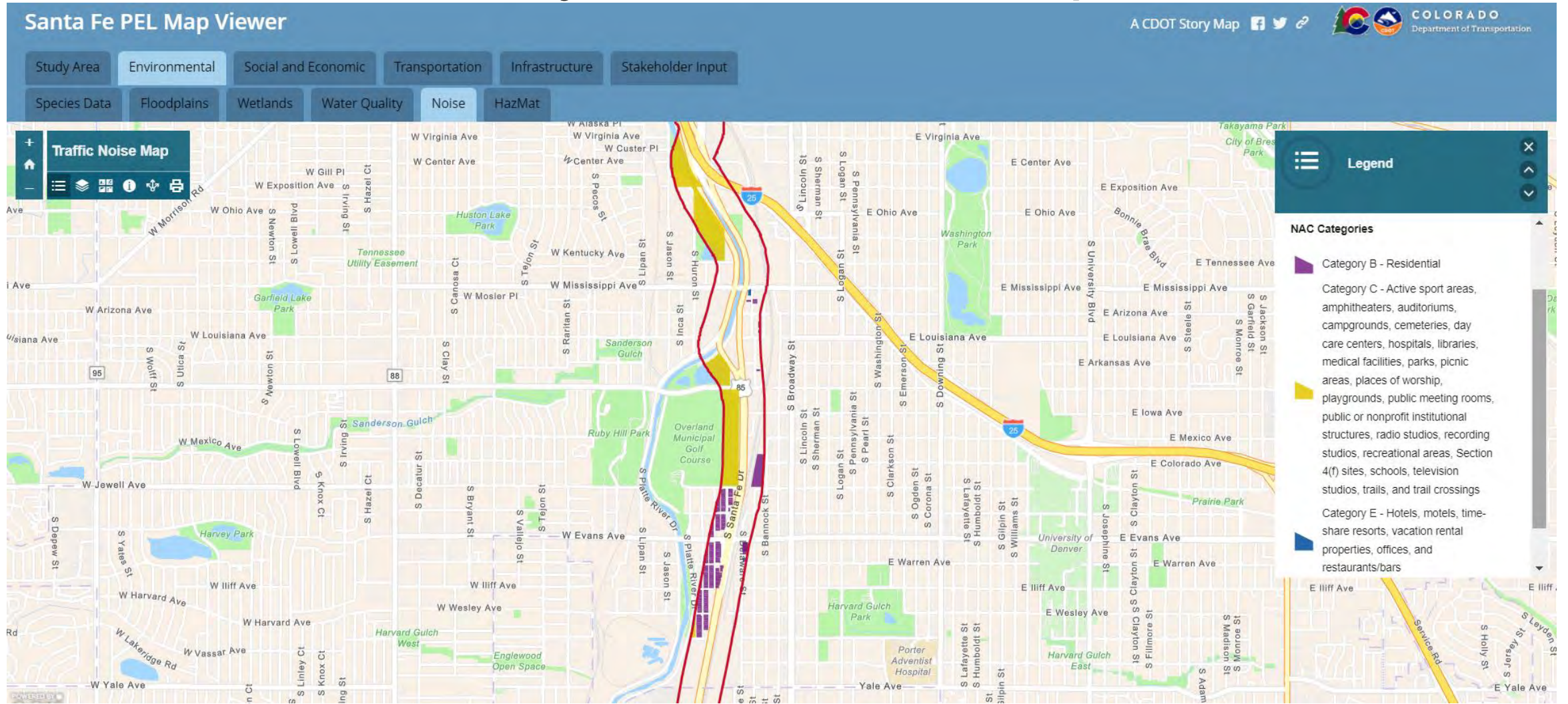


- Comprehensive Plan
- Blueprint Denver
- I-25/Broadway Station Area Plan (2016))
- Alameda Station Area Plan (2009)
- I-25 Central PEL Study (2020)
- CDOT Express Lanes Master Plan (2020)
- Denver Strategic Transportation Plan (2008)
- Denver Moves: Transit Plan (2019)
- Denver Moves: Pedestrians & Trails (2019)
- Neighborhood Transportation Management Program Baker Action Plan (2020)
- Metro Vision: Our place, our plan (2019)
- Denver Regional Active Transportation Plan (2019)
- 2040 Metro Vision Regional Transportation Plan (2020)
- RTD Regional Bus Rapid Transit Feasibility Study (2020)
- First and Last Mile Strategic Plan (2019)

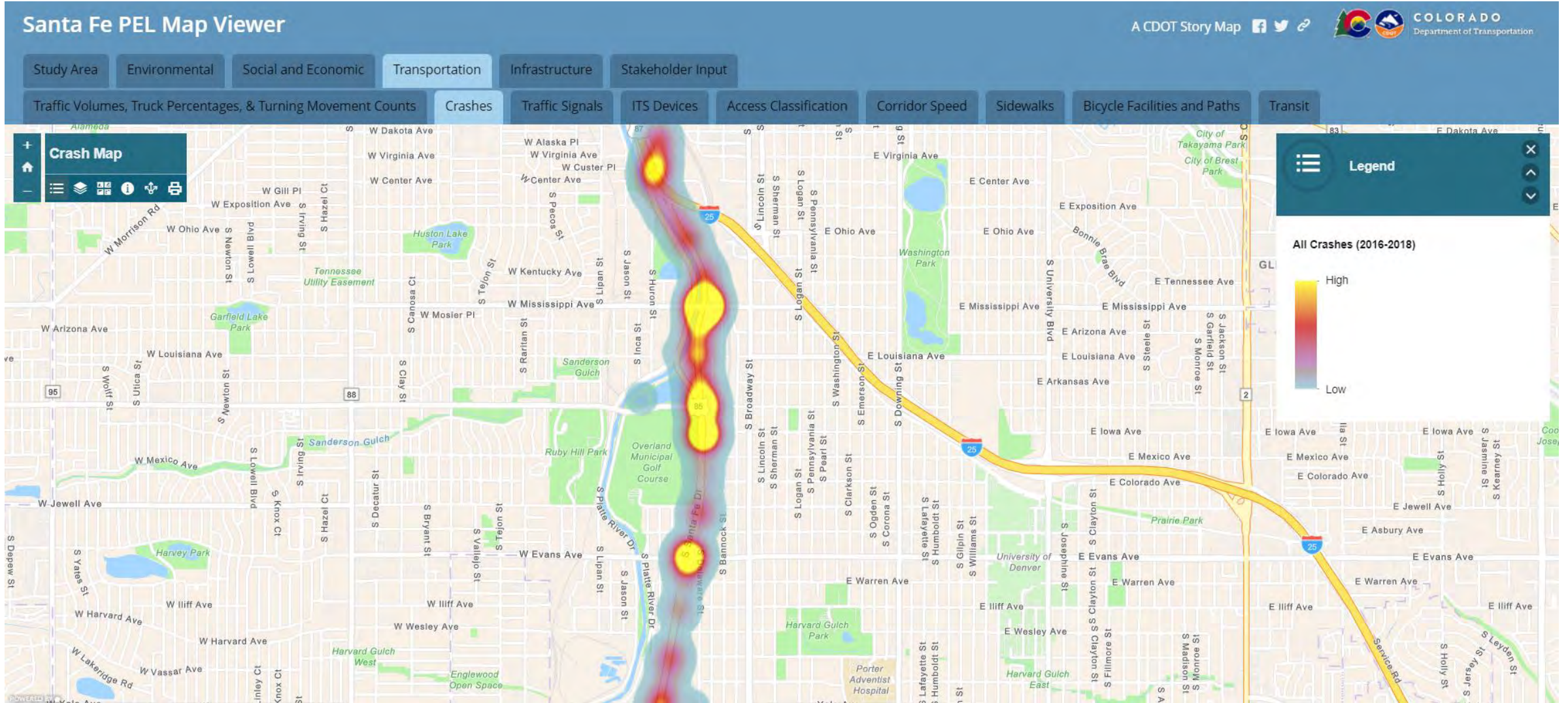
Environmental Analysis – Low Income Areas



