

Appendix A.

PREVIOUS PLANS INVENTORY AND ANALYSIS

Introduction

This document details the technical analysis using mapping, stakeholder and engagement analysis, and recommendations within previous plans related to the *Santa Fe PEL (C-470 to I-25) Planning and Environmental Linkages (PEL) Study* conducted by the following ten jurisdictions:

- Arapahoe County
- Colorado Department of Transportation (CDOT)
- City and County of Denver
- City of Englewood
- City of Littleton
- City of Sheridan
- Douglas County
- Denver Regional Council of Governments (DRCOG)
- Regional Transportation District (RTD)
- South Suburban Parks and Recreation District (SSPRD)

Note: South Platte Working Group (SPWG) is a partnership among the cities of Englewood, Littleton, and Sheridan, Town of Columbine Valley, South Suburban Park and Recreation District (SSPRD), South Suburban Park Foundation, South Metro Land Conservancy, Arapahoe County Open Space and Trails Advisory Board, and Arapahoe County. This plan is listed under Arapahoe County.

Arapahoe County

Arapahoe County Transportation Master Plan (2010)

Description/Purpose of Plan

“This plan will be used to provide input into the regional planning process and project selection for local/regional/federal funding processes. The plan will specifically be used to develop a 10-year infrastructure capital improvement plan for Arapahoe County.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Existing Roadway Information—West End	Map	Unknown	2010	Figure 1	Pg. 20
Existing Daily Traffic Volumes—West End	Map	CDOT, DRCOG, Arapahoe County	2007-2010	Figure 5	Pg. 26
Existing Accident Density—West End	Map	DRCOG	2002-2004	Figure 7	Pg. 29
Existing RTD Transit Service—West End	Map	RTD	2010	Figure 9	Pg. 33
Existing Bicycle Network—West End	Map	Arapahoe County	2010	Figure 12	Pg. 39
Unincorporated County Area Classification—West End	Map	Arapahoe County	2010	Figure 14	Pg. 43
Unincorporated Arapahoe County 2020 Population and Employment Density	Map	DRCOG	2020	Figure 18	Pg. 62
Unincorporated Arapahoe County 2035 Population and Employment Density	Map	DRCOG	2035	Figure 18	Pg. 63
Local Funding Mechanism and Administrative Entity Funding Table	Table	BBC Research & Consulting	Unknown	Table 18	Pg. 105-110
2035 County Transportation System—West End	Map	Arapahoe County	2035	Figure 26	Pg. 112
Projected 2020 Travel Forecasts with Transportation Plan Improvements—West End	Map	Unknown	2020	Figure 29	Pg. 116
Projected 2035 Travel Forecasts with Transportation Plan Improvements—West End	Map	Unknown	2035	Figure 29	Pg. 118
County Roadway Laneage and ROW	Table	Arapahoe County	Unknown	Appendix C	Pg. C-1—C-2

Stakeholder Analysis

- Technical Advisory Committee (TAC) included: (pg. 3)
 - > Communication Services
 - > Engineering Services
 - > Finance
 - > Open Space
 - > Planning
 - > Road and Bridge
 - > Transportation
- Interview and presentations to following: (pg. 3)
 - > Adams County
 - > City of Aurora
 - > Town of Bennett
 - > City of Centennial
 - > CDOT Region 1
 - > CDOT Region 6
 - > City of Greenwood Village
 - > Elbert County
 - > Major Development Representatives
 - Furniture Row
 - Prairie Falcon Parkway Express
 - TransPort Development
 - State Land Board
- Community review—3 public meetings—data available in Table 1 (pg. 4)

Recommendations

Santa Fe Corridor Specific Projects

- C-470/Santa Fe Drive interchange improvements—within 2015 CIP

Issues and Improvements

The roadways which are expected to be congested in 2020, even with the recommended improvements, are arterials within the Denver metropolitan area, such as Hampden Avenue west of I-25, Bowles Avenue west of Santa Fe Avenue (US 85)

Arapahoe County Open Spaces Master Plan (2010)

Description/Purpose of Plan

“This Master Plan builds upon the successful accomplishments of the Arapahoe County Open Space Program since passage of the November 2003 ballot initiative. This Plan documents these accomplishments, recommends balanced investments in both natural resource protection and public access, and defines a program of action that will enable Arapahoe County and its partners to meet the open space, park and trail needs of residents in the coming years and to build a foundation for generations to come.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Impaired Stream Segments	Map	DRCOG	Unknown	-	Pg. 2-3
Arapahoe County Trails	Map	Unknown	Unknown	Map 2.3-2.4	Pg. 2-22
Arapahoe County Park	Map	Unknown	Unknown	Map 2.5-2.6	Pg. 2-23
Arapahoe County Elevation and Slopes	Map	Unknown	Unknown	Map 2.7-2.8	Pg. 2-23
Arapahoe County Watersheds and Land Use	Map	Unknown	Unknown	Map 2.9-2.10	Pg. 2-24
Arapahoe County Recreation Districts	Map	Unknown	Unknown	Map 2.11-2.12	Pg. 2-25
Arapahoe County Land Ownership	Map	Unknown	Unknown	Map 2.13	Pg. 2-26
Demographic Statistics	Graphs	Colorado State Demography Office	2000-2035	Figure 3.1-3.4	Pg. 3-1-3-4
Demographic Maps	Maps	Colorado State Demography Office	Unknown	Map 3.1-3.9	Pg. 3-11-3-16
Arapahoe County Open Space & Trails	Maps	Unknown	Unknown	Map 5.1-5.2	Pg. 5-23
Arapahoe County Partnership Opportunities	Maps	Unknown	Unknown	Map 5.3-5.6	Pg. 5-24-5-25
Arapahoe County Open Space System	Maps	Unknown	Unknown	Map 5.7	Pg. 2-26

Stakeholder Analysis

- Public Open House meetings (3) (Appendix B)
- Steering Committee Meetings:
 - > Cherry Creek State Park Marina
 - > Arapahoe County CentrePoint Building
 - > Arapahoe County Fairgrounds and Regional Park
- Stakeholder interviews
- Comment Forms (digital and hardcopy)
- Open Space Community Interest and Opinion Survey (2009)

Recommendations

Recommendation	Type	Figure No.	Page No.
Western Arapahoe County: "Close the Gaps"	Map	Figure 4.9	Pg. 4-11

Issues and Improvements

- Public survey results show that people support tax dollars funding parks & rec
- Public survey results show that people support expansion of trails and protected land

Arapahoe County Bicycle and Pedestrian Master Plan (2017)

Description/Purpose of Plan

“The purpose of the countywide Bicycle and Pedestrian Master Plan is to establish a safe, connected regional trail network from, to, and throughout Arapahoe County. The Plan includes a combination of off-road trails, on-street bike and pedestrian facilities and incorporates the plans of other adjacent communities and the communities within the County. The Bicycle and Pedestrian Master Plan identifies improvements that will provide local bicycle and pedestrian connections to the network, and connectivity within the larger multimodal transportation system, including facilities such as sidewalks, bike lanes, and shared streets, with a focus on major bike and pedestrian routes.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Key public comment themes	Graph	-	2016-2018	-	Pg. 7-9
Peak Hour Trail Counts	Graph	Unknown	Unknown	Figure 7	Pg. 11
Existing Trail	Map	Unknown	Unknown	Figure 9	Pg. 13
Existing On-Street Bicycle Network (Western County)	Map	Unknown	Unknown	Figure 11	Pg. 15
Existing Sidewalks	Map	Unknown	Unknown	Figure 12	Pg. 16
Missing Sidewalks Along Major Collectors and Arterials	Map	Unknown	Unknown	Figure 13	Pg. 17
Existing Level of Traffic Stress (LTS)	Map	Unknown	Unknown	Figure 14	Pg. 20
Shared-Use Path Level of Service	Map	Unknown	Unknown	Figure 16	Pg. 22
Existing Education, Enforcement, and Encouragement Campaigns and Programs	Table	Unknown	Unknown	Table 2	Pg. 23
Pedestrian Demand	Map	Unknown	Unknown	Figure 17	Pg. 24
Commuting and Crash Trends	Graphs	ACS	2005-2017	-	Pg. 28-31
Regional Bike Routes	Map	Unknown	Unknown	Figure 23	Pg. 40

Stakeholder Analysis

- Project Advisory Committee included: (pg. 5)
 - > Adams County
 - > Arapahoe County
 - > Arapahoe Park and Recreation District
 - > City of Aurora
 - > Town of Bennet
 - > Bicycle Colorado
 - > Colorado Department of Transportation (CDOT)
 - > Denver South TMA
 - > Douglas County
 - > Denver Regional Council of Governments (DRCOG)
 - > City of Englewood
 - > Town of Foxfield
 - > City of Glendale
 - > City of Greenwood Village

- > City of Centennial
 - > Cherry Hills Village
 - > City and County of Denver
 - > Columbine Valley
 - > Deer Trail
 - > City of Littleton
 - > City of Sheridan
 - > South Suburban Parks and Recreation
 - > Strasburg Parks
 - > Tri-County Health Department
- Community Engagement Events: (pg. 6-9)
 - > Telephone Town Hall—1,500 participants
 - > Bike to Work Day stations—300 participants
 - > Booth at County Fair—25,000 attendees
 - > Public commenting map hosted on project website
 - > Public meetings (5)
 - Littleton (2)
 - Aurora
 - Byers
 - County Fairgrounds
 - Elected officials and advisory boards: (pg. 5)
 - > Arapahoe County Board of County Commissioners (3)
 - > Arapahoe County Planning Commission (2)
 - > Open Space Trails Advisory Board (2)
 - > South Platte Working Group (1)
 - > East Metro Working Group (1)
 - > I-70 Corridor Regional Economic Advancement Partnership (1)

Recommendations

Recommendation	Type	Figure No.	Page No.
Proposed On-Street Bike and Trail Network (Western County)	Map	Figure 20	Pg. 37
Trail Projects (Western County)	Map	Figure 25	Pg. 53
On-Street Bike Projects (Western County)	Map	Figure 27	Pg. 55
Sidewalk Projects	Map	Figure 29	Pg. 57
High Priority Trail Projects	Table	Table 5	Pg. 58-59
High Priority On-Street Bike Projects	Table	Table 6	Pg. 59-61
High Priority Arterial Sidewalk Projects	Table	Table 7	Pg. 61-62
High Priority Grade Separation Projects	Table	Table 8	Pg. 62-63

Santa Fe Corridor Specific Projects

- Santa Fe Rail Trail (Big Dry Creek Trail to Bates); Santa Fe Rail Trail at Hampden grade separation
- Littles Creek Trail (Bemis to Santa Fe)
- Oxford Avenue buffered bike lane (Santa Fe to Broadway)
- Mansfield Avenue shared bicycle roadway (Santa Fe to Clarkson)
- Santa Fe sidewalk priority (Lake to Church)
- Ped Bridge over Santa Fe at Englewood Station
- Oxford at Santa Fe grade separation

Issues and Improvements

- Concern about safety and access, especially related to the crossing of major roads including County Line Road, Arapahoe Road, Santa Fe Drive, and I-25
- 300 peak hour trail counts on Mary Carter Greenway Trail (near Mineral & Santa Fe)
- Many of the proposed low stress bicycle facilities run parallel to major arterials such as Arapahoe Road, Chambers Road, and Santa Fe Drive and along slower, less busy streets, evidence of the emphasis on providing a low-stress network. The LTS analysis tool provided guidance in determining the location and facility types

South Platte Working Group, South Platte Connections Study (2020)*

*Note: South Platte Working Group (SPWG) is a partnership among the cities of Englewood, Littleton, and Sheridan, Town of Columbine Valley, South Suburban Park and Recreation District (SSPRD), South Suburban Park Foundation, South Metro Land Conservancy, Arapahoe county Open Space and Trails Advisory Board, and Arapahoe County. Additional partners and stakeholders including the Colorado water conservation Board, Trout Unlimited, Urban Drainage and Flood Control District, and the US Army Corps of Engineers.

Description/Purpose of Plan

The South Platte Working Group, a partnership among the cities of Englewood, Littleton, and Sheridan, South Suburban Park and Recreation District, Arapahoe County, and others, conducted the South Platte Connections Study to identify ways to improve bicycle and pedestrian connections to the South Platte River and Mary Carter Greenway (which parallels the South Platte River). The study focused on the following seven focus areas where access to the South Platte is difficult today:

- Dartmouth Avenue
- Hampden Avenue
- Oxford Avenue
- Federal Boulevard
- Belleview Avenue
- Bowles Avenue
- Mineral Avenue

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Study Locations	Map	Unknown	Unknown	Figure 1	Pg. 1
South Platte Corridor Investments	Map	Unknown	Unknown	Figure 2	Pg. 3
Relevant Plans	Table	Unknown	Unknown	Table 1	Pg. 4
Phase I Public Input	Charts	SPWG Connections Survey	2018	-	Pg. 8-9
Phase II Public Input	Chats	Public Meetings	2019	-	Pg. 11

Stakeholder Analysis

Phase I Engagement

- Project website—www.SouthPlatteConnections.com
- Project Survey—402 surveys collected (online and hardcopy)
- On-Trail Outreach—200 interactions with people
 - > Hard copy surveys
 - > iPads for online survey completion
 - > Project commenting maps
 - > Comment cards
 - > Project business cards
 - > Arapahoe County trail maps
 - > Snacks and drinks
 - > Giveaways

Phase II Engagement

- Public Meetings—2 held in January 2019 (Englewood Civic Center & Carson Nature Center)
 - > Public meetings promoted using:
 - Community newsletters
 - Project flyers
 - Local media press release
 - Social media posts
 - On-trail signage
 - Project website
 - Email blasts
 - > Dot Survey was created into an online version for people who were unable to attend the public meetings—62 responses

Recommendations

Recommendation	Type	Figure No.	Page No.
Dartmouth Avenue Projects	Map/List	Figure 4	Pg. 15
Evaluation of Dartmouth Avenue Project Benefits	Table	Table 2	Pg. 16
Evaluation of Dartmouth Avenue Project Costs	Table	Table 3	Pg. 17
Public Input on Dartmouth Avenue Project Priorities	Chart	Figure 5	Pg. 17
Dartmouth Project #1	Cut-sheet	-	Pg. 18-20
Dartmouth Project #2	Cut-sheet	-	Pg. 21-22
Dartmouth Project #6	Cut-sheet	-	Pg. 29-30
Hampden Avenue Projects	Map/List	Figure 7	Pg. 33
Evaluation of Hampden Avenue Project Benefits	Table	Table 4	Pg. 34
Evaluation of Hampden Avenue Project Costs	Table	Table 5	Pg. 35
Public Input on Hampden Avenue Project Priorities	Chart	Figure 8	Pg. 35
Hampden Project #1	Cut-sheet	-	Pg. 37-38
Hampden Project #2	Cut-sheet	-	Pg. 39-40
Hampden Project #6	Cut-sheet	-	Pg. 41-42

Recommendation	Type	Figure No.	Page No.
Oxford Avenue Projects	Map/List	Figure 10	Pg. 47
Evaluation of Oxford Avenue Project Benefits	Table	Table 6	Pg. 48
Evaluation of Oxford Avenue Project Costs	Table	Table 7	Pg. 49
Public Input on Oxford Avenue Project Priorities	Chart	Figure 11	Pg. 49
Oxford Project #1	Cut-sheet	-	Pg. 50
Oxford Project #4	Cut-sheet	-	Pg. 54-56
Belleview Avenue Projects	Map/List	Figure 16	Pg. 47
Evaluation of Belleview Avenue Project Benefits	Table	Table 10	Pg. 75
Evaluation of Belleview Avenue Project Costs	Table	Table 11	Pg. 76
Public Input on Belleview Avenue Project Priorities	Chart	Figure 17	Pg. 76
Belleview Project #2	Cut-sheet	-	Pg. 79
Belleview Project #3	Cut-sheet	-	Pg. 80-81
Belleview Project #4	Cut-sheet	-	Pg. 82
Bowles Avenue Projects	Map/List	Figure 19	Pg. 87
Evaluation of Bowles Avenue Project Benefits	Table	Table 12	Pg. 88
Evaluation of Bowles Avenue Project Costs	Table	Table 13	Pg. 88
Public Input on Bowles Avenue Project Priorities	Chart	Figure 17	Pg. 89
Bowles Project #6	Cut-sheet	-	Pg. 98
Bowles Project #8	Cut-sheet	-	Pg. 100-101
Mineral Avenue Projects	Map/List	Figure 22	Pg. 105
Evaluation of Mineral Avenue Project Benefits	Table	Table 14	Pg. 106
Evaluation of Mineral Avenue Project Costs	Table	Table 15	Pg. 107
Public Input on Mineral Avenue Project Priorities	Chart	Figure 23	Pg. 107
Mineral Project #4	Cut-sheet	-	Pg. 112-113
Recommended Projects	Table	Table 16	Pg. 114-115

Santa Fe Corridor Specific Projects

Dartmouth Avenue Projects

- **Dartmouth Avenue Project #1—Dartmouth Avenue Bike Lanes and Sidewalk Improvements—West of Santa Fe (the project is near Santa Fe but does not intersect).** Restripe Dartmouth Ave. to add buffered bike lanes between Federal Blvd. and Zuni St., and standard bike lanes between Zuni St. and S. Platte River Dr. W. Widen sidewalk along south side of Dartmouth Ave.
- **Dartmouth Avenue Project #2—Dartmouth Avenue Separated Bike Lanes—East of Santa Fe Drive.** Reconstruct Dartmouth Ave. to provide sidewalk level separated bike lanes with parking/landscape buffers between Fox St. and Broadway.
- **Dartmouth Avenue Project #6—Wayfinding.** Provide wayfinding signage directing people how to access the Mary Carter Greenway from Englewood Station and Cushing Park via the Little Dry Creek Trail underpass of Santa Fe Dr.

Hampden Avenue

- **Hampden Avenue Project #1—Hampden Avenue Sidewalk Connection.** Construct a sidewalk connection between the westbound-to-northbound Santa Fe Dr. on-ramp and South Platte River Dr. E. with Rectangular Rapid Flash Beacons (RRFBs) and high-visibility crosswalks at each ramp crossing.

- **Hampden Avenue Project #2—Loop Ramp Trail Connection.** Construct a sidewalk connection between South Platte River Dr. E. and the apartment frontage road north of the southbound-to-westbound Santa Fe Dr. off-ramp.
- **Hampden Avenue Project #3a—Englewood Station Bridge.** Construct a bicycle and pedestrian bridge over Santa Fe Dr. and the railroad between Englewood Station and the apartment frontage road (originally proposed in the Englewood Station Next Steps Study).
- **Hampden Avenue Project #3b—Rob Roy Street Bridge.** Construct a bicycle and pedestrian bridge over Santa Fe Dr. and the railroad between Rob Roy St. and the Englewood Station parking lot. Project was not recommended for implementation.
- **Hampden Avenue Project #3c—Lehigh Avenue Bridge.** Construct a bicycle and pedestrian bridge over Santa Fe Dr. and the railroad between Lehigh Ave. and the River Point shopping center. Project was not recommended for implementation.

Oxford Avenue

- **Oxford Avenue Project #1—Santa Fe Drive Intersection Improvements.** Expand existing northeast refuge island, shift right-turn lane crosswalk closer to oncoming traffic, and provide ADA improvements at other corners.
- **Oxford Avenue Project #4—Oxford Avenue Buffered Bike Lanes.** Restripe Oxford Ave. to add buffered bike lanes between Federal Blvd. and Natches Ct. and crossing markings to direct cyclists toward wide north side sidewalk to cross Santa Fe Dr.

Belleview Avenue

- **Belleview Avenue Project #2—Belleview Avenue Sidewalk Improvements.** Widen and improve the sidewalk along the south side of Belleview Ave. between Federal Blvd. and Santa Fe Dr. and enhance the crossings.
- **Belleview Avenue Project #3—Wayfinding.** Provide wayfinding signage directing people how to access the Mary Carter Greenway from east of Santa Fe Dr. via the existing Big Dry Creek Trail underpass and proposed Slaughterhouse Gulch underpass.
- **Belleview Avenue Project #4—Santa Fe Drive Interchange Improvements.** Install pedestrian-activated signals at the left-turn on-ramps to Santa Fe Dr. from Belleview Ave.
- **Belleview Avenue Project #5—Prince Street Trail Connection.** Construct a new trail connection from Belleview Ave. to Prince St. between Santa Fe Dr. and the apartments to the east. Project was not recommended for implementation.

Bowles Avenue

- **Bowles Avenue Project #6—Wayfinding.** Provide wayfinding signage directing people how to access the Mary Carter Greenway from Downtown Littleton and the Downtown Littleton Light Rail Station via the Little's Creek Trail underpass of Santa Fe Dr.

- **Bowles Avenue Project #8—Santa Fe Drive Underpass.** Construct an underpass of Santa Fe Dr. north of Bowles Ave. with trail connections to the Mary Carter Greenway on the west and to Crestline Ave. on the east.

Mineral Avenue

- **Mineral Avenue Project #4—Mineral and Santa Fe Intersection Reconfiguration.** Incorporate bicycle and pedestrian safety improvements in the reconfiguration of the Mineral Ave. and Santa Fe Dr. intersection (part of a separate City of Littleton project).

Issues and Improvements

- Barriers such as Santa Fe Drive, the railroad, utilities, private property and non-conductive land uses must be addressed to create multimodal links
- Challenges include busy intersections along the Santa Fe Drive corridor with high levels of truck traffic and unsafe and inconvenient crossings for pedestrians and cyclists.
- Dartmouth Avenue presents a high stress condition for walking or biking between the residential areas and nearby schools to the South Platte. A stronger connection between the Englewood light rail station and the trail is needed.
- There is no comfortable and direct connection between the Mary Carter Greenway and Englewood Station. The interchange at Hampden and Santa Fe does not lend itself to safe at-grade crossings.
- The intersection of Oxford Avenue and Santa Fe Drive has challenging crosswalks and crossing distances that present safety risks, and the entire corridor is stressful for biking.
- Bicycle and pedestrian travel along Belleview Avenue is uncomfortable because the sidewalk is narrow and attached. Access to the trail from east of Santa Fe Drive is particularly challenging due to the single point urban interchange configuration.
- Heavy traffic volumes at the intersections of Santa Fe Drive & Bowles Avenue and Federal Boulevard & Bowles Avenue create safety and mobility issues for bicyclists and pedestrians coming from Historic Downtown Littleton to the east and residential areas to the west.
- Mineral Avenue is the primary connection between neighborhoods east of Santa Fe Drive and nearby amenities, but high automobile speeds & volumes and the existing Park-n-Ride facility limit connectivity.

Colorado Department of Transportation (CDOT)

I-25 Central PEL Study (2020)

Description/Purpose of Plan

“This Interstate 25 (I-25) Central Planning and Environmental Linkages (PEL) Study documents the analysis and recommendations conducted to identify needed transportation improvements along a critical 4.5- mile stretch of I-25 within the heart of Downtown Denver.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Description of I-25 Typical Section within the Corridor	Table	Unknown	Unknown	Table 3	Pg. 18
Interchanges and Crossings	Map	Unknown	Unknown	Figure 7	Pg. 19
Heavy Rail Facilities	Map	Denver	2018	Figure 8	Pg. 21
Pedestrian Facilities	Map	Denver	2017	Figure 9	Pg. 22
Bicycle Facilities	Map	Denver	2017	Figure 10	Pg. 23
I-25 Central Northbound Vehicle Travel Patterns	Chart	StreetLight Data, Inc.	2017	Figure 12	Pg. 26
I-25 Central Southbound Vehicle Travel Patterns	Chart	StreetLight Data, Inc.	2017	Figure 13	Pg. 27
Crash Density Within the Corridor	Map	CDOT	2017	Figure 14	Pg. 31
Evaluation of Existing I-25 Access Locations	Table	Unknown	Unknown	Table 4	Pg. 36
I-25 Ramp Spacing Deficiencies	Map	Project Team	2017	Figure 18	Pg. 37
Existing I-25 Crossings	Table	Unknown	Unknown	Table 5	Pg. 39
Development Areas Evaluated in the High-Growth Sensitivity Analysis	Map	Denver	2019	Figure 37	Pg. 79
Potential Additional Trips on I-25 in a High-Growth Scenario	Chart	Unknown	Unknown	Figure 38	Pg. 80
Transit Corridors Evaluated in the Transit Sensitivity Analysis	Map	Unknown	Unknown	Figure 39	Pg. 82

Stakeholder Analysis

Public and Agency Involvement—Fall 2017 through Spring 2020

- 1,425 survey responses
- 690 project contacts
- 110 email/card comments
- 50 SFG members
- 1,045 email blast “opens”

Project Teams

- **Executive Oversight Committee.** Operated to resolve issues, make decisions on policy issues, and provide feedback on the status of activities and decisions. The Executive Oversight Committee was made up of policy-level representatives of Denver, CDOT, DRCOG, and FHWA.
- **Project Management Team.** Operated to resolve issues, make decisions on policy issues, and provide feedback on the status of activities and decisions. The Executive Oversight Committee was made up of policy-level representatives of Denver, CDOT, DRCOG, and FHWA.
- **Project Status Group.** Operated to resolve issues, make decisions on policy issues, and provide feedback on the status of activities and decisions. The Executive Oversight Committee was made up of policy-level representatives of Denver, CDOT, DRCOG, and FHWA.
- **Technical Advisory Committee.** Operated to resolve issues, make decisions on policy issues, and provide feedback on the status of activities and decisions. The Executive Oversight Committee was made up of policy-level representatives of Denver, CDOT, DRCOG, and FHWA.
- **SFG—4 total.** Operated to resolve issues, make decisions on policy issues, and provide feedback on the status of activities and decisions. The Executive Oversight Committee was made up of policy-level representatives of Denver, CDOT, DRCOG, and FHWA.

Recommendations

Recommendation	Type	Figure No.	Page No.
Identified Concepts for Improvements to I-25 Central	Table	Table 6	Pg. 42
Bring the corridor to Standard Alternative (C)	Map	Figure 21	Pg. 55
Collector/Distributor Roads and Braided Ramps Alternative	Map	Figure 23	Pg. 58
Managed Lanes Alternative	Map	Figure 25	Pg. 61
Concepts and Alternatives Studied at Each Level of Evaluation	Chart	Figure 26	Pg. 63
No Action Alternative Average, AM Peak Period Speeds	Chart	Figure 28	Pg. 66
No Action Alternative Average, PM Peak Period Speeds	Chart	Figure 29	Pg. 67
Bring the Corridor to Standard Alternative, AM Peak Period Average Speeds	Chart	Figure 30	Pg. 68
Bring the Corridor to Standard Alternative, PM Peak Period Average Speeds	Chart	Figure 31	Pg. 69
Collector/Distributor Roads and Braided Ramps Alternative, AM Peak Period Average Speeds	Chart	Figure 32	Pg. 70
Collector/Distributor Roads and Braided Ramps Alternative, PM Peak Period Average Speeds	Chart	Figure 33	Pg. 71
Managed Lanes Alternative, AM Peak Period Average Speeds	Chart	Figure 34	Pg. 72

Recommendation	Type	Figure No.	Page No.
Managed Lanes Alternative, PM Peak Period Average Speeds	Chart	Figure 35	Pg. 73
South Segment: Santa Fe Drive/US 85 to US 6/6 th Avenue	Table	Table 15	Pg. 112
Project Benefits and Impacts (South Segment)	Table	Table 19	Pg. 120
Cost Estimates by Alternative for Individual Projects (South)	Table	Table 21	Pg. 122
Cost Estimates for Individual Managed Lanes Projects	Table	Table 22	Pg. 123

Santa Fe Corridor Specific Projects

No Action Concept

- No work done to Santa Fe Drive

Bring the Corridor to Standard Alternative

- Includes new mainline (including between Santa Fe Drive and Alameda)
- New construction of ramps/CD roads at Santa Fe/Alameda

Collector/Distributor Roads and Braided Ramps Alternative

- Collector/distributor roads—Santa Fe Drive/US 85 to US 6/6th Avenue (north- and southbound)
- Braided Ramps—Santa Fe Drive/US 85 to US 6/6th Avenue (north- and southbound)

Managed Lanes Alternative

- Would extend from approximately Santa Fe Drive/US 85 to the existing reversible managed lanes, north of 20th Street (north- and southbound)

CDOT Express Lane Master Plan (2020)

Description/Purpose of Plan

The Express Lanes Master Plan identifies technical and financial information about potential Express Lane projects throughout the state so that these projects could be prioritized for future study and development.