Environmental Analysis – Noise Receptors



Crash Locations



PEL Recommendations

- Funded and Programmed Projects
- Early Action Projects
- Theme Analysis
- Project Recommendations
- Future Actions



Funded and Programmed Projects

No Action Alternative

- 1) I-25 and Alameda Avenue Improvements: Valley Highway Phase 2.0 (DRCOG TIP 2022 construction)
- 2) Kentucky Bridge over the South Platte connecting NB Santa Fe and SB Santa Fe (Privately funded)
- 3) Broadway Station and I-25 Safety and Access Improvements (DRCOG TIP 2022 construction)
- 4) Overland to Ruby Hill Pedestrian Bridge over South Platte River (Denver Capital Improvement Program)
- 5) Jewell Avenue Bicycle and Pedestrian Overpass (Denver Capital Improvement Program)
- 6) Santa Fe Resurfacing - Hampden to Florida (CDOT)

Projects without identified funds for implementation

- ★ Mississippi/Santa Fe Operational and Safety Improvements (Denver Capital Improvement Program)
- ★ Front Range Passenger Rail Line

Early Action Projects

Crestline Ave Conversion to Right-in/Right-out

Benefits:

- Improves safety by eliminating intersection left turn conflicts
- Improves operations along Santa Fe Drive by shifting slower, right turning traffic out of the mainline through lanes

Agencies:

- CDOT, City of Littleton, Arapahoe County

Potential Funding:

- FASTER



Early Action Projects

Northbound Auxiliary Lane at Prince St with Bike Lanes

Benefits:

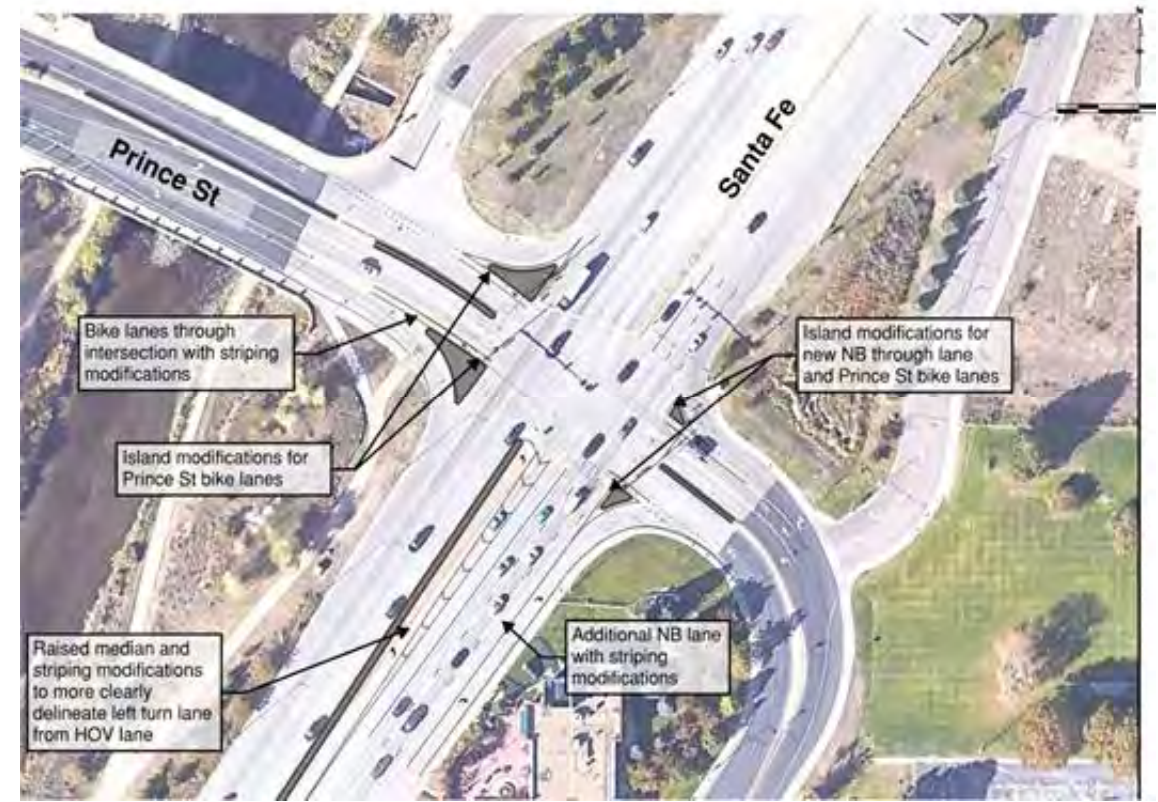
- Improves safety by reducing conflicts that occur due to drivers confusing the northbound HOV lane for a second left turn lane
- Improves multimodal safety and connections with striped bike lane through the intersection
- Improves operations along northbound Santa Fe Drive with additional through lane reducing the bottleneck at the Prince Street traffic signal

Agencies:

- CDOT, City of Littleton, Arapahoe County

Potential Funding:

- FASTER



Level 2B Evaluation Corridor Themes

- Theme 1. Corridor Safety and Operations Focus
- Theme 2. Corridor Access Focus
- Theme 3. Multimodal Focus
- Theme 4. Adaptability/Flexibility

Corridor Themes



Recommendations

I-25 to I-70

- Kentucky Ave: Channelized T
- Santa Fe mainline: SB added lane across Platte River bridge to Florida
- Traffic Signal Timing Improvements I-70 – Kentucky (potential adaptive traffic signal system)
- Mississippi Ave: NW Quadrant Road
- Improved Mississippi Connection to S Platte River Trail
- I-70 Ave: Channelized T - with Sidewalk Improvements to Florida and/or consideration of pedestrian/bicyclist activation crossing for Santa Fe crossing



Recommendations

Jewell to Yale

- Mary Carter Greenway Trail Bridge over South Platte River near Jewell
- Jewell Ave: Close at Santa Fe
- Santa Fe NB/SB Auxiliary Lanes Hampden - Florida
- Evans Ave: No Action
- Pedestrian/Bicyclist Grade Separation – Iliff



Future Action Projects

- Mississippi Ave: NW Quadrant Road as phase of longer-term interchange
- S Platte River Dr: Bike lanes and sidewalks provided along frontage road rather than Santa Fe
- Evans Ave: interchange modifications to better accommodate pedestrians/bicyclists
- Florida: Interchange and/or grade separation under RR to connect to Broadway



Managed Lane Alternatives

Alternative Number	Lane Type	Description
1	HOV	Maintaining the HOV lane with design adjustments to improve operations and safety
2	GP	Conversion of existing HOV lane to a general-purpose lane
3	HOV	Relocation of the HOV lane from the left lane to the right lane to avoid left turn weave conflicts
4	HOT	Enhanced at-grade managed lanes from C-470 to I-25
5	HOT	Enhanced managed lanes from C-470 to I-25 including grade separation at major intersections

Assumption: Except for Alternative 1 and Alternative 3, each alternative will include eight total lanes on Santa Fe Drive between Alameda Avenue and Evans Avenue, and six total lanes between Evans Avenue and C-470. This will require an additional through lane to be constructed starting near Bowles Avenue and extending to C-470.