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Phase I Screening Segments	Map	Unknown	Unknown	Figure 4-1	Pg. 27
Existing Congestion—Initial Screening	Map	Unknown	Unknown	Figure 4-2	Pg. 29
System Connectivity—Initial Screening	Map	Unknown	Unknown	Figure 4-3	Pg. 30
Transit Service—Initial Screening	Map	Unknown	Unknown	Figure 4-4	Pg. 31
Public Acceptance—Initial Screening	Map	Unknown	Unknown	Figure 4-5	Pg. 32
Planned Widening—Initial Screening	Map	Unknown	Unknown	Figure 4-6	Pg. 33
Physical Feasibility—Initial Screening	Map	Unknown	Unknown	Figure 4-7	Pg. 34
Average Score—Initial Screening	Map	Unknown	Unknown	Figure 4-8	Pg. 35
Phase II Corridor Selection	Map	Unknown	Unknown	Figure 4-9	Pg. 37
Phase 2 Typical Section Scenarios	Table	Unknown	Unknown	Figure 5-1	Pg. 40

Stakeholder Analysis

Including number of meetings, types of meetings/surveys/engagement, locations, etc.

- Agency partner outreach—3 workshops
- Statewide outreach:
 - > Stakeholder Group Presentations
 - > Telephone Town Halls (TTHs)

Recommendations

Recommendation	Type	Figure No.	Page No.
Central I-25 (20 th to Santa Fe Segment) and (Santa Fe to C-470 Segment)	Cut-sheet	-	Pg. 49-50
Santa Fe (I-25 to C-470)	Cut-sheet	-	Pg. 52
C-470 to Santa Fe Direct Connect Ramps	In text	-	Pg. 58
Balanced Case Gross Revenue and Transaction Forecasts (Alternative 1)	Table	Table 7-1	Pg. 66
Overall Segment Prioritization and Ranking*	Table	Table 9-1	Pg. 81
I-25 Central (Santa Fe/US 85 to 20 th St)	Cut-sheet	-	Pg. 100 (PDF)

Recommendation	Type	Figure No.	Page No.
I-25 Central Alternative 1 (I-225 to Santa Fe/US 85)	Cut-sheet	-	Pg. 101 (PDF)
I-25 Central Alternative 2 (I-225 to Santa Fe/US 85)	Cut-sheet	-	Pg. 102 (PDF)

*This does not include Santa Fe (US 85)—only I-25 Central which includes the Santa Fe interchange.

Santa Fe Corridor Specific Projects

Specialty Corridors (pg. 41)

The Santa Fe (US 85) Corridor was the only non-freeway corridor to advance to Phase 2. This corridor has an existing HOV lane that could be converted to an Express Lane, but also has many at grade intersections that could cause delay, negating mobility benefits. This corridor was reviewed in more detail than typical section and line diagrams.

Dropped for further consideration (pg. 63)

However, results of the US 85 / Santa Fe Dr corridor were especially problematic, as they resulted in extremely high revenues in the Express Lanes, but untenable congestion conditions in the adjacent general-purpose lanes. Due to these unrealistic sketch-level modeling results, and because of the acknowledgement of a separate upcoming CDOT study that would evaluate the US 85 corridor in much more detail, the Phase II US 85 Express Lane alternative was dropped from further consideration as part of the ELMP process.

City and County of Denver

Denver Strategic Transportation Plan (2008)

Description/Purpose of Plan

“The Strategic Transportation Plan is a multimodal transportation plan initiated by the Denver Department of Public Works, with support from other city agencies and interested stakeholders, to understand and address the current and future transportation needs of the City and County of Denver. The Strategic Transportation Plan also serves as a unique and innovative approach to identifying future system needs and community values, and provides a method to incorporate them into future transportation decisions and solutions.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
2005 Modeled Congestion Results	Map	DRCOG	2005	-	Pg. 11
2035 Modeled Congestion Results	Map	DRCOG	2035	-	Pg. 11
2030 Daily Trip Distribution by County	Map	STP 2030 Model	2030	-	Pg. 12
Person trips by year	Chart	Unknown	2005-2030	-	Pg. 13
Travel Shed Recommendations	Map	Unknown	Unknown	-	Pg. 22-23

Stakeholder Analysis

- Strategic Transportation Plan Team
 - > Advisory committee
 - > Technical Committee
 - > Key Staff Committee
- Public Outreach and Community Process
 - > KeepDenverMoving.com
 - > Town Meetings and Focus Groups - 6 meetings held
 - Questions included:
 - What would it take to reduce your number of trips taken by private automobile?
 - If you could improve the transportation conditions of your current commute, what would you suggest?

Recommendations

Recommendation	Type	Figure No.	Page No.
Hampden Travel Shed*	Cut-sheet	-	Pg. 36-37
Southwest Travel Shed*	Cut-sheet	-	Pg. 42-43

*Travel sheds include boundaries, characteristics, trips, and improvement recommendations.

Santa Fe Corridor Specific Projects

- Bike/pedestrian bridge over Santa Fe Dr. near Englewood Station (identified as future project)
- Santa Fe Blvd. at Dartmouth Ave. grade-separated interchange (identified as a future project)
- Bike/pedestrian bridge over Santa Fe Dr., Kalamath St., CML, I-25 and South Platte River along Bayaud Ave (identified as a future project)
- Iowa Ave. underpass improvements between Broadway St. and Santa Fe Dr. including bike and pedestrian connections (identified as a future project)
- Alameda Ave. from Santa Fe Dr. to Lincoln St roadway improvements (identified as future project)
- Santa Fe Dr./Kalamath St./CML Underpass (identified as future project)
- Alameda Ave. widening from Lipan St. to Santa Fe Dr. (identified as future project)

Issues and Improvements

Hampden changes from a high-speed freeway to a low-speed arterial that inhibits mobility. Unbalanced travel lanes combined with inefficient and overcapacity intersections limit mobility in the travel shed. Pedestrian facilities are substandard or missing along the corridor. Pedestrian facilities at transit stops, recreational areas, commercial areas and crossing barriers such as Santa Fe Drive are insufficient.

Denver Moves: Transit Plan (2019)

Description/Purpose of Plan

“Denver Moves: Transit is the first step for the City to support the regional and local transit system by identifying local transit improvements, enhancing bicycle and pedestrian access to transit, and identifying important first/final mile solutions. Denver Moves: Transit sets a course for Denver to enhance transit service within the city to help make transit a first choice for all types of trips, providing a number of economic, health, environmental, and accessibility benefits.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Transit Capital Investment Corridors	Map	DRCOG, CDOT, OpenColorado, ESRI, RTD, CCD	2015	Figure 3-2	Pg. 3-10
Denver’s Frequent Transit Network Vision	Map	DRCOG, CDOT, OpenColorado, ESRI, RTD, CCD	2015	Figure 3-4	Pg. 3-25
Denver’s Frequent Transit Network Vision with Quarter-Mile Buffers	Map	DRCOG, CDOT, OpenColorado, ESRI, RTD, CCD	2015	Figure 3-5	Pg. 3-26
Denver’s Frequent Transit Network Supports Areas of High Transit Propensity	Map	DRCOG, CDOT, OpenColorado, ESRI, RTD, CCD	2015	Figure 3-6	Pg. 3-27

Stakeholder Analysis

- Community Engagement (pg. 2-2—2-9)
 - > Events, workshops, open houses, online surveys
 - > Community events (11)
 - > *Denveright* Community Meetings
 - > Build Your Own Transit System Interactive Survey and Neighborhood Drop-in Workshops (7)
 - > Transit Rider Outreach (4)
 - > Major Transit Investment Corridors Pop-Up Engagement (6)
 - > Preliminary Recommendations Community Open Houses (6)
 - > Between Summer 2016 through Winter 2018
- 3 Project Committees (pg. 2-2)
- Denver Moves: Transit Task Force
 - > 28 members including Councilmembers, Commissioners, neighborhood/community organization leaders

- Youth Stakeholder Group
 - > Worked with Mayor’s Youth Commission
- *Denveright* Think Tank

Recommendations

Recommendation	Type	Figure No.	Page No.
Transit Capital Investment Corridors Map	Map	Figure 4-2	Pg. 4-12

Santa Fe Corridor Specific Projects

Following identified as medium-capacity transit corridors (15 min frequency): Jewell/Evans/Iliff, Mississippi, Alameda

Denver Moves: Pedestrians and Trails Plan (2019)

Description/Purpose of Plan

“Denver Moves: Pedestrians & Trails is a long-term, financially unconstrained plan for achieving a vision for walking and trails in Denver. That vision was developed and refined by people who live, work and play in Denver through a 19-month process from May 2016 to December 2017. Several City and County of Denver departments, including Public Works, Parks & Recreation, Community Planning and Public Health & Environment, will use Denver Moves: Pedestrians & Trails over time to implement projects, policies and programs. Denver Moves: Pedestrians & Trails identifies priorities for projects, policies and programs so that elements of the community-developed vision can be achieved as quickly and efficiently as possible.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Street Design and Operation	Table	Unknown	Unknown	-	Pg. 43-44
Data Collection	Table	Unknown	Unknown	-	Pg. 44-45
Funding & Implementation	Table	Unknown	Unknown	-	Pg. 45
Maintenance	Table	Unknown	Unknown	-	Pg. 46
Education, Encouragement, & Enforcement	Table	Unknown	Unknown	-	Pg. 47
Trail Design and Operation	Table	Unknown	Unknown	-	Pg. 83-84
Trail Operations and Maintenance	Table	Unknown	Unknown	-	Pg. 85
Funding and Implementation	Table	Unknown	Unknown	-	Pg. 86
Education, Encouragement, & Enforcement	Table	Unknown	Unknown	-	Pg. 86
Future Planning Needs	Table	Unknown	Unknown	-	Pg. 87
Sidewalk Quality Assessment	Map	Unknown	2017	Figure 1	Existing Conditions; Pg. 10
Walkscope Overall Pedestrian Environment Rating	Map	Unknown	2017	Figure 2	Existing Conditions; Pg. 12
Signal Spacing Across Major Roadways	Map	Unknown	2017	Figure 3	Existing Conditions; Pg. 14
Pedestrian Crossing Spacing Across Major Barriers	Map	Unknown	2017	Figure 4	Existing Conditions; Pg. 16
Sidewalk Completion Around Grocery Stores	Map	Unknown	2017	Figure 5	Existing Conditions; Pg. 18
Sidewalk Completion Around Parks	Map	Unknown	2017	Figure 6	Existing Conditions; Pg. 19
Sidewalk Completion Around Schools	Map	Unknown	2017	Figure 7	Existing Conditions; Pg. 20
Sidewalk Completion Around Transit Stops and Stations	Map	Unknown	2017	Figure 8	Existing Conditions; Pg. 21
Sidewalk Completion in Low Income Areas	Map	Unknown	2017	Figure 9	Existing Conditions; Pg. 24
Sidewalk Completion in Areas of Health Concern	Map	Unknown	2017	Figure 10	Existing Conditions; Pg. 26
Sidewalk Completion Along High Injury Network	Map	Unknown	2017	Figure 11	Existing Conditions; Pg. 28

Data	Type	Source	Date	Figure No.	Page No.
Signal Spacing Along High Injury Networks	Map	Unknown	2017	Figure 12	Existing Conditions; Pg. 30
Gaps in the Trail Network	Map	Unknown	2017	Figure 13	Existing Conditions; Pg. 33
Pedestrian Access to Trails	Map	Unknown	2017	Figure 14	Existing Conditions; Pg. 35
Bicycle Access to Trails	Map	Unknown	2017	Figure 15	Existing Conditions; Pg. 37
Bicycle Proximity and Access to Trails	Map	Unknown	2017	Figure 16	Existing Conditions; Pg. 39
Trail Access Near Key Destinations	Map	Unknown	2017	Figure 17	Existing Conditions; Pg. 41
Pedestrian Access to Trails in Low Income Areas	Map	Unknown	2017	Figure 18	Existing Conditions; Pg. 43
Bicycle Access to Trails in Low Income Areas	Map	Unknown	2017	Figure 19	Existing Conditions; Pg. 44
Pedestrian Access to Trails in Low Income Areas	Map	Unknown	2017	Figure 18	Existing Conditions; Pg. 43
Pedestrian Access to Trails in Areas of Health Concern	Map	Unknown	2017	Figure 20	Existing Conditions; Pg. 47
Bicycle Access to Trails in Areas of Health Concern	Map	Unknown	2017	Figure 21	Existing Conditions; Pg. 48
Trail Deficiency Assessment	Map	Unknown	2017	Figure 22	Existing Conditions; Pg. 51
Trail Counts	Map	Unknown	2017	Figure 23	Existing Conditions; Pg. 53

Stakeholder Analysis

Public Engagement was conducted through:

- The city formed a Task Force of citizens, agency representatives, advocates and elected officials; this Task Force met seven times through the plan’s development to review draft plan components and to ensure that the plan reflected community values.
- In summer 2016 Denver Moves: Pedestrians & Trails gathered input through an online survey shared amongst the Denveright plans.
- In fall 2016 Denver Moves: Pedestrians & Trails initiated its own online survey to understand the community’s vision and goals for walking and trails; additionally, Denver Moves: Pedestrians & Trails participated in five Denveright open houses throughout the city in October 2016.
- To engage underserved communities in the plan’s development, City staff and consultants worked with community leaders to identify locations and events where they could engage non-English speaking communities, low-income communities and youth.
- In winter 2016 several Task Force members completed additional public engagement of underserved communities via a paper survey.

- In August and September 2017 Denver Moves: Pedestrians & Trails completed a follow-up online survey, series of five open houses and underserved community engagement effort to review the draft plan’s contents and to ensure that the plan would convey a community-supported vision.

Recommendations

Recommendation	Type	Figure No.	Page No.
Recommended treatment at marked sidewalks	Table	Table 2	Pg. 69
Pedestrian Priority Areas	Map	-	Appendix A
Denver’s Pedestrian Demand Index	Map	-	Appendix A
Missing Sidewalks (Tier 1-6)	Map	-	Appendix A
Narrow Sidewalks (Tier 1-6)	Map	-	Appendix A
High Priority Study Corridors for At-Grade Crossings	Map	-	Appendix A
Priority Tiers for Grade-Separated Crossings	Map	-	Appendix A
Complete Trails Network (Hard Surface)	Map	-	Appendix A
Trails: Proposed Singletrack Networks	Map	-	Appendix A
High Priority Trail Projects	Map	-	Appendix A
Later Priority Trail Projects	Map	-	Appendix A

Santa Fe Corridor Specific Projects

Sidewalk Projects

Tier 1 Projects

- **9. Mississippi Avenue at the railroad.** This will be an underpass under the two railways that is an improvement to the existing sidewalk infrastructure. This connects dense residential development along South Broadway and the Athmar Park/Ruby Hill neighborhoods.
- **10. I-25 & Broadway Station at the railroad (Consolidated Main Line) and South Platte River.** This will be a new overpass connecting I-25 & Broadway Station to Vanderbilt Park. This will require the redevelopment of the I-25 & Broadway Station Area to be feasible.

Tier 2 Projects

- **23. W Virginia Avenue at I-25 and railroad and Platte River.** This is three, or potentially four, distinct grade-separated crossings. At I-25, the railroad, and the river, these will be new overpasses. There is currently no existing bridge or underpass infrastructure. This will connect Alameda Station and large retail on the east and the residential single family home neighborhood and the Athmar Park neighborhood on the west of the river.
- **25. Iowa Avenue at the railroad (Consolidated Main Line).** This will be an underpass under the railroad, an improvement to the existing sidewalk infrastructure. This will connect Overland Golf Course, Overland Pond Park, Ruby Hill Park and Aqua Golf to the residential single family home neighborhoods to the east and the Fleming Mansion park area.

- **26. Evans Avenue at US 85 and the railroad (Consolidated Main Line).** This will be an overpass along Evans Avenue over the railroad and US 85. This will be an improvement to the existing overpass and sidewalk infrastructure. This will connect Evans Station to Overland Golf Course, Overland Pond Park, Aqua Golf, Pasquinel's Landing, and the surrounding single family homes and nearby Ruby Hill Park.
- **27. Iliff Avenue at US 85 and the railroad (Consolidated Main Line).** This will be a new overpass along Iliff Avenue over the railroad and US 85. This will connect single family homes and Grant Frontier Park, as well as various machine and auto shops.

Tier 3 Projects

- **33. Alameda Avenue at the railroad (Consolidated Main Line).** This will be an underpass under the two railways and the green space along Alameda Avenue that is an improvement to the existing sidewalk infrastructure. This will connect Alameda Station to the river via Alameda Avenue and to housing north of Alameda Avenue.
- **34. Mississippi Avenue at South Platte River.** This will be an overpass over the South Platte River that is an improvement to the existing sidewalk infrastructure. This connects dense residential development along South Broadway and the Athmar Park/ Ruby Hill neighborhoods.

Trail Projects

- **8. Broadway Station Trail from the South Platte River Trail to Broadway.** A 1,730-foot trail from the South Platte River Trail at Vanderbilt Park, over the South Platte River (bridge required), through the I-25/Broadway Station Area, over the Consolidated Main Line (bridge or underpass required) and connecting to Broadway. This trail provides an important connectivity between the South Platte River, Broadway Station, and Washington Park.
- **9. South Platte River Trail connection at Jewell Avenue.** a bridge connection over the South Platte River connecting the South Platte River Trail on the east side to Jewell Avenue on the west side. Refer to South Platte River Trail study for concept

Blueprint Denver (2019)

Description/Purpose of Plan

Blueprint Denver is a supplement to the *Comprehensive Plan 2040*. It sets the framework for the City's major land use and transportation decisions, establishing citywide policies and specific strategies to achieve the vision for an inclusive city in 2040.

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
General Demographic Statistics*	Graphs, Maps	U.S. Census, ACS	1860-2017	-	Pg. 10-13
Measuring Access to Opportunity	Map	Unknown	Unknown	-	Pg. 34-35
Measuring Vulnerability to Displacement	Map	Denver Office of Economic Development	Unknown	-	Pg. 38-39
Measuring Housing Diversity	Map	Unknown	Unknown	-	Pg. 42-43
Measuring Jobs Diversity	Map	Unknown	Unknown	-	Pg. 44-45
Growth Strategy	Map	Unknown	Unknown	-	Pg. 50-51
Comprehensive Plan Metrics**	Charts	CCD	2017-2040	-	Pg. 52-53
Neighborhood Planning Areas	Map	CCD	2016	-	Pg. 64-65
Neighborhood Contexts	Map	CCD	Unknown	-	Pg. 138-139
Future Places	Map	CCD	Unknown	-	Pg. 142-143
Street Types	Map	CCD	Unknown	-	Pg. 156-157
Pedestrian Enhanced Areas	Map	CCD	Unknown	-	Pg. 168-169
Bicycle Priority Streets and Trails	Map	CCD	Unknown	-	Pg. 174-175
Transit Priority Corridors	Map	CCD	Unknown	-	Pg. 178-179
Future Multimodal Priority	Map	CCD	Unknown	-	Pg. 182-183
Urban Edge Places	Map	CCD	Unknown	-	Pg. 208-209
Urban Places	Map	CCD	Unknown	-	Pg. 224-225
Urban Center Places	Map	CCD	Unknown	-	Pg. 254-255
Future Districts	Map	CCD	Unknown	-	Pg. 282-283
Manufacturing Districts	Map	CCD	Unknown	-	Pg. 286-287
Future Manufacturing Districts	Map	CCD	Unknown	-	Pg. 288-289

*Includes population growth, population density, mode share, racial composition, and neighborhood shifts in racial composition.

** Includes the plan's 2040 targets related to their six goals.

1. Equitable, affordable and inclusive
2. Strong and authentic neighborhoods
3. Connected, safe and accessible places
4. Economically diverse and vibrant
5. Environmentally resilient
6. Healthy and active

Stakeholder Analysis

- Lasted from Spring 2016 to Winter 2019
 - > 35 events
 - > Workshops in each varying neighborhoods/city-council districts
 - > Interactive surveys and tablet-equipped kiosks
- Blueprint Denver Task Force
 - > Focuses on equity, urban design, and water and climate

Recommendations

Mobility improvements focus on mode-shift to multimodal transportation options, improving access, technology, and safety t

Issues and Improvements

- Neighborhoods around Santa Fe are identified as having less access to opportunity (Baker and Overland)
- Neighborhoods around Santa Fe are identified as being more vulnerable to displacement (Baker and Overland)
- Overland is identified as having less housing diversity; Baker is identified as having more housing diversity
- Areas near Santa Fe are identified as having less density of jobs; industries include manufacturing, retail, and a mix of job types
- North section of corridor is identified in 2040 as being a regional center; Evans Station identified as community center/corridor; The rest of the corridor is identified as a two different "districts" - part of Overland next to Santa Fe identified as urban edge
- Santa Fe corridor identified as a pedestrian enhanced area
- More multimodal priority for cross-streets in the corridor

Baker Neighborhood Transportation Management Program Action Plan (2020)

Description/Purpose of Plan

“This Action Plan summarizes the public input and analysis used to identify neighborhood-scale projects to be installed in 2020. The plan shows which streets and intersections were commented upon in the neighborhood and for what reasons. The plan outlines what improvements will be made in 2020, shows detailed concepts for the more complex projects proposed and describes when and how projects will installed in 2020.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Key Community-Identified Issues*	Map	Public input	Unknown	-	Pg. 6
Existing Sidewalks	Map	DRCOG	2016	-	Pg. A-2
Existing Streets Classification	Map	Unknown	Unknown	-	Pg. A-3
Crashes	Map	Unknown	2016-2017	-	Pg. A-4
Existing Traffic Control	Map	Unknown	March 2019	-	Pg. A-5
Traffic Counts & Existing Speed Limits	Map	Unknown	Unknown	-	Pg. A-6

*Santa Fe specific issues included 24 total mentions at Alameda and I-25/Santa Fe: speeding (13), biking (8), and pedestrian crossing (3)

Stakeholder Analysis

Stakeholder Engagement:

- 2 public open house meetings: Byers Brank Library (16 attendees; 116 comments) & Hirschfield Towers (33 attendees; 55 comments)
 - > Feedback for how to spend extra \$150,00 allocated to the Baker neighborhood for transportation improvement sin 2020
 - > Advertised through email distribution, social media, city website, press release, postcards, Councilman Clark’s email, newsletter
- Online survey #1—246 responses
- Online survey #2—84 responses

Project coordination occurred with the following programs:

- Parking Area Management Program
- Denver Moves: Bicycles
- Broadway multimodal Design
- Vision Zero Action Plan
- Traffic Signal Program

Recommendations

Recommendation	Type	Figure No.	Page No.
Baker Work Program - Operational Improvements*	Map, Table	-	Pg. 10-12
Future Project - Alameda Ave & Santa Fe/Kalamath/I-25 Area Bicycle and Pedestrian Improvements	Map	-	Pg. 15

*Operational improvements include all way stops, no parking/daylighting, marked crosswalks, stop bars, pedestrian warning signs, leading pedestrian interval, and Broadway timing improvements.

Santa Fe Corridor Specific Projects

Alameda Ave & Santa Fe/Kalamath/I-25 Area Bicycle and Pedestrian Improvements

- Segment of Alameda Avenue identified for pedestrian and bicycle improvements in the Vision Zero Action Plan (2017) and the Denver Moves: Pedestrians and Trails Plan (2019). Comments through this NTMP process confirmed the importance of improving this connection for bicyclists and pedestrians.
- In May 2019 The DRCOG board recommended funding a joint CDOT and City and County of Denver project to make improvements to this interchange with I-25. The short-term concept ideas can improve walking and bicycling conditions along the north side of Alameda. These concept ideas are currently being studied.
- Recommended improvements include bicycle crossing stripping at intersections, no right turn on red for SB traffic, green left arrow for certain times of day, add pavement wayfinding stamps and/or signs for connections to the South Platte Trail.

City of Englewood

2016 Englewood Forward Comprehensive Plan

Description/Purpose of Plan

The plan is intended to guide the private development community to invest in and build appropriately scaled projects in locations according to the existing layout of the city and the values of its citizenry.

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Regional Context	Map	Unknown	Unknown	Figure 1-3	Pg. 1-9
Existing Plans and Overview	Table	-	2003-2015	Table 1-1	Pg. 1-11
Englewood's Neighborhood Areas	Map	Unknown	Unknown	Figure 1-4; Figure 3-2	Pg. 1-14; 3-6
Average Englewood Home Sq. Ft.	Chart	U.S. Census	2010	Figure 2-1	Pg. 2-4
Apartment Complexes with 20+ Units	Chart	ACS	2010 5-year estimates	Figure 2-2	Pg. 2-4
Residential Year Build	Map	City of Englewood	2015	Figure 2-3	Pg. 2-5
Housing Tenure	Chart	U.S. Census	2010	Figure 2-4	Pg. 2-5
Housing Type	Map	City of Englewood	2015	Figure 2-5	Pg. 2-6
Percent of Millennials and Baby Boomers	Chart	U.S. Census	2010	Figure 2-6	Pg. 2-6
Date Sold (Residential Units)	Map, Chart	City of Englewood	2015	Figure 2-7	Pg. 2-7
Average Household Size	Chart	ACS	2010 5-year estimates	Figure 2-8	Pg. 2-7
Population Change	Map	U.S. Census	2013	Figure 2-9	Pg. 2-8
Regional Population Change	Chart	ACS	2013	Figure 2-10	Pg. 2-8
Educational Attainment	Chart	U.S. Census	2010	-	Pg. 2-9
Median household Income	Chart	ACS	2010 5-year estimates	Figure 2-11	Pg. 2-9
Englewood Industries	Chart	U.S. Census	2010	Figure 2-10	Pg. 2-10
Employment Concentration and Zoning	Map	City of Englewood	2015	Figure 2-13	Pg. 2-11
Englewood Commuting Statistics	Chart	U.S. Census	2010	Figure 2-14	Pg. 2-12
Daily Weekday Transit Boardings	Chart	RTD	Unknown	Figure 2-15	Pg. 2-13
Land Uses Within 0.25 Miles of LRT Station	Chart	City of Englewood	2015	Figure 2-16	Pg. 2-13
Englewood Traffic Volume and Accidents	Map	CDOT/ City of Englewood	2015	Figure 2-17	Pg. 2-14

Data	Type	Source	Date	Figure No.	Page No.
Walk Score	Chart	Walkscore.com	Unknown	Figure 2-18	Pg. 2-15
Miles of Bike Trails and Routes	Chart	City of Englewood	2015	Figure 2-19	Pg. 2-15
Retail Sales	In text	Unknown	2007-2013	-	Pg. 2-16
General Merchandising	Chart	Englewood Community Profile	2014	Figure 2-20	Pg. 2-17
Psychography*	Map	ESRI	2012	Figure 2-21	Pg. 2-18
School Assessment Results	Table	TCAP School and District Summary Results	2014	Figure 2-22	Pg. 2-19
School Districts and Facilities	Map	City of Englewood	2015	Figure 2-23	Pg. 2-21
Englewood Facilities	Chart	City of Englewood	2015	Figure 2-24	Pg. 2-22
Englewood Parks and Recreation	Map	City of Englewood	2015	Figure 2-25	Pg. 2-23
Access to Parks	Chart	City of Englewood	2015	Figure 2-26	Pg. 2-23
Desired Future Character Descriptions	Table	Unknown	Unknown	Table 3-2	Pg. 3-5

*Psychography groups represent range of age, household composition, housing and economic characteristics:

1. Global Roots: Ethnic and culturally diverse families
2. High Hopes: Young households striving for the “American Dream”
3. Metropolis: City dwellers in older homes reflecting the diversity of urban culture
4. Senior Styles: Senior lifestyles by income, age, and housing type
5. Solo Acts: Urban young singles on the move
6. Traditional Living: Middle-aged, middle income—Middle America
7. Upscale Avenues: Prosperous, married-couple homeowners in different housing

Stakeholder Analysis

- Plan Development and public outreach (pg. 1-5)
 - > 21,000 residents and businesses reached by Englewood’s Citizen Newsletter
 - > 600 postcards mailed to key businesses and residences near light rail stations
 - > 1,700 residents notified though Nextdoor.com
 - > 323 City of Englewood’s e-notifier contacts
 - > 570 interested stakeholders on mailing list
 - > 18% of participation came from small group meetings, with 28% from online surveys; 62% of participation came from public events.

- Key Public and Stakeholder Events (*Figure 1-2, pg. 1-6*)
 - > Project Initiation:
 - Agency Kickoff
 - Stakeholder interviews
 - Planning and Zoning/City Council Worksession
 - Indicators report and snapshots
 - > Vision & Trends
 - Englewood Forward Kickoff—Public Event #1
 - Survey/Virtual Workshop
 - Planning & ongoing/City Council Worksession
 - Neighborhood Walks
 - > Community Choices
 - Student Engagement
 - Planning & Zoning/City Council Worksessions
 - Community Choices—Public Event #2
 - Developers’ Roundtable & Business Summit
 - Walk and Wheel Fest
 - > Strategies & Implementation
 - Neighborhood area meetings
 - Survey/Virtual workshop
 - Planning & Zoning/City Council Worksessions
 - Recommendations—Public Event #3

Recommendations

Recommendation	Type	Figure No.	Page No.
Downtown/Englewood Station Area Neighborhood Map*	Map, Table	-	Pg. 3-8 - 3-10
Oxford Station Area Neighborhood Map*	Map, Table	-	Pg. 3-16—3-18
South Platte River Area Neighborhood Map	Map, Table	-	Pg. 3-20—3-22
Cushing Park Area Neighborhood Map	Map, Table	-	Pg. 3-24—3-26
Jason Park/Maddox Area Neighborhood Map	Map, Table	-	Pg. 3-32—3-34
Centennial Park Area Neighborhood Map	Map, Table	-	Pg. 3-48—3-50
Belleview/Brookridge Area Neighborhood Map	Map, Table	-	Pg. 3-52—3-54
Key Indicators with Targets	Table	Table 4-2	Pg. 4-4
Indicator Report Metrics	List	-	Pg. 4-5
Priority Strategies	Chart	-	Pg. 4-15

*Area Neighborhood Maps include catalytic activity, mixed-use transition areas, residential transition areas, areas of stability, and future opportunities (Live, Work, Shop, Learn, Play, and Move categories).