Implementation Plan and Potential Funding Sources

- DRCOG TIP - Regional or SubRegional
 - Congestion Mitigation and Air Quality
 - Surface Transportation Block Grant for Local Agencies (previously STP-Metro)
- Transportation Alternatives for Local Agencies (previously Transportation Alternative Program)
- Surface Transportation Block Grant for CDOT
- National Highway Performance Program (NHPP) (previously National Highway System [NHS])
- ADA Ramp
- FASTER Safety
- Highway Safety Improvement Program
- Safety Hot Spot
- FASTER Transit
- National Highway Freight Program
- Federal Discretionary Grants
- Developer/Private Funding/Road Impact Fees
- Development or Urban Renewal Authority
- Other state and local revenue sources

Next Steps

- Advance Early Action projects
- Finalize recommendations with Project Management and Executive Oversight teams
- Develop Implementation Plan
- Draft report by late 2021
- Identify activities to be part of Task Order 2



Questions



Alternative 1: Maintain HOV lanes, minor operational improvements



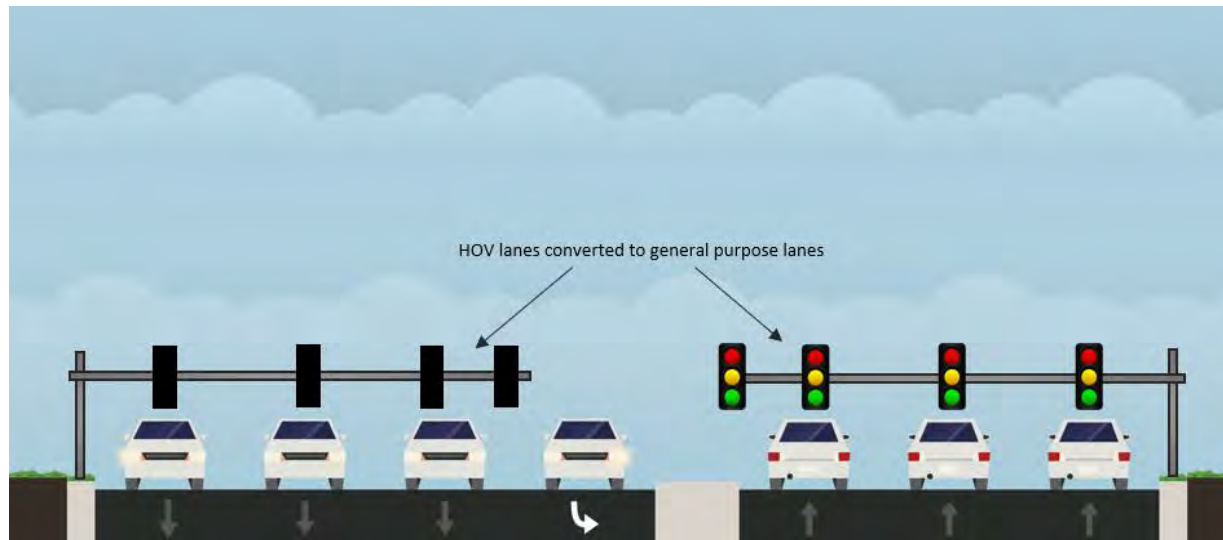
Steps Toward Implementation

- Increase buffer zones and shoulder widths where possible
- Ingress/egress safety study
- ITS improvements (CCTV, DMS, enforcement, etc.)
- Allow EV access to HOV lane
- Minimal impacts to bicycle and pedestrian crossings (typical section not widened)
- Minimal impacts to environmental resources (roadway footprint not widened)

Alternative	Safety Benefit	Cost	Operational Improvement	Legal Barriers	Difficulty to Implement
1-HOV	Moderate	Lowest	Minimal	None	Minimal
2-GP					
3-HOV					
4-HOT					
5-HOT					



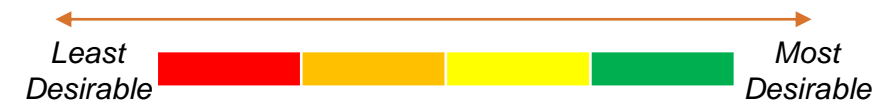
Alternative 2: Convert HOV lanes to GP lanes



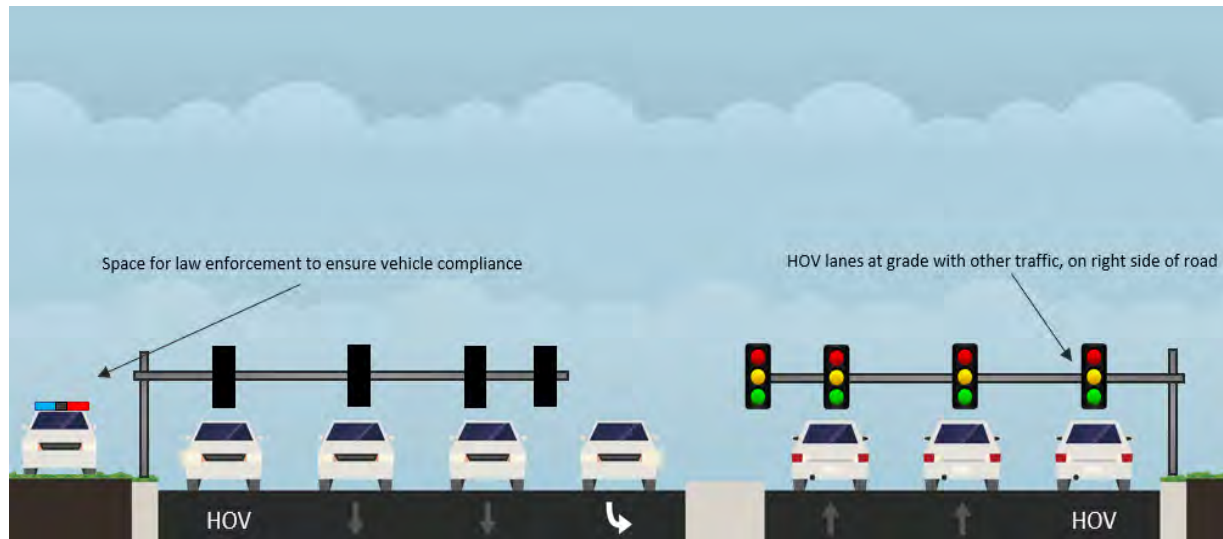
Steps Toward Implementation

- Determine legislative and CMAQ funding barriers
- Increased impacts to bicycle and pedestrian crossings (potential widening from Bowles to C-470)
- Increased impacts to environmental resources (increased footprint from Bowles Ave to C-470)

Alternative	Safety Benefit	Cost	Operational Improvement	Legal Barriers	Difficulty to Implement
1-HOV					
2-GP	Moderate	Lower	Significant	Highest	Moderate
3-HOV					
4-HOT					
5-HOT					



Alternative 3: Move HOV lane to right side



Steps Toward Implementation

- Adjust corridor signing and striping
- Minimal impacts to bicycle and pedestrian crossings (typical section not widened)
- Minimal impacts to environmental resources (roadway footprint not widened)

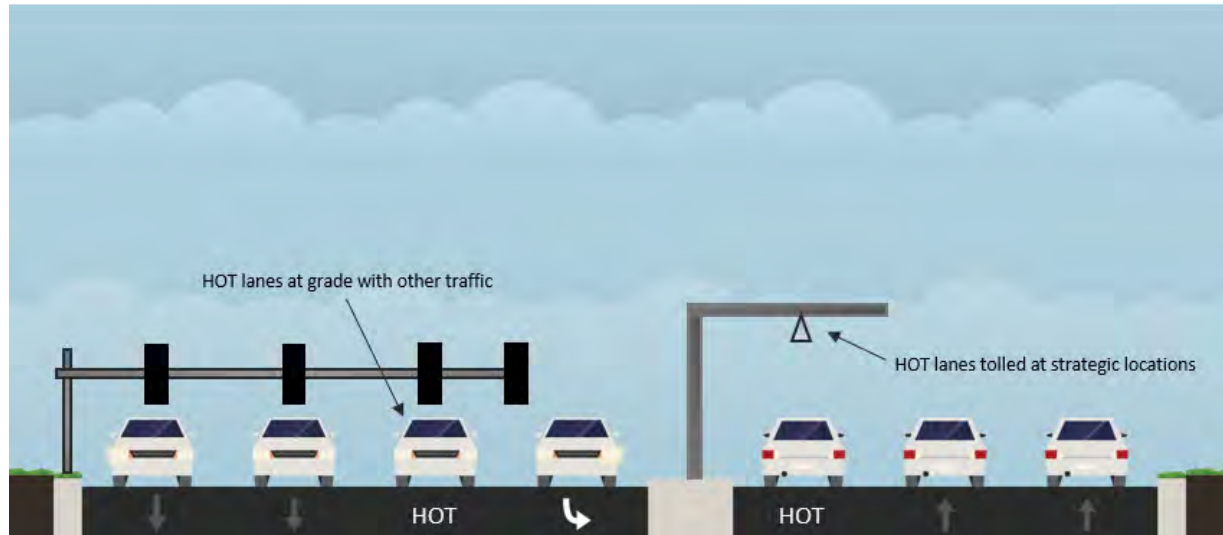
Examples

Airport Road and 128th (Seattle, WA)
San Tomas Expressway (Santa Clara, CA)