Implementation of the plan includes:

- Annual review of indicators and update of Community Profile Update (pg. 4-3)
 - > Criteria used for annual review include: relevant, reliable, clear, usable, affordable
- 5-Year Indicator Report Update—including list of 50+ indicator metrics (pg. 4-5)

Santa Fe Corridor Specific Projects

- Develop enhanced bikeway on Dartmouth Avenue and a future pedestrian/bike bridge from the Englewood Station to the trail and employment uses west of Santa Fe
- A second connection to the river at Wesley Avenue into Denver would create a more direct connection to the existing South Platte River Trail Bridge and the future Iliff Avenue pedestrian/ bicycle bridge over Santa Fe Drive, which is an improvement identified in the Evans Light Rail Station Area Master Plan.
- Future Englewood Station Ped bridge over Santa Fe
- Proposed rail trail along LRT
- Further development of retail “street” at City Center by improving visual access from both Hampden Avenue and Englewood Station and adding additional supportive uses. Particularly pursue technology, entertainment, health, and pet related retailers that are expanding and highly desirable to Englewood’s demographic groups.

Issues and Improvements

- Most of Englewood’s employment opportunities are focused along Broadway, Hampden, and Santa Fe, and in the northwestern portion of the City.
- large-scale trades congregate in Downtown, near Santa Fe, and near Broadway and Belleview
- Broadway, Santa Fe, Hampden, and Belleview: growth in traffic, but volumes are w/in existing capacities and excessive delays at intersections are not experienced; do have volume to capacity ratios between 0.75 and 1.0 - demand could soon exceed capacity near future

Policies

- Maintain north-south connectivity west of Santa Fe with the South Platte River Trail, which connects to the regional trail system.
- Transform Elati to Santa Fe between US 285/Hampden Avenue and Kenyon Avenue to a flexible mixed-use gateway zone to promote job generating uses, including office, commercial, and flex- industrial space, along with supporting residential and other compatible uses.
- Area south of Dartmouth St. between Santa Fe Drive and the Platte River has potential to redevelop as mixed use residential. Regulatory revisions here may be beneficial to achieve

compatible design and form, and as long as they are modest would help stimulate development rather than deter it by ensuring quality.

- Downtown can be reimagined and reoriented as the area extending east-west from the Medical District along Old Hampden to the Englewood Station.

Englewood Light Rail Corridor Plan (2013)

Description/Purpose of Plan

Identifies the functions, character, uses, and design elements for each station area within Englewood and the public infrastructure needed. The plan is focused around the existing Englewood and Oxford light rail stations, and the future Bates light rail station. The corridor is envisioned as a series of inter-related and complementary station area neighborhoods that support and strengthen each other, knitted together with enhanced ‘active transportation’—pedestrian, bicycle, and transit improvements.

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Land Use Summary by Station Neighborhood	Table	Unknown	Unknown	-	Pg. 20
Land Use	Map	Unknown	Unknown	-	Pg. 21
Retail and Commercial Development Summary	Table	Unknown	Unknown	-	Pg. 22
Retail and Commercial	Map	Unknown	Unknown	-	Pg. 23
New Development Summary	Table	Unknown	Unknown	-	Pg. 24
Employment	Map	Unknown	Unknown	-	Pg. 25
Residential Development Summary	Table	Unknown	Unknown	-	Pg. 26
Residential	Map	Unknown	Unknown	-	Pg. 27
Private Parking Ratios	In text	Unknown	Unknown	-	Pg. 28
Parking	Map	Unknown	Unknown	-	Pg. 29
Parks Development Summary	Table	Unknown	Unknown	-	Pg. 30
Parks	Map	Unknown	Unknown	-	Pg. 31
Development Standards*	Table	Unknown	Unknown	-	Pg. 34-35

*Includes retail and commercial, residential, and employment development standards.

Stakeholder Analysis

Public outreach consisted of:

- Direct mailings
- Newsletters
- E-mails
- Website
- Facebook page
- Public meetings (4)
 - > Meeting sessions were held over two-day periods
 - Advisory committee and stakeholder meetings
 - Corridor-wide community workshop (general public)
 - City Council presentation
 - Session #1 (August 7 & 8, 2012) - Examination of background information and the refinement of project objectives

- Session #2 (September 26 & 27, 2012) - Assessment of a range of creative and credible station area design alternatives
- Session #3 (November 28 & 29, 2012) - Evaluation of a preferred corridor and station area concept
- Final Presentation (February 27, 2013) - Presentation of the Final Plan and Implementation Strategies

Recommendations

Recommendation	Type	Figure No.	Page No.
Corridor Concept	Map	-	Pg. 13
Investment and Benefits	Table	-	Pg. 14
Game Changers	Map	-	Pg. 15
Recommended Subareas	Map	-	Pg. 33
Circulation Framework	Map	-	Pg. 41
Mobility Emphasis	Map	-	Pg. 43
Pedestrian and Bicycle	Map	-	Pg. 45
Transit	Map	-	Pg. 47
New and Enhanced Streets	Map	-	Pg. 49
Implementation Projects	Table, Map	-	Pg. 54-55
Station Activation Projects	Table, Map	-	Pg. 56-57
Floyd Avenue Extension	Table, Map	-	Pg. 58-59
Englewood Parkway	Table, Map	-	Pg. 60-61
Oxford Parks	Table, Map	-	Pg. 62-63
Neighborhood Connections	Table, Map	-	Pg. 64-65
Project Schedule	Table	-	Pg. 66

Santa Fe Corridor Specific Projects

- Future Bates Station (Santa Fe Dr and Bates Ave)
- The Floyd Avenue Extension ‘Ventilator’
 - > Extending Floyd Avenue west from Inca Street under Santa Fe Drive and over the South Platte River to Zuni Street is intended to: Provide Englewood station multimodal access to redevelopment sites west of Santa Fe Drive Improve peak period intersection operations within Englewood and Sheridan by enabling short length motor vehicle trips to by-pass Hampden and Dartmouth Avenues resulting in fewer trips through these peak-hour congested intersections
 - > Establishes a new east/west parallel route to Dartmouth Avenue and Hampden Avenue

Issues and Improvements

- Santa Fe Dr acts as a barrier between east and west neighborhoods.
- Future Bates Station:
 - > The retail commercial potential of the site is limited by the barrier created by Santa Fe Drive to the west and the RTD maintenance facility to the north, the difficulty of securing commercial frontage on Dartmouth, and the area’s walking proximity to retail and

commercial uses along Broadway. The market potential here is for medium density housing, most likely rental apartments.

- Increase access to station platforms by bridging existing barriers, such as Santa Fe Drive.

Light Rail Corridor Next Steps Study (2015)

Description/Purpose of Plan

Assesses the development potential and evaluated infrastructure alternatives for multimodal connections to the CityCenter and Oxford light rail stations. A pedestrian bridge over the Santa Fe Corridor near the CityCenter station is recommended.

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Through Lanes	Map	Unknown	Unknown	Figure 2-1	Pg. 13
Existing Intersection Configurations	Map	Unknown	Unknown	Figure 2-2	Pg. 14
Speed Limits	Map	Unknown	Unknown	Figure 2-3	Pg. 15
Existing Daily Traffic Volumes and Truck Data	Map	Unknown	Unknown	Figure 2-4	Pg. 17
Existing Peak Hour Intersection Turning Movement Counts and LOS	Map	Unknown	Unknown	Figure 2-5	Pg. 18
Weekday Study Area Transit Routes	Table, Map	RTD	2015	Table 2-1; Figure 2-6	Pg. 20-21
Average Weekday Ridership at Study Area Light Rail Stations	Table	RTD	2015	Table 2-2	Pg. 22
Study Area Light Rail Stations Mode of Access (2010)	Table	RTD	2010	Table 2-3	Pg. 22
Top Study Area Bus Stops by Total Daily Boardings and Alightings	Table	RTD	2015	Table 2-4	Pg. 23
Average Daily Ridership at Study Area Bus Stops	Map	RTD	2015	Figure 2-7	Pg. 24
DRCOG Households by TAZ	Table	DRCOG	2010, 2035	Table 2-5	Pg. 25
Estimated Existing and Future Households and Employment by TAZ	Maps	DRCOG	2010, 2035	Figure 2-8	Pg. 26
DRCOG Employment by TAZ	Table	DRCOG	2010, 2035	Table 2-6	Pg. 27
2035 Daily Traffic Projections	Map	DRCOG	2035	Figure 2-9	Pg. 29
Estimated Existing and Future Transit Trips and Home-based Work Transit Trips by TAZ	Maps	DRCOG	2010, 2035	Figure 2-10	Pg. 30
DRCOG Transit Total Trip Share by TAZ	Table	DRCOG	2010, 2035	Table 2-7	Pg. 31
DRCOG Transit Home-based Work Trip Share by TAZ	Table	DRCOG	2010, 2035	Table 2-8	Pg. 32
Bicycle Routes and Facilities	Map	Unknown	Unknown	Figure 2-11	Pg. 34
Two-Hour AM and PM Existing Bicycle Movements	Map	Unknown	Unknown	Figure 2-12	Pg. 36
Potential Bicycle and Pedestrian Conflict Areas	Map	Unknown	Unknown	Figure 2-13	Pg. 38
Bicycle/Pedestrian Crash Hot Spots	Table	CDOT	2009-2013	Table 2-9	Pg. 39
Major Barriers to Bicycle and Pedestrian Movement	Map	Unknown	Unknown	Figure 2-14	Pg. 41
Focus Areas—Real Estate Market Analysis and Feasibility	Map	Unknown	Unknown	Figure 3-1	Pg. 43
Environmental Focus Study Areas	Table, Map	Unknown	Unknown	Table 4-1; Figure 4-1	Pg. 49-50
Park and Recreational Resources	Table	Unknown	Unknown	Table 4-2	Pg. 52-54

Data	Type	Source	Date	Figure No.	Page No.
Number of Parcels with Structures 45 Years Old or Greater	Table	Unknown	Unknown	Table 4-3	Pg. 55
Potential Wetlands and Waters of the US within the Focus Study Areas	Table	Unknown	Unknown	Table 4-4	Pg. 58
Threatened/Endangered Species Located in Arapahoe County	Table	Colorado Parks and Wildlife	2014	Table 4-5	Pg. 59
FEMA Designated Floodplains in the Study Area	Table	Unknown	Unknown	Table 4-6	Pg. 60

Reviewed previous plans:

- South Santa Fe Drive Corridor Improvements Study (Tri-City Planning Group, 1992)
- North Englewood Small Area Plan (City of Englewood, 1997)
- CityCenter Englewood: Redevelopment of the Cinderella City Mall (City of Englewood, 2000)
- Englewood Industrial Urban Renewal Plan and the General Ironworks Development Plan (Englewood Urban Renewal Authority, 2000)
- Southwest Light Rail Transit Line Major Investment Study (RTD, 2000)
- Englewood Civic Center Pedestrian Underpass Feasibility Study (City of Englewood, 2002)
- Englewood and Oxford Station Area Plan (City of Englewood, 2003)
- Roadmap Englewood: The 2003 Englewood Comprehensive Plan (City of Englewood, 2003) and Englewood Forward: The 2016 Englewood Comprehensive Plan
- Englewood Master Bicycle Plan (City of Englewood, 2004)
- City of Sheridan Comprehensive Plan (City of Sheridan, 2004) Districts (City of Englewood, 2009)
- Arapahoe County 2035 Transportation Plan (Arapahoe County, 2010)
- 2035 Metro Vision Regional Transportation Plan (DRCOG, 2011)
- Complete Streets Toolbox (City of Englewood, 2011)
- Englewood Master Bicycle Plan Route Development Study and Implementation Program (City of Englewood, 2011)
- Oxford Station Transit Oriented Development (TOD)—Planned Unit Development (PUD) Site Plan (Littleton Capital Partners, 2012)
- Englewood Light Rail Corridor Station Area Master Plan (City of Englewood, 2013)
- Navajo Apartments TOD—PUD Site Plan (Elsley Partners, 2012)
- Sand Creek TOD—PUD Site Plan (Sand Creek Investors, 2012)

- WH Investors TOD—PUD Site Plan (WH Investors, 2013)
- Englewood Walk and Wheel Master Plan and Program (City of Englewood, 2015)

Stakeholder Analysis

Simultaneous public engagement with *Englewood Forward* plans:

- Englewood Comprehensive Plan Update
- Englewood Light Rail Corridor Next Steps Study
- Walk and Wheel Master Plan and Program

Communication Tools & Tactics

- Brand, logo, templates
- Website
- E-newsletters
- Public Meetings (5)
 - > Advertised through website, “eNotifer”, City bulletin boards, social media, new releases, community calendars, Englewood and Sheridan Citizen newsletters, E-newsletters, “Next Door”, flyers, postcards, business cards, electronic billboards
- Contact Database (stakeholder/public)
- Media/news releases
- Neighborhood outreach/business walk-about
- Land/property owner outreach
- Developer Roundtable
- Agency Technical Workshop; agencies included:
 - > City of Englewood staff
 - > City of Sheridan staff
 - > Arapahoe County staff
 - > Elected officials from Englewood, Sheridan & Arapahoe County
 - > DRCOG staff
 - > RTD staff
- City of Englewood Transportation Advisory Committee
- City of Englewood Urban Renewal Authority
- CDOT staff
- FHWA staff
- Railroad representatives
 - > Englewood and Sheridan city Council Briefings (5)
 - > RTD Coordination

Recommendations

Recommendation	Type	Figure No.	Page No.
Previously Proposed Projects	Map	Figure 5-1	Pg. 64

Previous Plans Inventory and Analysis

Recommendation	Type	Figure No.	Page No.
Previously Proposed Projects and Complementary Transportation Improvements—City Center Englewood Station Area	Map	Figure 5-2	Pg. 65
Previously Proposed Projects and Complementary Transportation Improvements—Sheridan - Oxford Station Area	Map	Figure 5-3	Pg. 66
Previously Proposed Projects and Complementary Transportation Improvements—South of Oxford Avenue	Map	Figure 5-4	Pg. 67
Tier 1 Evaluation	Table	Table 5-1	Pg. 73-76
Tier 2A—Evaluation of the Floyd Avenue Extension	In-text, Chart, Table	Figure 5-6, Table 5-2	Pg. 77-79
Tier 2B—Evaluation of the Sheridan—Oxford Station Connection	In-text, Map, Table	Figure 5-7, Table 5-3	Pg. 80-83
Tier 2C—Evaluation of the Southwest Greenbelt Trail and Extension	In-text, Map, Table	Figure 5-4 Table 5-4	Pg. 84-87
Tier 2D—Evaluation of Complementary Transportation Improvements	In-text, Map, Table	Figure 5-1, 5-2, 5-3, 5-4; Table 5-5	Pg. 88-100
Tier 3—Rail Trail—Alternative Refinements Summary	Table	Table 5-6	Pg. 101-102
Tier 3—Bikeway Loop—Alternative Refinements Summary	Table	Table 5-7	Pg. 102-103
Englewood Parkway Extension and Bus Transfer/Piazza Redesign	Map	Figure 5-8	Pg. 105
CityCenter Englewood Station Bicycle/Pedestrian Bridge/Tunnel Options	Map	Figure 5-9	Pg. 106
Summary of Opinions of Probable Cost	Table	Table 6-1	Pg. 108
Package of Recommended Transportation Improvements—Bikeway Loop and Rail Trail	Map	Figure 6-1	Pg. 109
Package of Recommended Transportation Improvements –CityCenter Englewood Station Area	Map	Figure 6-2	Pg. 110
Package of Recommended Transportation Improvements—Sheridan—Oxford Station Area	Map	Figure 6-3	Pg. 111
Composite Rating of Projects	Table	Table 8-1	Pg. 125-126
Summary of Potential Funding Sources	Table	Table 8-2	Pg. 127-130
Summary of Potential Funding Sources for Recommended Transportation Improvements	Table	Table 8-3	Pg. 131-134
CityCenter Englewood Station Action Items	Table	-	Pg. 138-139
Sheridan-Oxford Station Action Items	Table	-	Pg. 139-140
North Neighborhood Action Items	Table	-	Pg. 140-141
West Neighborhood Action Items	Table	-	Pg. 141-142
Public Financing Options	In-text	-	Pg. 142-145

Englewood Walk & Wheel Master Plan (2015)

Description/Purpose of Plan

“The plan’s purpose was to evaluate the City’s current walking and bicycling conditions and activity, as well as to develop recommendations for bicycle and pedestrian infrastructure and programs that improve safety, increase connectivity and transportation options, and encourage greater walking and biking among Englewood residents.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Current Bicycle Paths/Trails and On-Street Routes	Map	City of Englewood	Unknown	Figure B-1	Pg. B-4
Bicycle Parking Locations in the City Center, Broadway Corridor, and Hospital District	Map	Unknown	Unknown	Figure B-2	Pg. B-5
Bicycle Parking Near the Oxford LRT Station and Rec Center	Map	Unknown	Unknown	Figure B-3	Pg. B-5
Pedestrian and Bicycle Counts Total*	Chart	Unknown	2014	Figure B-4	Pg. B-6
Average Number of Pedestrian and Bicycle Counts Per Hour Over All Count Locations*	Chart	Unknown	2014	Figure B-5	Pg. B-6
Total Bicycle and Pedestrian Volumes at Each Count Location*	Chart	Unknown	2014	Figure B-6	Pg. B-7
Pedestrian and Bicycle Split	Chart	Unknown	2014	Figure B-7	Pg. B-7
Bicycle Intersection Preferences	Chart	Unknown	2014	Figure B-8	Pg. B-7
Where People Live Census 2010 Block Level Population Density	Map	U.S. Census	2010	Figure B-9	Pg. B-9
Where People Work - Trip Ends for People of Englewood Regardless of Residency	Map	U.S. Census	2010	Figure B-10	Pg. B-10
Where People Learn—K-12, Community College and University Enrollment	Map	U.S. Census	Unknown	Figure B-11	Pg. B-11
Where People Shop and Play	Map	U.S. Census	Unknown	Figure B-12	Pg. B-12
Where People Access Transit	Map	U.S. Census	Unknown	Figure B-13	Pg. B-13
Composite Demand**	Map	U.S. Census	Unknown	Figure B-14	Pg. B-14
Methods for the Level of Traffic Stress Analysis	Table	Mineta Transportation Institute Report 11-19	Unknown	Table B-2	Pg. B-15
Level of Traffic Stress	Map	U.S. Census	Unknown	Figure B-15	Pg. B-16
Level of Traffic Stress - Connectivity Analysis	Map	U.S. Census	Unknown	Figure B-16	Pg. B-17
Maintenance Policy and Funding Summary by Agency Interviewed	Table	Cities of Littleton, Lakewood, Englewood	FY 2015	Table F-2	Pg. F-3

*Counts were performed in late October and early November 2014 during periods of nice weather from 7-10 am, 11am-1pm, and 4-6pm. Count locations include the following:

- Dartmouth at Broadway
- Floyd at Broadway
- Oxford at Broadway
- Oxford at Navajo
- Clarkson at Old Hampden
- Inca at US 285
- Inca at Englewood Parkway
- Elati at US 285
- Sherman/Little Dry Creek Trail/
- Sherman at US 285
- Belleview at Delaware

**Composite Demand is an overlay of factor maps with standard weights applied to each factor. Reviewed previously plans:

- Roadmap Englewood: The 2003 Englewood Comprehensive Plan
- City of Englewood Master Bicycle Plan (2004)
- Englewood South Broadway Plan
- Englewood Complete Streets Toolbox (2011)
- Englewood Master Bicycle Plan Route Development Study and Implementation Program
- Englewood Downtown and Medical District Small Area Plan
- Englewood Light Rail Corridor Plan
- Englewood Parks and Recreation Master Plan

Stakeholder Analysis

- Community workshops (2)
- Stakeholder Focus Group and Interviews
 - > Senior Center Community Holiday Bazaar
 - > Englewood Walking and Wheeling Citizen Focus Group
 - > Interviews with Englewood School District, South Broadway Businesses, Englewood Transportation Advisory Committee
- Walk and Wheel Festival—Participating organizations included:
 - > Kaiser Permanente
 - > Englewood School District
 - > Museum of Outdoor Art
 - > Brew on Broadway Brewpub
 - > Bicycle Colorado
 - > Englewood Police Department

- > Englewood Wastewater
- > Keep Englewood Beautiful
- > Englewood Library
- > Lifetime Fitness
- > Yoga Tree/East West Professionals
- > Swedish Hospital

- Website
- E-Newsletter and email blasts
- Online questionnaire
- Meetings with school district
- Participation in comprehensive plan coordinated outreach
- Advertised these outreach events though:
 - > Englewood Citizen
 - > E-Notifier sent out by City
 - > Postcard mailers
 - > Press Releases
 - > Quarterly Englewood Forward E-Newsletters
 - > Facebook
 - > Englewood Herald
 - > Your Hub weekly
 - > Chamber of Commerce
 - > Next Door
 - > Flyers at bike organizations, bike shops, library, coffee shops, etc.

Recommendations

Recommendation	Type	Figure No.	Page No.
Area of Emphasis	Map	-	Pg. D-1
Pedestrian Facility Typologies*	In Text	-	Pg. D-2
Bicycle Facility Typologies**	In Text	-	Pg. D-3
Infrastructure Recommendations for Pedestrians and Bicycles for Englewood	Map	Figure D-1	Pg. D-6
NW Quadrant Recommendations	Map	-	Pg. D-8
WW Quadrant Recommendations	Map	-	Pg. D-9
NE Quadrant Recommendations	Map	-	Pg. D-10
SE Quadrant Recommendations	Map	-	Pg. D-12
Programmatic Recommendations	Table	Table D-1	Pg. D-14
Quick Wins	Map	Figure E-1	Pg. E-2
Annual Environmental Benefits	Table	Table G-4	Pg. G-7
Annual Transportation Benefits	Table	Table G-5	Pg. G-8
Total Annual Benefits	Table	Table G-6	Pg. G-8

*Pedestrian Facility Typologies include:

- Improved Pedestrian Corridor
- Priority Pedestrian Corridor

**Bicycle Facility Typologies include:

- Bikeway
- Protected Bikeway
- Bike Boulevard
- Bicycle Parking

Santa Fe Corridor Specific Projects

- Intersection improvements and proposed overpass at:
 - > Dartmouth and Santa Fe
 - > Oxford Ave and Santa Fe
- Proposed overpasses at Englewood Station and at intersection of Santa Fe Hampden Ave
- Trail along LRT alignment
- Bikeway along Dartmouth Ave and Oxford Ave (crosses Santa Fe)

Issues and Improvements

Santa Fe identified through stakeholder engagement as barrier; participants in engagement expressed want to link across Santa Fe for biking/walking, with increased safety.

Complete Streets Toolbox (2011)

Description/Purpose of Plan

“This document provides additional guidance on designing for more complete streets, while maintain the current lane widths for motor vehicles and on-street parking configurations. The goal of this toolbox is to identify fiscally responsible projects that can improve mobility for all users, and fulfill previous planning effort’s goals for more non-motorized travel in the area.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Existing “Tool Box” Improvements	Map	Unknown	Unknown	-	Pg. 6
Road Map Englewood: The 2003 Englewood Comprehensive Plan Policies	Table	Road Map Englewood	2003	-	Pg. 7-8

Stakeholder Analysis

Including number of meetings, types of meetings/surveys/engagement, locations, etc.

- Table 1: Summary of Outreach Efforts (pg. 10)
 - > Website Hits 580
 - > Facebook Likes 32
 - > Old Hampden Avenue
 - > Street Canvassing
 - > 119 Flyers
 - > Door to Door Business
 - > Canvassing
 - > 109 Flyers
 - > Sounds of Summer
 - > Concert Canvassing
 - > 102 Flyers
 - > Eats and Beats
 - > Canvassing
- 203 Flyers

Recommendations

Toolbox includes the following street treatments. Implementation Matrix found on page 24; includes cost to implement, cost to maintain, and if additional analysis is needed.

- High-visibility crosswalks
- Mid-block crossings and curb extensions
- Medians and refuge island
- Sidewalks

- Directional curb ramps
- Safety and speed management
- Pedestrian signage
- Bus shelters & shuttle/bus service
- Bike routes & bike racks
- Benches, outdoor dining and street furnishings

Englewood Economic Development Strategy (2005)

Description/Purpose of Plan

The document is an economic development vision and work plan for the City of Englewood and the Englewood business community. The document describes Englewood's economic development outlook, lists key points addressed in the Economic Development Strategy, and summarizes the goals and objectives.

Technical Analysis and Mapping

- Economic statistics including: (pg. 1)
 - > Overall employment statistics
 - > Retail sector employment (Englewood, Denver metro)
 - > Industrial market (Englewood, Denver metro)
 - > Healthcare services (Englewood, Denver metro)

Stakeholder Analysis

None identified in plan.

Recommendations

Santa Fe Corridor Specific Projects

- Conduct an in-depth void analysis of missing businesses and untapped markets within the city's list of targeted industries that would serve to complement existing businesses in the following key corridors and activity nodes: Broadway, Swedish/Craig Medical Centers, Santa Fe Drive, Northwest Englewood, Federal and Belleview, University and US 285
- Enhance the pedestrian environment and pedestrian connections - From City Center Englewood Across Santa Fe Drive
- Redevelop strategic parcels adjacent to light rail stations, the Broadway and Santa Fe/South Platte River corridors, and other commercial and infill districts with mixed-use, high density projects, including office, housing, and retail uses: Transit Zones, Small area implementation plans, Community Development Corporation, Development Agreements, Business Improvement Districts, Public/private partnerships, Regional partnerships

Policies

- Create a balanced mix of businesses that complement each other
- Achieve a greater pedestrian, bicycle, and transit orientation within and between commercial districts, surrounding residential areas, and other communities.
- Encourage the development of mixed-use projects in order to achieve a vibrant community.

City of Littleton

Littleton Transportation Master Plan (2019)

Description/Purpose of Plan

“The Transportation Master Plan will serve as the reference for elected leaders and policy makers to advocate for the regional transportation needs of the City and to articulate the City’s position on regional transportation projects. The Transportation Master Plan will also inform the Capital Improvement Plan for streets and transportation infrastructure, setting out priorities along a logical and fiscally sound progression that fulfills the Transportation Master Plan over a period of years.”