Alternative	Safety Benefit	Cost	Operational Improvement	Legal Barriers	Difficulty to Implement
1-HOV					
2-GP					
3-HOV	Adverse	Lower	Minimal	None	Minimal
4-HOT					
5-HOT					



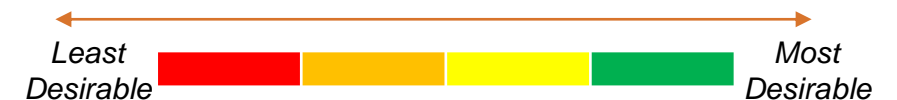
Alternative 4: Convert facility to at grade HOT/managed lanes



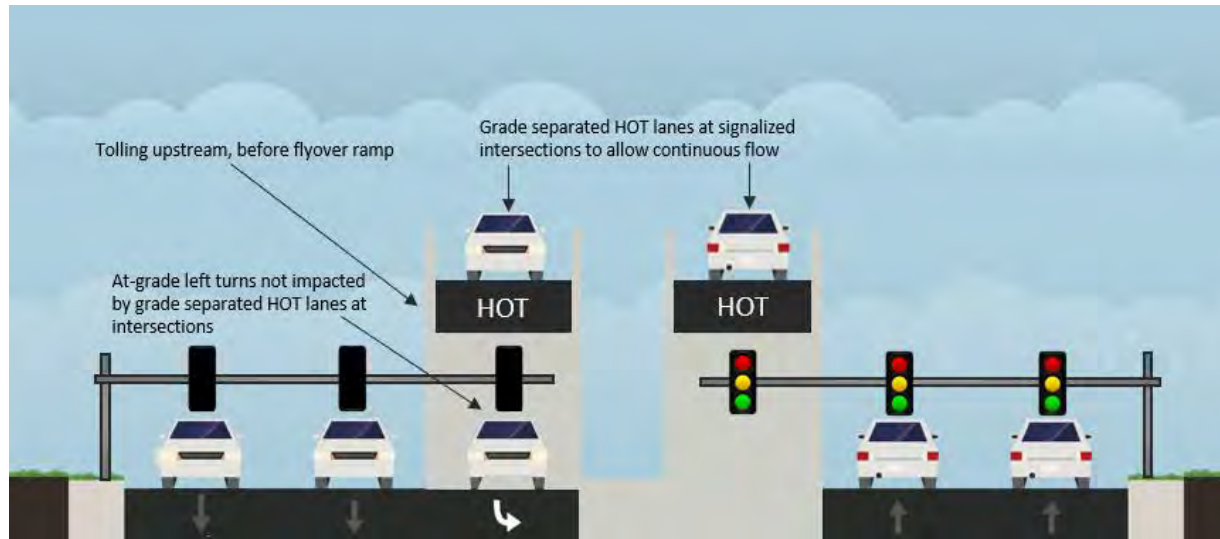
Steps Toward Implementation

- Determine legislative and CMAQ funding barriers
- Install tolling infrastructure
- Additional improvements noted in Alternative 1
- Increased impacts to bicycle and pedestrian crossings (potential widening from Bowles to C-470)
- Increased impacts to environmental resources (increased footprint from Bowles Ave to C-470)

Alternative	Safety Benefit	Cost	Operational Improvement	Legal Barriers	Difficulty to Implement
1-HOV	Low	Low	Low	Low	Low
2-GP	Low	Low	Low	Low	Low
3-HOV	Low	Low	Low	Low	Low
4-HOT	Moderate	Low	Moderate	Moderate	Minor
5-HOT	Low	Low	Low	Low	Low



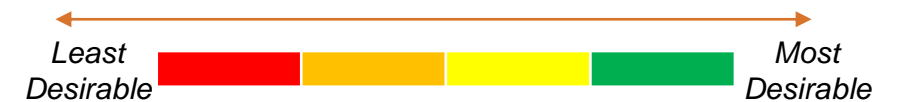
Alternative 5: Convert to HOT lane, flyovers at select intersections



Steps Toward Implementation

- Determine legislative and CMAQ funding barriers
- Install tolling infrastructure
 - *(Alternative 4 could serve as an interim condition)*
- Additional improvements noted in Alternative 1
- Increased impacts to bicycle and pedestrian crossings (potential widening from Bowles to C-470 and at some intersections)
- Increased impacts to environmental resources (increased footprints, including from Bowles Ave to C-470)

Alternative	Safety Benefit	Cost	Operational Improvement	Legal Barriers	Difficulty to Implement
1-HOV	Yellow	Light Green	Red	Light Green	Light Green
2-GP	Yellow	Light Green	Yellow	Red	Yellow
3-HOV	Red	Light Green	Red	Light Green	Light Green
4-HOT	Yellow	Yellow	Yellow	Yellow	Yellow
5-HOT	Significant	Highest	Highest	Moderate	Greatest



South Platte River Working Group **February 25, 2021**

CDOT provided a brief presentation to the SPWG including a virtual overview including the project video and schedule; identified a few possible early action projects and a brief discussion about the potential synergy between the Santa Fe PEL multimodal recommendations and the SPWG priority projects.



COLORADO

Department of Transportation

Santa Fe PEL C-470 to I-25

South Platte Working Group 2/25/2021

Santa Fe Drive Planning & Environmental Linkages (PEL) Study C-470 to I-25

About the Project

The Santa Fe Drive Planning and Environmental Linkages (PEL) study will identify future transportation and safety improvements for an 11-mile stretch of Santa Fe Drive (U.S. Highway 85) between Central 470 (C-470) and the junction of Alameda Drive and Interstate 25 (I-25).

Santa Fe is a north-south principal arterial highway owned and operated by CDOT. It is a regional facility and is included in long-term planning services provided