Technical Analysis and Mapping

Automobile & all modes

Data	Type	Source	Date	Figure No.	Page No.
Existing Roads and classifications	Map	Unknown	Unknown	Figure 1	Pg. 19
Traffic Congestion	Map	DRCOG Regional Travel Demand Model	2015	Figure 2	Pg. 20
Vehicle Crashes	Map	DRCOG	2011-2015	Figure 3	Pg. 20
INRIX Bottleneck Rankings	Table	Unknown	Unknown	Table 3	Pg. 51
Anticipated increase in congestion	Map	DRCOG Focus Model	2020, 2040	Table 4	Pg. 52
Citywide Traffic Statistics*	Table	DRCOG Focus Model	2020, 2040	Table 5	Pg. 52
Origin-Destination Analysis	In text	Streetlight	Unknown	-	Pg. 52
High Injury Network	Table, Map	Unknown	2014-2018	Table 6, Figure 9	Pg. 55, 56
Proposed Street Types	Map	Unknown	Unknown	Figure 23	Pg. 124
Existing Truck Routes	Map	Unknown	Unknown	Figure 27	Pg. 128
Corridor Cut-sheet: Santa Fe**	Charts, Map	Unknown	Unknown	Figure 28	Pg. 130
Corridor Cut-sheet: Littleton Blvd/ Main St/ Alamo Dr/ Bowles Ave**	Charts, Map	Unknown	Unknown	Figure 30	Pg. 132
Corridor Cut-sheet: Prince St/ Windemere St**	Charts, Map	Unknown	Unknown	Figure 31	Pg. 133

* Includes VMT, VHT, Congested VMT, Congested VHT

** Includes ROW, Speed Limit, Traffic Volumes, Transit Ridership, Strategies, and proposed auto, bicycle, pedestrian, and transit projects

Bicycle & Pedestrian

Data	Type	Source	Date	Figure No.	Page No.
Pedestrian Crashes	Map	Unknown	2011-2015	Figure 6	Pg. 26
Bike/Pedestrian Bridge and Underpasses	Map	Unknown	Unknown	Figure 6	Pg. 26
Trail & Bike Facilities	Map	Unknown	Unknown	Figure 7	Pg. 28
Bicycle Related Crashes and Injuries	Map	Unknown	2011-2015	Figure 7	Pg. 28
Pedestrian level of Traffic Stress (PLTS)	Table, Map	Project team developed from Oregon DOT	Unknown	Table 12, Figure 12	Pg. 72, 73
½-Mile Walkshed from Education Facilities	Map	Unknown	Unknown	Figure 12	Pg. 75
2-Mile Walkshed from LRT Stations	Map	Unknown	Unknown	Figure 13	Pg. 76
Low-Stress Bicycle Facilities	Table, Map	Unknown	Unknown	Table 13, Figure 14	Pg. 77, 78
½-Mile Low Stress Bikeshed to Educational Facilities	Map	Unknown	Unknown	Figure 15	Pg. 80
2-Mile Low Stress Bikeshed to LRT Station	Map	Unknown	Unknown	Figure 16	Pg. 81
Pedestrian Priority Street	Map	Unknown	Unknown	Figure 24	Pg. 125
Bike Priority Streets	Map	Unknown	Unknown	Figure 25	Pg. 126

Transit

Data	Type	Source	Date	Figure No.	Page No.
Existing Transit Facilities	Map	RTD	Unknown	Figure 4	Pg. 23
Transit Ridership	Map	RTD	Unknown	Figure 5	Pg. 24
Transit Route Performance*	Table	RTD	Unknown	Table 18	Pg. 104
Transit Coverage**	Table	RTD	Unknown	Table 19	Pg. 105
Shopping Cart and Omnibus Ridership	Chart	Unknown	Unknown	Figure 21	Pg. 106
Percentage of Citizens with Convenient Access to High-Quality Transit	Chart	Unknown	Unknown	Figure 20	Pg. 104
Transit Priority Streets	Map	Unknown	Unknown	Figure 26	Pg. 127

*Boardings per Hour

**Percent households within ½ mil of transit stop and available transit trips within ½-mile of household

Stakeholder Analysis

- City of Littleton Travel Survey (pg. 22)
- Littleton Resident Survey (pg. 103)
- Plan development included listening sessions and workshops with: (pg. 31)
 - > City staff
 - > Joint Leadership (City Council and Planning Commission)
 - > Community Coordinating Committee (CCC)
- City Departments engaged through workshops and listening sessions: (pg. 31)
 - > Finance
 - > Police
 - > Community Development
 - > Economic Development
 - > Communications
 - > Information Technology (IT)
 - > Public Works
- Community members reached: (pg. 31)
 - > In-person: 8,315
 - > Social media: 45,354
 - > E-mail: 70,805
 - > Postcards: 50,506

Recommendations

Recommendation	Type	Figure No.	Page No.
Proposed Street Types	Map	Figure 8	Pg. 53
Proposed Auto Projects	Map	Figure 10	Pg. 63
Programs & initiatives, regulations & standards, partnerships & coordination, targeted planning & studies	Text	-	Pg. 64
Updates on progress of projects from the 2011 Bicycle and Pedestrian Master Plan	Table	-	Pg. 70
Future ½-Mile Low Stress Bikeshed to Educational Facilities	Map	Figure 17	Pg. 83
Future 2-Mile Low Stress Bikeshed to LRT Stations Facilities	Map	Figure 18	Pg. 84
Active Transportation Capital Investments	Table, Map	Table 16, Figure 19	Pg. 88-89
Capital Transit Investments	Table, Map	Table 21, Figure 22	Pg. 110-112

The key transit measurements to update are: (pg. 104)

- Ridership within the City (measured by boardings and alightings)
- Households within one mile of high-frequency transit stop/station

- Jobs within 30-minute transit ride
- Ratio of transit travel time vs. auto travel time at peak hour on key corridors
- Utilization of parking near high-frequency transit stop/station
- Number and subject of submitted complaints or satisfactions
- Stop/Station environment (percentage of stops with high quality amenities)

Santa Fe Corridor Specific Projects

- Suggested Project: Area between Santa Fe and the South Platte, Bowles Ave to Mineral Ave
 - > Create a useful and attractive place for businesses and residents; parallel routes that will benefit regional traffic by allowing local circulation to occur off mainline
- Suggested Project: Create downtown mobility and land use plan to identify vision for connection downtown to the river, and establishes desired Santa Fe alignment (horizontal and vertical)
- Suggested Project: Alternative intersections/grade-separated interchange at Mineral and Bowles intersections
- Safety and operation improvements at Bowles Ave and Price Street intersections
- Suggested Project: Extension of LRT to Highlands Ranch/Sterling Ranch; garage expansion at RTD Mineral Station; increase LRT frequencies
- Suggest Project: Study connecting South Platte River Parkway, west of Santa Fe into downtown to serve local traffic

Issues and Improvements

- Access Preservation Area - raise awareness with needs of all corridor residents, property owners, and businesses must be considered when reviewing potential future alternatives (adjacent to Santa Fe)
- Santa Fe serves as a physical and psychological barrier to the South Platte River
- Alleviate traffic at Santa Fe/Bowles Ave and Santa Fe/Mineral Ave
- Santa Fe serves as a pass-through corridor
- Santa Fe Drive experiences >7.5 hours of congestion per day and bottleneaking
- High concentration of crashes at the following intersections: Mineral, Church, Bowles, & Prince
- Limited crossings of rail and Santa Fe corridor between Mineral and Bowles

Santa Fe & Prince St has highest number of injury crashes (13) of all Littleton intersections; other intersections include Santa Fe and Mineral, County Line Rd, and Bowles.

City of Littleton Comprehensive Plan (2019)

Description/Purpose of Plan

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.

Technical Analysis and Mapping

Demographics

Data	Type	Source	Date	Figure No.	Page No.
Population (Existing & Future)	Chart, Table	U.S. Census	2017 Estimates	Figure 1	Pg. 6; Appendix 3, pg. 28
Reduction in Violent Crime	Chart	FBI Uniform Crime Report	1995-2015	-	Appendix 3, pg. 8
Various Demographic Statistics*	In Text, Chart, Table	U.S. Census,	1950-2017	-	Appendix 3, pg. 8-13
National Register Properties and Districts; locally designated historic landmarks	In Text, Map	City of Littleton	1980-2019		Appendix 3, pg. 14-16
Safe Water	In Text	EPA, CDPHE	2018	-	Appendix 3, pg.16
Ozone Alert Days	In Text	EPA, Regional Air Quality Council	2018	-	Appendix 3, pg.17
Acre of parkland in South Platte Park	In Text, Map	South Platte Park Management Plan, South Suburban Park and Recreation District	2017	-	Appendix 3, pg.17, 18
Growth in South Platte Park Visitors	In Text	South Platte Park Management Plan	2017	-	Appendix 3, pg.19
Park acres per 1,000 population in Littleton	In Text	2016 Parks and Recreation Master Plan, NRPA	2016	-	Appendix 3, pg.19
Estimated total spent locally by 270,000 visitors who stayed in Littleton hotels during 2017.	In Text	Arapahoe/Douglas Works, State of Colorado Tourism Office	2017	-	Appendix 3, pg.19
Jobs in Littleton	In Text, Chart	U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages (QCEW)	2nd quarter 2018	-	Appendix 3, pg.20
Top 10 Largest Employers in Littleton	Table	City of Littleton Economic Development &	February 2019	-	Appendix 3, pg. 21

Data	Type	Source	Date	Figure No.	Page No.
		Business Services Department			
Educational Attainment	Chart	Unknown	2017	-	Appendix 3, pg. 21
City's General Fund Revenue	In Text	City of Littleton Annual Budget	2019, proposed 2020	-	Appendix 3, pg. 22
Shopping Centers	In text, Map	City of Littleton	Unknown	-	Appendix 3, pg. 22, 23
Parcel area exempt from property tax	In text, Map	City of Littleton	Unknown	-	Appendix 3, pg. 24
Wastewater treatment	In text	South Platte Waste Renewal Partners	Unknown	-	Appendix 3, pg. 25
Efficient Water Use	In text	Denver Water	Unknown	-	Appendix 3, pg. 26
Buildings maintained by City & cost of renovations and maintenance	In text	City of Littleton	Unknown	-	Appendix 3, pg. 26

*Various Demographic Statistics include: Reduction in Violent Crime, Population Growth, Median Age, Age Composition, Average Household Size, Race and Ethnicity, Total Housing Units, Housing Tenure, Housing Types, Age of Housing Stock, Median Home Value, Median Household Income, Percent of homes sold that the average Denver Metro worker earning \$60,215 annually could have afforded, and Percent below the federally-defined poverty level.

Stakeholder Analysis

- Envision Littleton 2040 Report—Engagement process took 5 months (June through October)—Infographic (*Appendix 2: Envision Littleton 2040 Report, pg. 9*)

Engagement Process Statistics			
25,253 postcards sent	15 Facebook posts	9 presentations	852 online survey responses
2,959 conversations	12 National Nite Out Parties	1,167 video views	2 Littleton report articles
160 new subscribers to project email list	108 Envision events	15 listening sessions	2 living room sessions
3 Nextdoor posts	13 Twitter posts	35 pop-up events	5 Instagram posts
12 weeks of events	10,000 bookmarks	Channel 8 video	3 community dinners/socials
51,941 reach through partner newsletters		1,250 Envision beach balls, bubbles, and fans	

- Online survey (870 total surveys completed—852 completed online, 635 were Littleton residents) (*Appendix 2: Envision Littleton 2040 Report, pg. 10-11*); (*Appendix 4: Envision Littleton 2040 Report, pg. 10-12*)
 - > Age Distribution (Chart)
 - > Race/Ethnicity (Chart)
 - > Year first moved to, began working in, or visiting Littleton (Table)
 - > Survey response locations (Map)

- Supporting Community Partners (Appendix 4:Community Engagement Process and Summary Results, pg. 8)

Supporting Community Partners					
Arapahoe Community College	artSPARK	Aspen Grove	Bemis Library	Breckenridge Brewery	Buck Recreation Center
City of Littleton Boards & Commissions	Colorado Center for the Blind	Community Housing Development Association	Doctor's Care	First Presbyterian Church of Littleton	Friends of the Museum & Library
Globus & Cosmos	Graceful Community Café	Highline Crossing Co-Housing	Historic Downtown	Hudson Gardens	Littleton Adventist Hospital
Littleton Business Chamber	Littleton Independent	Littleton Leadership Academy	Littleton Merchants	Littleton Museum	Littleton Optimists
Littleton Police Citizen's Academy Alumni	Littleton Public Schools (LPS)	Littleton Rotary	Littleton United Methodist Church	Littleton YMCA	LPS Foundation
National Night Out Hosts	South Metro Chamber of Commerce	South Metro Denver REALTORS Association	South Metro Housing Options	South Suburban Parks & Recreation	St James Presbyterian Church
St. Mary's Catholic Parish	Sunshine Community Group	Town Hall Arts Center	Tri-County Health	Vida Apartments	Western Welcome Week

- Community Engagement Results—Infographic (Appendix 4:Community Engagement Process and Summary Results, pg. 9)

Community Engagement Results			
50,506 postcards sent	47 Facebook posts	55 presentations	870 survey responses
8,315 conversations	12 National Nite Out Parties	1,167 video views	5 Littleton report articles
17,244 Reach through Envision Update emails (pg. 16)	47.5% Average Envision Email Open Rate	261 Envision Events	59 listening sessions
89 Interviews	11 Nextdoor posts	7 YouTube Videos	43 Twitter posts
54 pop-up events (pg. 17)	13 Instagram posts	34 weeks of events	10,000 bookmarks
3 community dinners/ socials (pg. 16)	Channel 8 video	10 Envision Banner flying over Mainstreet	51,941 reach through partner newsletters
2,250 Envision beach balls, bubbles, fans, and smiling dudes	31 Partner emails	1 Street Fai (pg. 15)	33,064 On-line Followers

- Speaker Series (Appendix 4:Community Engagement Process and Summary Results, pg. 13-14)

- > Speaker Series #1 - Chris Akers, Economist for the State
- > Speaker Series #2 - Darin Atteberry, City Manager for the City of Fort Collins
- > Speaker Series #3 - Bret Keast, Kendig Keast Collaborative (KKC)
- > Speaker Series #4 - Peter Kageyama, motivational speaker and author of *For the Love of Cities: The Love Affair Between people and Their Places*
- Pop-up Events (Appendix 4:Community Engagement Process and Summary Results, pg. 13-17)
 - > Little Jam 1
 - > Farmer's Market at Aspen Grove
 - > Western Week Pancake breakfast
 - > The Breckenridge Brewery 5K
- 2019 Public Comment Period for Draft Comprehensive & Transportation Master Plans (*Appendix 4:Community Engagement Process and Summary Results, pg. 17*)
 - > Open from August 8—September 16 (5 ½ weeks)
 - > Comments submitted using on-line comment form, online survey, or emailing City's project manager
 - > Received 103 submissions from residents and businesses
- Envision Littleton Telephone Town Hall (Chart) (Appendix 4:Community Engagement Process and Summary Results, pg. 18)
 - > Could participate in person, through website, Facebook and YouTube, and Cable TV

Recommendations

Future Land Use and Character Allocation (Table and Map) (*pg. 40; Map 1 as a separate attachment to the plan*); Includes acres and share of total land (percentage)

Santa Fe Corridor Specific Projects

- Potential Project: Creating a new zoning district and associated standards specifically for mixed-use development proposals, with built-in parameters and flexibility to accommodate the varied settings encompassed by the Corridor Mixed Use designation on the Future Land Use and Character Map (i.e., Belleview, Broadway, Littleton, and Santa Fe).
- Potential Project: Pursue a corridor planning effort focused on both Santa Fe and the parallel South Platte River corridor, especially to get ahead of the PEL study initiated by CDOT as a first step toward any future substantial design changes to Santa Fe

Issues and Improvements

- Along Santa Fe, Broadway and Belleview, sites are of adequate size to be conducive for master-planned, mixed-use development - Urban character by de-emphasizing large-scale surface parking and designing more for walkability. The core area of Littleton Village is a contemporary example of this approach.