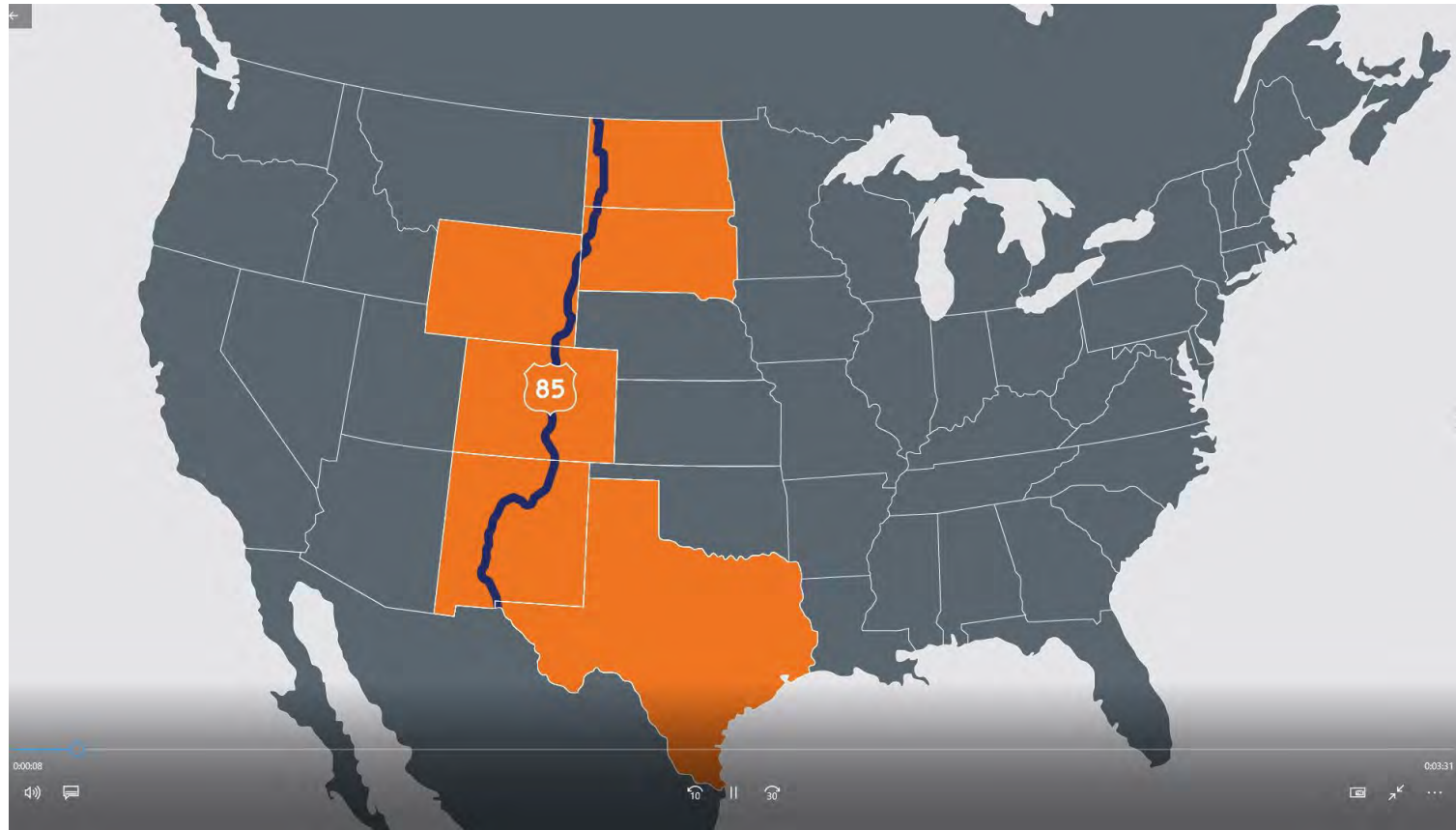


Corridor Challenges

- Santa Fe varies from a 4-lane facility to an 8-lane facility within the project limits. This brings discontinuity to the corridor
- The Santa Fe corridor serves both regional and local travel needs for the South West Denver Metro Area.
- Large truck percentages on Santa Fe are almost double what would be expected on similar corridors. The large truck percentage varies from 8%-10% on the corridor.
- Santa Fe experiences high accident rates when compared to comparable facilities. This is due to congestion and the inconsistent access along the corridor.



- <https://www.codot.gov/projects/santafepel>



Early Action Projects



Santa Fe PEL C-470 to I-25

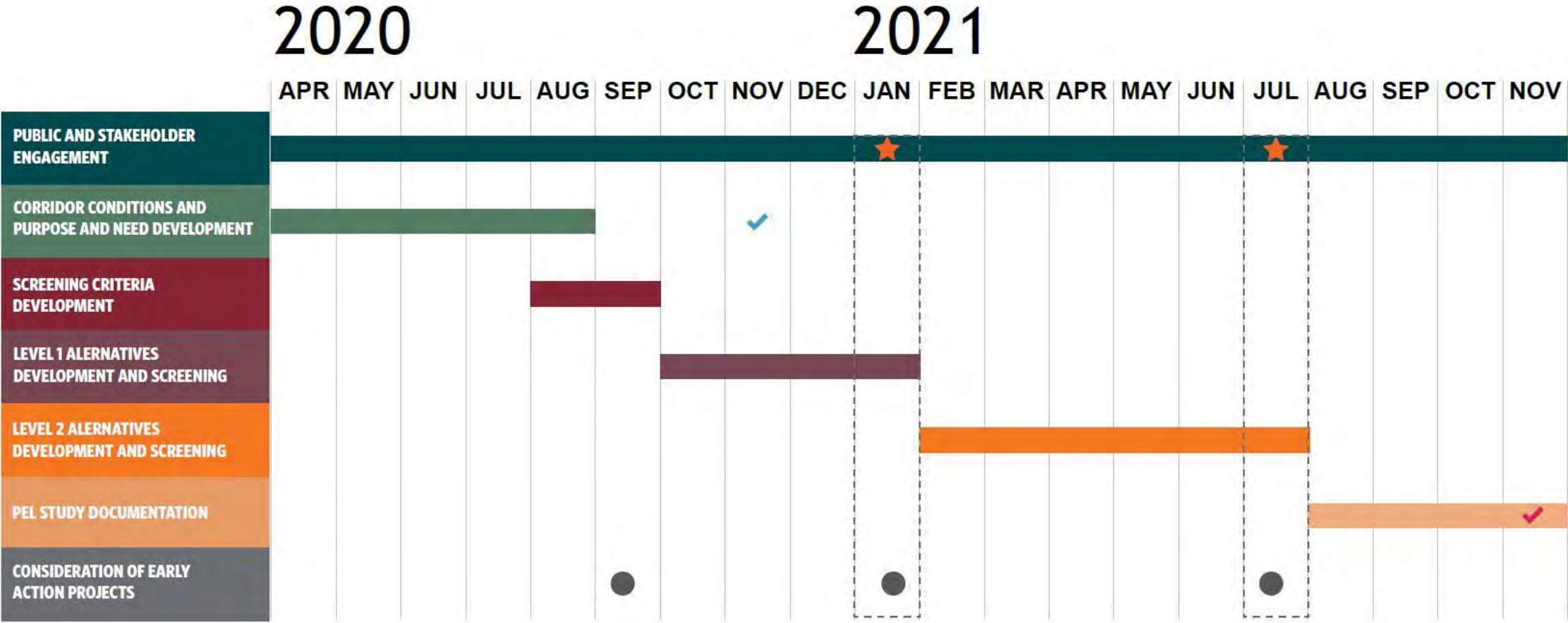
- Early action projects are currently being identified. CDOT will work with the local agencies to implement early action projects as funding becomes available.
- Examples of early action projects.
 - Additional bike and pedestrian crossings across Santa Fe, such as the Hampden crossing.
 - Safety improvements through signing and striping, such as upgrading the existing striping to the new standards.
 - Minor intersection improvements to increase capacity and safety, such as a continuous T intersection at Brewery Lane and Aspen Grove Lane.
 - Minor widening to create auxiliary lanes or relieve bottlenecks, such as addition of an aux lane from Dartmouth to Evans



Schedule



Santa Fe PEL C-470 to I-25



★ Public Information Meeting

✓ Publish Corridor Conditions Report and Purpose and Need

✓ Publish PEL Study and Appendices

Questions and Discussion

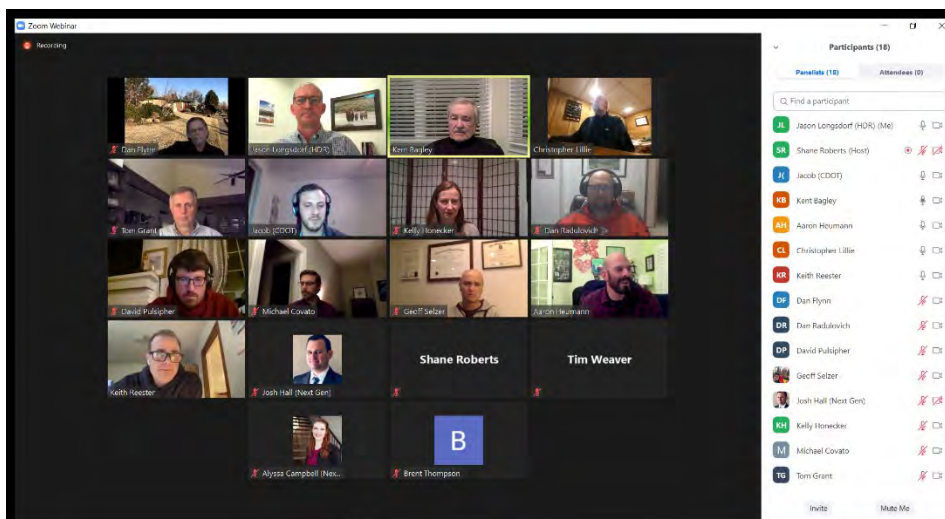
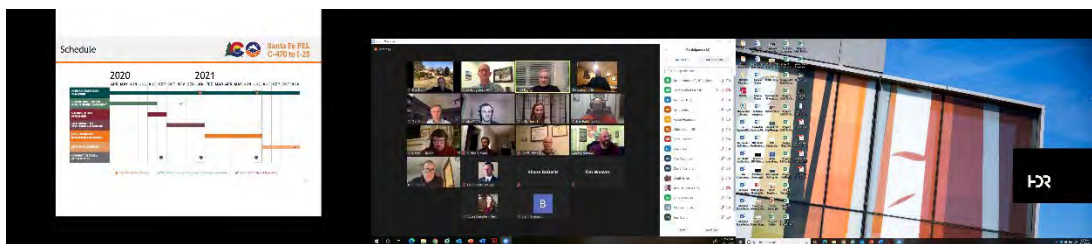
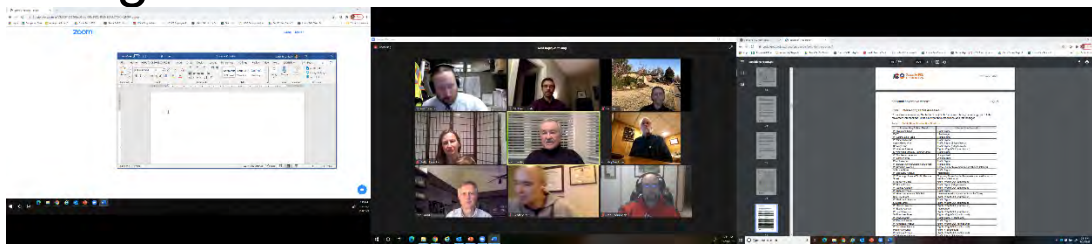


Santa Fe PEL
C-470 to I-25



Littleton Transportation and Mobility Advisory Board, January 28, 2021

CDOT presented a virtual overview including the project video, encouraged participants to help direct people to the January/February online public event, reviewed potential early action projects, and fielded several questions about the types of multimodal projects that were being considered.





COLORADO

Department of Transportation

Santa Fe PEL C-470 to I-25

Project Overview



Santa Fe PEL C-470 to I-25

Santa Fe Drive Planning & Environmental Linkages (PEL) Study C-470 to I-25

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PEL Video



Santa Fe PEL C-470 to I-25

- <https://www.santafepelmeeting.com/>



Online Public Meeting



Santa Fe PEL C-470 to I-25

The online public meeting will be live January 18 to February 8, 2021.

It presents the following topics:

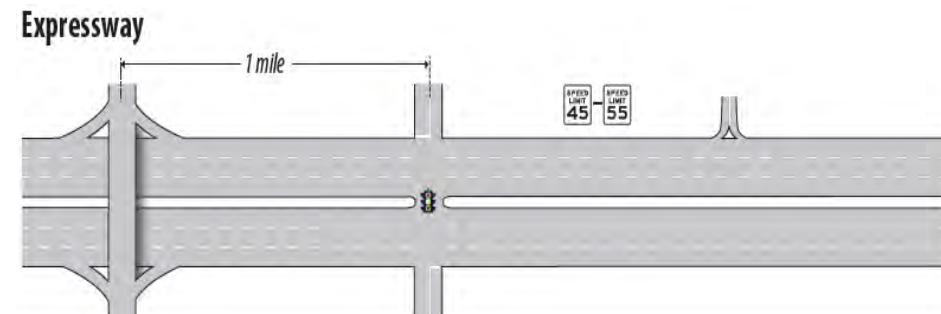
- Video overview of the project
- What is a PEL video
- Purpose and need
- Existing conditions – data and what we've heard
- Timeline
- Early actions
- Level 1 evaluation
- Level 1 results
- Next steps – level 2 evaluation

It also has input opportunities including:

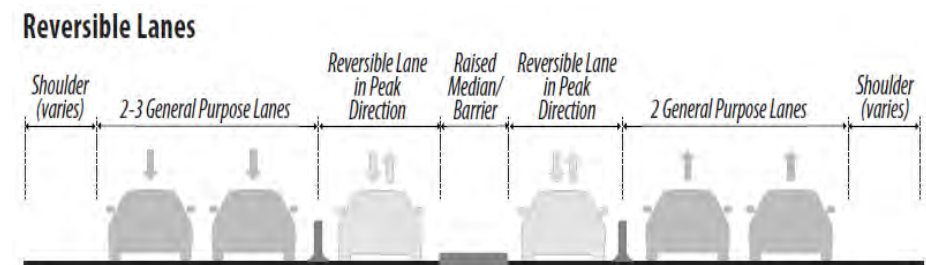
- Suggest additional stakeholders
- Comment map
- Lifestyle and demographics

Example Level 1 Graphics:

Roadway Section Example



Cross Section Example



Early Action Projects



Santa Fe PEL
C-470 to I-25

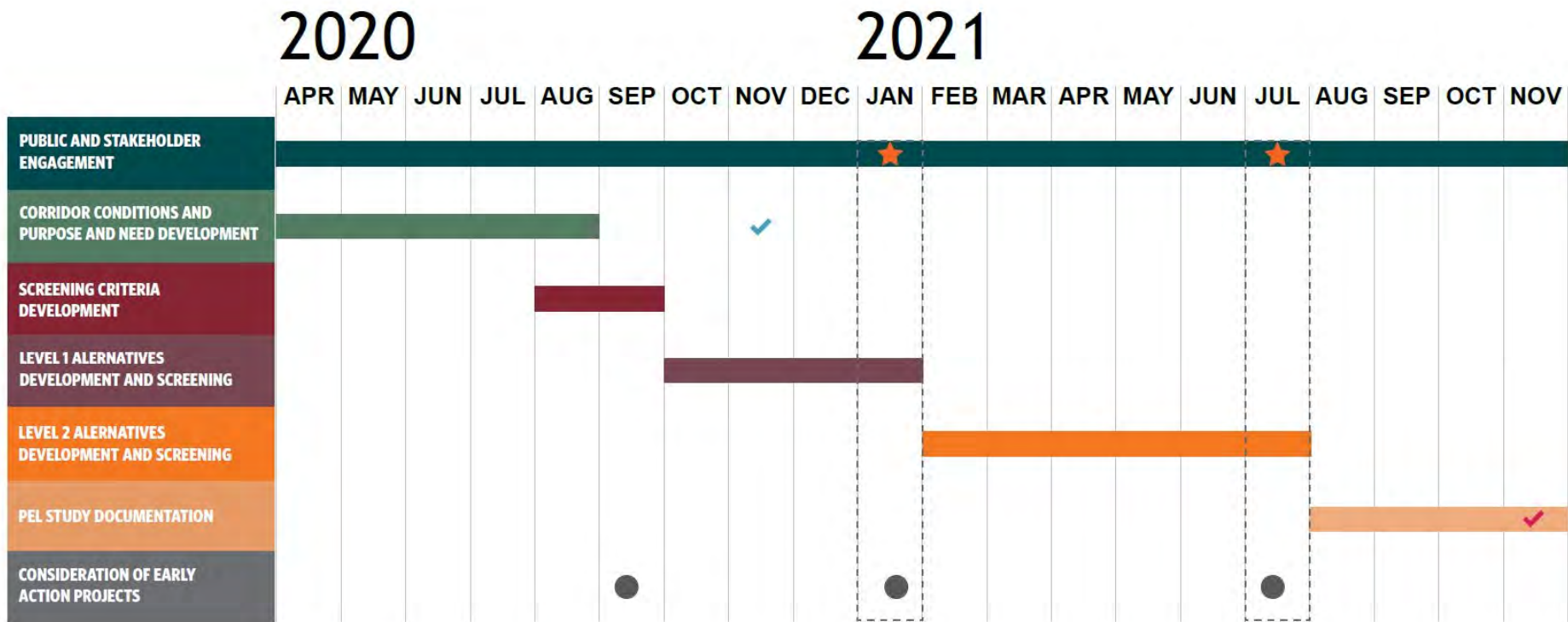
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Santa Fe PEL C-470 to I-25



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✓ Publish Corridor Conditions Report and Purpose and Need

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Questions and Discussion



**Santa Fe PEL
C-470 to I-25**



LOCAL AGENCY LAND USE REVIEW

November 22, 2021 (Updated May 5, 2022)

MEMORANDUM

To: Zachary Bentzler and Jason Longsdorf, HDR

From: Arleen Taniwaki, ArLand Land Use Economics

Project: Santa Fe PEL Land Use Draft

ArLand Land Use Economics was asked to provide additional perspective on the Santa Fe PEL's draft short and long term recommendations from the standpoint of land use and the respective jurisdiction's land use goals. One of the PEL's project's goals is to ensure that jurisdiction's land use perspectives are more broadly reflected in the project recommendations. The project team also wanted to note where potential actions (either on the part of CDOT or the jurisdiction) would help facilitate additional densification near light rail stations or connect to land use nodes.

This memo was prepared as the short and long term recommendations for the PEL were drafted, presented and circulated to various stakeholders associated with the project. Short emails were sent to the jurisdictions and one-hour zoom interviews were set up. The short term recommendations map dated October 2021 was also incorporated into the conversations. Interviews were conducted with (from south to north) as follows:

- a. City of Littleton:
 - i. Jennifer Henninger (Community Development Director)
 - ii. Mike Sutherland (Deputy Community Development Director)
 - iii. Aaron Heumann (Transportation Engineering Manager)
- b. City of Sheridan:
 - i. Andrew Rogge (Senior Planner)
- c. City of Englewood:
 - i. Maria D'Andrea (Public Works Director)
 - ii. John Voboril (Senior Long Range Planner)
- d. City of Denver:
 - i. David Gaspers (Principal City Planner)
 - ii. David Pulsipher (Pedestrian and Bicycle Planning Supervisor)
 - iii. Jane Boand (Senior Planner, Public Works Project Design)

While having few comments, both Arapahoe and Douglas Counties acknowledged that relatively little county land for both jurisdictions was included in the study area. They also both acknowledged that major land use issues were more appropriately expressed by the cities within their county boundaries and the planning efforts they undertake.

1. City of Littleton

The City of Littleton’s Comprehensive Plan, adopted in 2019, identified several goals helping guide the Santa Fe PEL’s recommendations. The Comprehensive Plan includes goals on connections particularly for the Mary Carter Greenway, direction on possible projects at the Santa Fe/Mineral Avenue intersection specifically, and the importance of the South Platte River Corridor to the City.

Ongoing plans and developments along the Santa Fe corridor are important considerations in the development of the PEL recommendations. The following table lists programmed public improvements underway by the City of Littleton complementing these plans and developments. It also includes current short term PEL recommendations. Complementary land use considerations are noted on the right. Significant land use concerns /considerations that should be considered as implementation occurs are italicized. Only those programmed improvements and PEL recommendations directly related to potential land use changes are included. Maps showing all programmed improvements and the short term PEL recommendations are included in the Appendix.

City of Littleton City Programmed Improvements, PEL Recommendations, and Land Use Considerations

City of Littleton		
<i>Corridor Programmed Improvements (Littleton)</i>	<i>PEL Recommendations</i>	<i>Land Use Considerations</i>
New Traffic Signal along Santa Fe between County Line Road and Mineral Avenue		Access for Toll Brothers project, Santa Fe Park South (south of Mineral), being planned. Full buildout to potentially include up to 400 townhome and carriage homes; multifamily, senior housing, and 30,000 square feet of commercial space.
Mineral Ave Quadrant Road at Santa Fe		<p>Planning underway.</p> <p>-Future access considerations to include providing and aligning multi-modal access for new residential neighborhoods (south of the station) to the Mineral Station.</p> <p>33 acres at the southwest corner of Santa Fe and Mineral is owned by Evergreen development and currently under a lawsuit against the City for a denied PD application. The failed proposal requested apartments, pad commercial development and an assisted living facility. The City is working with Evergreen to acquire the necessary ROW for the southwest quad road which will go through the Evergreen property.</p> <p>Aspen Grove to the north of the Mineral Light Rail Transit (LRT) Station just received Council approval for a PD Amendment that will allow the redevelopment of Aspen Grove to accommodate up to 2,000 residential units.</p>

		<p>The City desires to work with RTD to possibly create a northwest quadrant road with transit oriented development on the RTD property.</p> <p>The quadrant road is conceived of as an immediate short term solution to area traffic congestion. While it may be beneficial to future commercial development on the southwest corner of Santa Fe and Mineral, <i>careful design will be necessary to insure the residential and commercial elements remain connected to each other and that future residents can access the commercial as well as the station without a car and vice-versa.</i></p> <p>The Comprehensive Plan notes "...consensus on potential land uses and intensities in the vicinity of the Santa Fe/Mineral Avenue intersection has been so elusive precisely because so many character considerations come into play at this premier location. Extensive undeveloped land and surface parking near a busy light rail station offers obvious opportunity for transit-oriented development with a more Urban character. Yet, proximity to the river / greenway corridor typically points to site designs with Suburban character in mind. At the same time, Santa Fe's vehicular volumes and the high profile nature of this busiest of Littleton intersections introduces auto-oriented development pressures...."</p>
Mineral Mobility shed Improvements		Better connect residential neighborhoods to the east of Santa Fe to the Mineral LRT Station.
	Mineral Sidewalk and Ped Bridge Widening Mineral Station Parking Lot Path	Complement future plans for Mineral LRT Station structured parking. Shared structured parking could occur on the Evergreen property if a pedestrian bridge connected the structure to the Mineral LRT Station .
	Aspen Grove Way: Channelized T	Aspen Grove owners are currently going through the City's approval process to redesign parts of the commercial center. While the center would maintain about 150,000 square feet of commercial, it would potentially redesign the southern parking lot and some of the stores to include up to 2,000 apartment, townhome, and multifamily units. This residential area would have great access to the Mineral LRT Station.
	Brewery Ln: Channelized T	Additional restaurant / event space/ recreation including trail head parking under consideration for area. Additional uses being discussed include storage, residential, and senior assisted living.

	Access Consolidation / Cross Access: Vinewood to Church	<i>This recommendation would need to be coordinated with any potential redevelopment plans on the Dish Network property to ensure cohesion (see notes next to Bowles Avenue Quadrant Road). Potential good access to Downtown Littleton LRT Station. The City also just recently had a preplanning application for a 100 plus unit mixed use building near the existing Platte River Grill.</i>
	Littleton/Downtown Trail to Station Connection Improvements	<p>The Littleton Comprehensive Plan also calls for better connections between the east and west sides of Santa Fe. Enable better connection from areas west of Santa Fe to Downtown Littleton LRT Station.</p> <p>The City of Littleton is considering future downtown mobility study to identify ways to help move pedestrian traffic in and around downtown, identify shared parking opportunities for downtown (potentially with Arapahoe Community College or the Elks Lodge). Another goal would be to enable Arapahoe Community College to free up space in order to potentially add increased educational programs and/or residential to its campus.</p>
Bowles to Hampden		
	Bowles Avenue Quadrant Road	<p>The City of Littleton is currently talking with Dish Network on potential redevelopment plans for the property owned by Dish on the northwest corner of Bowles and Santa Fe. Ideas that have been discussed include an expanded campus on west side of Santa Fe, or offices, a hotel, a community gathering area, and restaurants. None of these ideas have been formalized and no plans have been submitted.</p> <p><i>Current perspective on potential quadrant road at this location is that it should not occur as the property is too much of an economic driver for Dish and the City. However, any solution should help the City reach its long term goal of better connecting the east and west sides of Santa Fe. City has indicated that long term, its goals include depression of Santa Fe with Bowles bridging over Santa Fe in an open boulevard, multi use manner.</i></p>

2. City of Sheridan

The City of Sheridan’s Comprehensive Plan, adopted in 2015, acknowledges redevelopment challenges with the Santa Fe Business Park area which is in the Sheridan neighborhood to the west of Santa Fe adjacent to Oxford Avenue. City goals include redeveloping “...the South Santa Fe Business Park into a high quality commercial and industrial job-producing district, with supporting high density residential area and recreational amenities, which contributes additional economic vitality to the City of Sheridan. “

The City of Sheridan has been steadily working to address some of the area’s immense challenges. They include:

- Participation in the 2015 Next Steps Study (along with the City of Englewood)
- Sponsored a Downtown Colorado Inc. planning process which enumerated implementation steps for area redevelopment
- Oxford Avenue and Santa Fe intersection area identified for potential grade-separated crossing. Potential need for additional sidewalks and bike lanes along Oxford Avenue just south of intersection.
- Future planning efforts should incorporate a redesign of the at-grade rail crossing in the Oxford Avenue area. It presents a significant economic development and traffic challenge and hindrance.

The following table lists short term PEL recommendations in the City of Sheridan. Complementary land use considerations are noted on the right. Significant land use concerns /considerations that should be considered as implementation occurs are italicized. Only those programmed improvements and PEL recommendations directly related to potential land use changes are included.

City of Sheridan Programmed Improvements, PEL Recommendations, and Land Use Considerations

City of Sheridan		
<i>Corridor Programmed Improvements (Sheridan)</i>	<i>PEL Recommendations</i>	<i>Land Use Considerations</i>
	Oxford Avenue: SW Quadrant Road	The quadrant road would be located in Sheridan’s South Santa Fe Business Park. The City has zoned the area mixed use because of its relative close proximity to the Sheridan LRT Station. Uses immediately on the corner include commercial home-improvement related establishments. Challenges include lack of infrastructure, land uses such as recycling and storage, and an at-grade railroad crossing. <i>In this case, a quadrant road may help the City’s vision of area redevelopment by breaking up some of the land uses, bringing in traffic and infrastructure.</i> Residential may continue to be a challenge.

3. City of Englewood

In 2015-2016, the City of Englewood conducted three major planning studies that have directly shaped redevelopment activities as well as public improvements occurring within the City since then. The three studies included the Englewood Comprehensive Plan Update (2016), the Englewood Light Rail corridor Next Steps Study (2015), and the Englewood Walk and Wheel Master Plan (2015) program.

Current Englewood improvements underway include:

- Dartmouth Avenue at Platte River Drive Intersection Improvements
- Oxford Avenue Pedestrian Bridge

The following table lists programmed improvements underway by the City of Englewood as well as short term PEL recommendations. Their complementary land use considerations are noted on the right. Significant land use concerns /considerations that should be considered as implementation occurs are italicized. The City has also noted a serious health and safety consideration for one of the PEL recommendations. Only those programmed improvements and PEL recommendations directly related to potential land use changes are included.

City of Englewood Programmed Improvements, PEL Recommendations, and Land Use Considerations

City of Englewood		
Corridor Programmed Improvements (Englewood)	PEL Recommendations	Land Use Considerations
Oxford Avenue Pedestrian/Bicycle Bridge Oxford Avenue Bike Lanes	Oxford Avenue Sidewalk	Construction of Ped/Bike Bridge over Oxford is anticipated to start in Spring, 2022. The bridge would better enable a connection to the south side of Oxford Avenue In an industrial-transitioning area. Approximately 500 residential multifamily units are in the planning process.
	Ped/Bicyclist Grade Separation – Englewood Station	South of Hampden near the old Sports Authority site, a 300-unit apartment project is being considered as are 3 additional condominium projects. <i>One of the considerations is a grade-separated bridge across Hampden Avenue to better connect these future residential units to the Englewood Station. Thus far, developers have pledged to contribute to the cost of a pedestrian bridge.</i>
	Dartmouth Ave: Traffic Signal Timing and Intersection Improvements	North of Dartmouth near Cornell, construction is underway for a for a 203 unit apartment project at the old Winslow Crane site. The apartment is about a 15 minute walk from the Englewood City Center station, through Cushing Park and a signalized intersection at Dartmouth Avenue.

	Frontage Road Dartmouth to Harvard with Multimodal Facilities	The line included on the map for this project appears to bisect a portion of the South Platte Renew (SPR) wastewater treatment plant. South Platte Renew is the 3rd largest water renewal facility in Colorado and cleans nearly 20 million gallons of wastewater a day from 300,000 residents in Littleton, Englewood and 19 other connecting communities. It is publicly owned and operated by the Cities of Littleton and Englewood. As a secure facility, it is imperative that the plant site not be compromised by a public roadway. There may be the potential to accommodate a future frontage road by exchanging land, in some fashion, between SPR and private property in the area.
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Longer term improvements planned by the City of Englewood include:

- Buildout of the Englewood Rail Trail project which parallels the light rail line and is forecast to occur in chunks as funding becomes available.
- Pedestrian bridge over Santa Fe at Englewood Station is in Englewood’s long term plans. The primarily industrial area west of Santa Fe in this area would potentially transition with the introduction of this direct connection to the light rail station.

4. City of Denver

Blueprint Denver is a citywide land use and transportation plan that was first adopted in 2002 and updated in 2019. The plan is intended to guide the City of Denver through 2040. The City of Denver has three light rail stations in the Santa Fe PEL study area: Alameda Station, the I-25 Broadway Station, and the Evans Station.

In the station areas vicinity, DRCOG TIP funds have been received to fund major improvements at the I-25 and Alameda Avenue interchange. TIP funds were also received to help better facilitate south-bound Broadway to south-bound I-25 improvements.

The following table lists programmed improvements underway by the City of Denver as well as short term PEL recommendations. Their complementary land use considerations are noted on the right. Significant land use concerns /considerations that should be considered as implementation occurs are italicized. Only those programmed improvements and PEL recommendations directly related to potential land use changes are included.

City of Denver		
<i>Corridor Programmed Improvements (Denver)</i>	<i>PEL Recommendations</i>	<i>Land Use Considerations</i>
	S Platte River Trail Bridge over S Platte River near Jewell	Better connect residential neighborhoods to the west of Santa Fe to the I-25 Broadway Station.
Pedestrian/Bicycle Bridge at Jewell Avenue	Jewell Avenue – Close Access at Santa Fe	New Jewell Avenue Ped Bridge scheduled for delivery in 2025. The Jewell Avenue / Evans Station area is currently planning for

		approximately 780 multifamily units in 3 different projects (late 2021).
Kentucky Bridge over S. Platte and New Traffic Signal	Mississippi Avenue NW Quadrant Road	Potential need to coordinate with Broadway Station developer as northern portion of quadrant road may be adjacent to developer property. Development plans call for about 930,000 square feet of office east of the Platte River and west of the CML.
	Improved Mississippi Connection to S Platte River Trail	One of the goals of the City's Station Area Plan is to ensure ped / bike access from the residential neighborhoods to west to the I-25 Broadway Station. Better connections along Mississippi to South Platte River Trail is also desirable. There are a number of pedestrian bridge connections identified in various area plans. The Broadway Station developer is also planning for a pedestrian bridge near Mississippi. <i>Design coordination to ensure that residential neighborhoods to the west have station area access will be an important consideration during the quadrant road design process.</i>