- Opportunities for more river- & trail-oriented development, embrace rather than turn their back on the South Platte and greenway corridors, if future of Santa Fe is even greater restriction of direct vehicular access to properties
- Many character considerations for Santa Fe/Mineral intersection; undeveloped land and surface parking near light rail - TOD; proximity to river/greenway corridor - suburban character. Busiest Littleton intersection - auto-oriented development. Corridor has mixed-use designation for flexibility
- South Platte River and Santa Fe Corridors contain essential issues and priorities: Environmental protection, Downtown enhancement, River & greenway accessibility, Park & trail enhancement, Open space & view preservation, Traffic management & bicycle/pedestrian circulation, undeveloped land, Housing, river- & trail-oriented development in an era of “destination retail”, City’s tax base & long-term financial sustainability, Community image/aesthetics, Diverse needs and wants in a city with transitioning demographics, How upgraded zoning and development standards could enhance corridor management
- Santa Fe as a barrier to the river from downtown
- importance of Mineral Avenue (east of Santa Fe Drive) as a gateway to the distinctive South Park area, which is both a leading economic asset and a location for varied, attractive housing options—all within a Suburban character setting, and near rail transit.

Neighborhood Plans and Corridor Plans (2016)

Description/Purpose of Plan

The document defines the boundaries of the neighborhoods in the City of Littleton, provides planning goals, and planning policies for each neighborhood.

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Neighborhood Boundaries	Map	Unknown	Unknown	-	Pg. 5
Centennial Neighborhood	Map	Unknown	Unknown	-	Pg. 6
Downtown Neighborhood	Map	Unknown	Unknown	-	Pg. 9
Heritage Neighborhood	Map	Unknown	Unknown	-	Pg. 15
South Neighborhood	Map	Unknown	Unknown	-	Pg. 29
Southwest Neighborhood	Map	Unknown	Unknown	-	Pg. 34
Sterne Park Neighborhood	Map	Unknown	Unknown	-	Pg. 36
South Santa Fe Corridor	Map	Unknown	Unknown	-	Pg. 70

Stakeholder Analysis

- Residents' questionnaire and neighborhood meetings related to transportation issues. Comments section only for specific neighborhoods
 - > Ketring Park Neighborhood—Transportation (*pg. 21*)
 - > Progress Park Neighborhood—Transportation, Land Use, Storm Drainage, School District Facilities, Parks and Recreation (*pg. 25-28*)

Recommendations

Trailmark Neighborhood/Chatfield Activity Center Comprehensive Development Plan (CDP) outlines zoning, design guidelines, land use, density standards, circulation patterns, etc. for the development of the area.

Santa Fe Corridor Specific Projects

- Promote a broad range of public and private open space amenities within the corridor including plazas, pocket parks, pedestrian walkways, and river connections.
- Develop a landscaped edge along the west side of South Santa Fe Drive to protect the aesthetic and visual appearance of the corridor
- City of Littleton gateway at Prince & County Line Rd
- Pursue the implementation of traffic signals along South Santa Fe Drive at Chenango Avenue, South Sumner Street, Briarwood Avenue, Newton Trust property access road, and Otero Avenue.
- New uses and investments on the west side of Santa Fe south of Church Avenue should allow for future CDOT widening.

- Promote better pedestrian and bicycle access/ connections across south Santa Fe drive and the railroad depression.
- Concentrate major retail and office development at the four arterial connections along South Santa Fe Drive: C-470/County Line Road, Mineral Avenue, Bowles Avenue, and Belleview Avenue.
- Santa Fe and Bowles: Encourage redevelopment and improvements consistent with the character of downtown and EchoStar
- Encourage land uses that are complimentary to the downtown core and which better connect downtown to Santa Fe
- Work with the Regional Transportation District (RTD) to create opportunities for joint development on RTD property and to allow for private development closer to the Mineral Avenue light rail station by utilizing structured parking.

Issues and Improvements

- Centennial Neighborhood - encourage pedestrian crossings on Santa Fe to Platte River greenbelt
- Achieve a high quality and consistent urban design, unique to the character of Littleton along south Santa Fe corridor
- A vehicular road and bridge across Lee Gulch is discouraged

Policies

- Promote detached sidewalks with tree lawns (not including downtown) in new development along public rights of way.
- Building entrances and orientation should address the South Platte River, Santa Fe and Rio Grande Street frontage; Eliminate oversized signs, unimproved property boundaries and poorly screened storage, utility and service areas
- Landscape buffer, 50' building set back, <50' setback at intersections (Prince, Bowles, & Church), parking within 50' setback if screened/landscaped, setbacks should be min & 1' setback for each ft. of building height
- Preserve and enhance the major natural features in the Santa Fe corridor (Big Dry Creek, Little's Creek, Lee Gulch, South Platte River, & South Platte Park); preserve visibility; maintain view corridors at the following intersections: Prince, Bowles, Mineral
- A 100 foot +/- no-build zone along the South Platte Park should be maintained between new development and South Platte Park to preserve the habitat of this important community asset
- Discourage the creation of frontage roads except where no other means of access is feasible.
- Provide a higher quality of service to properties east of South Santa Fe Drive.

- Balance pedestrian connections and vehicular access around activity centers including major developments, transit-oriented development (TOD) zones and Arapahoe Community College.
- Develop the Santa Fe corridor as a high-quality, employment-based land use area within the city; enhance City's economic base; Plan higher-value Business Park and commercial uses where adequate access to Santa Fe Drive is available.
- Discourage strip commercial development along Santa Fe Drive that diminishes the value of interior land parcels.
- Promote transit oriented development (TOD) within a ¼ mile radius of the Mineral Station.

South Santa Fe Corridor and Downtown Study: Technical Report (1999)

Description/Purpose of Plan

“The resulting South Santa Fe Corridor and Historic Downtown Study describes and illustrates a desired future development pattern for the area. The Study is a visualization of future development opportunities for vacant land and the redevelopment of underutilized properties over a 20-year time horizon. Advanced consideration on how to balance population and job growth and the coming of light rail is critical and should prove invaluable in protecting the long-term viability of downtown and the envied small town character of Littleton.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Implementation Plan Summary	Map	Unknown	Unknown	Table 1	Pg. 7
CDOT Proposed Signalized Intersections	Map	Unknown	Unknown	Figure 1	Between Pg. 26 & 27
CDOT Proposed Signalized Intersections—Big Dry Creek to Prince Street	Map	Unknown	Unknown	Figure 1	Between Pg. 26 & 27
CDOT Proposed Signalized Intersections—Santa Fe Drive and Prince Street Intersections	Map	Unknown	Unknown	Figure 2	Between Pg. 26 & 27
CDOT Proposed Signalized Intersections—Downtown & EchoStar	Map	Unknown	Unknown	Figure 3	Between Pg. 26 & 27
Hudson Gardens/Meadowood	Map	Unknown	Unknown	Figure 4	Between Pg. 37 & 38
Wolhurst landing to Mineral Avenue	Map	Unknown	Unknown	Figure 5	Between Pg. 37 & 38
Mineral Avenue to Wolhurst Mobile Home Park	Map	Unknown	Unknown	Figure 6	Between Pg. 37 & 38
County Line Road to C-470	Map	Unknown	Unknown	Figure 7	Between Pg. 37 & 38
Special Project Revenues	Table	City of Littleton Budgets	1998, 1999	Table 2	Pg. 48
General Fund Revenue and Expense Trends	Table	City of Littleton Budgets	1998, 1999	Table 3	Pg. 49

Stakeholder Analysis

None identified in plan.

Recommendations

Santa Fe Corridor Specific Projects

- Potential Project: study of options for future public trail easements and current floodplain status
- Concentrate retail centers at intersections: Bowles, Mineral, C-470; encourage office, hotel and/or convention center uses; supermarket-anchored neighborhood shopping center with

100,000 to 125,000 square feet of space was determined to be feasible at the Santa Fe/Mineral

- Pedestrian crossing at Bowles to EchoStar property - connect downtown with South Platte River
- The improvement and widening of Santa Fe south of Church Street is in the DRCOG RTP, but is not currently in the TIP
- Improvements will maximize access: Building employment and residential uses as close to the station as possible in a TOD form, providing bike and pedestrian systems that internally link development areas to the transit station, & Insuring that Santa Fe has the capacity and access to serve speedy shuttle bus service from adjacent employment developments.

Issues and Improvements

- Preserve and Enhance Natural Corridors - visibility of Big Dry Creek from Santa Fe
- Encourage no setbacks at intersection of Santa Fe/Bowles - reduce scale & dominance of Santa Fe
- The limitation of full turn access points to 11 signalized access intersections: Chenango Ave, Belleview Ave, Prince Street, Bowles Avenue, Church Street, Sumner Street, Briarwood Street (Meadowood), Newton Trust property south of Wolhurst Landing, Mineral Avenue, Ensor Property north of WildAcre
- The lack of any continuous parallel access roads to South Santa Fe near the eastern boundary of South Platte Park.
- Eventual requirement of an additional 60 feet of ROW on the west side of Santa Fe will also reduce the development depth of adjacent parcels and pushes existing uses back from the existing street cross section.
- The discontinuous street system will require that any shuttle system connecting new development along the corridor to the Mineral Station Santa Fe
- Need to "humanize" Santa Fe

Policies

- Allow for higher density at Santa Fe/Mineral intersection due to lower density at Ensor property (close to S. Platte Park - want to preserve community resource)
- encourage combination of entry points from Ensor and WildAcre properties at Dad Clark Gulch drainage
- Implementation: Adopt comprehensive plan amendments to provide support for the recommended zoning changes, Develop detailed design guidelines for the Santa Fe frontage, Allocate a minimum level of capital improvement project funds each year for recommended corridor improvements.

- Add landscaping, lighting, sidewalks, and pedestrian crossings to Santa Fe

City of Sheridan

Sheridan 2015 Comprehensive Plan

Description/Purpose of Plan

To manage Sheridan’s growth and respond to changing circumstances while continuing to meet the needs of its residents and retain the quality of life that initially attracted residents.

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Neighborhoods of Sheridan*	Map	Unknown	Unknown	-	Pg. 11-13
Population	Table	ACS	2009-2013 Estimates	-	Pg. 36
Age of Population	Table	ACS	2009-2013 Estimates	-	Pg. 37
Educational Attainment	In text	Unknown	Unknown	-	Pg. 37
High School Graduation Rate	In text	Unknown	2012-2013	-	Pg. 37
Race/Ethnicity	Table	Unknown	Unknown	-	Pg. 38
Sheridan HIA Community Survey Statistics	In text	Sheridan HIA Community Survey	2015	-	Pg. 38-39
Residential Units	Chart	U.S. Census	2000-2010	-	Pg. 39
Employment and Occupation Statistics	In text	U.S. Census; ACS	2000-2010; 2008-2012 5-year Estimates	-	Pg. 40; 41
Occupational Fields	Table	U.S. Census	Unknown	-	Pg. 41
Jobs Available	Table	U.S. Census	Unknown	-	Pg. 41
Employment Rates	Chart	Unknown	Unknown	-	Pg. 42
Sales Tax Revenues	In text	City of Sheridan	Unknown	-	Pg. 42
Current Land Use Map	Map	City of Sheridan	2015	-	Pg. 63
Land Use by acreage and assessed/taxable value	Table	Unknown	2015	-	Pg. 64
Future Land Use Map	Map	City of Sheridan	2015	-	Pg. 65
City-wide Street Capital Improvement Plan (CIP)	Separate Plan	City of Sheridan	2012	-	Pg. 85-87

*Includes overall map and individual maps for each neighborhood

Stakeholder Analysis

- 2004 Comprehensive Plan review (pg. 7)
 - > Planning Commission and City Council met three times and review
- Plan Survey (online, in-person, Sheridan Newsletter) (pg. 7)
 - > In person events—2013 National Night Out, 2013 Sheridan Celebrates

- Booths set up by Tri-County Health at National Night Out and Sheridan Celebrates asked participants about: (pg. 7)
 - > Accessibility to sidewalks, trails, and commercial destinations
 - > Healthy food options and accessibility
 - > New development in relation to public health
 - > Destinations reached by walking
 - > Missing sidewalk locations
 - > Safety concerns
- Draft plan public comments (pg. 8)
 - > Workshop (November 2014)—20 people
 - > Online via City website
- Sheridan HIA Community Survey (2015)—used data from this within the plan (pg. 38-39)
- City of Sheridan engages the community through the Sheridan Newsletter, City website (pg. 47)

Recommendations

- Accomplishments of the 2004 plan
 - > Goal to bring urban renewal to Sheridan—River point at Sheridan retail complex deemed as a success
 - > Expansion of City's tax base
 - > Gateway signage
 - > Oxford Streetscaping within TIP
 - > City of Sheridan logo and branding
 - > Upgraded code enforcement
 - > Rezoning policies
 - > Flood mitigation and storm system improvements
 - > Intersection safety improvements along Hampden Avenue
- Recommendations to further engage with the community include: (pg. 47-49)
 - > CANDO - Community and Neighborhood Development Office
 - > City Facebook page
 - > Print directories, business/asset maps, trail maps to have available at local businesses
 - > Work with local high schools, AmeriCorps VISTA program, local news outlets
 - > Develop a Youth Council to advise City Council
 - > Establish family-oriented, neighborhood-based events such as movies in the park, community run, Friday night live music

Santa Fe Corridor Specific Projects

- Explore possibility of establishing Sheridan as a supply distribution hub for regional business in the metro area to increase tax base, and capitalize on the City's central location

- Perform an inventory of the land uses found along major thoroughfares in Sheridan to ensure that the existing uses match the requirements of the zone districts they occupy.
- Begin developing conditions surveys and potential redevelopment plans for the following target areas: Federal Blvd, Old Hampden, South Santa Fe Business Park, Riverfront areas
- Work with CDOT to provide attractive entry way signage to the community along Santa Fe and Federal Boulevard.
- Continue to work w/Englewood via Next Steps Study (DRCOG) to explore ways to connect communities via road or path such as Floyd Avenue that goes underneath or over Santa Fe and the railroad tracks
- Redevelop the South Santa Fe Business Park into a high quality commercial and industrial job-producing district - high density residential area and recreational amenities
- Create an active adult community with attached patio homes or retirement complexes close to the Platte River
- Install a trail and public artwork along the east side of the Platte as is called for by the South Platte Working Group Vision prepared in 2013
- Extend the street system in the neighborhood so that West Quincy, West Radcliff, and West Stanford connect Santa Fe with the western edge of the neighborhood to improve access to the properties adjacent to the river and throughout this area.
- Evaluate ways to better utilize the underdeveloped southwest corner of the intersection between Oxford and Santa Fe given its proximity to the Sheridan light rail station.

Issues and Improvements

- Need to create a safe pedestrian crossing of Highway 85/Santa Fe and US 285/Hampden Ave.
- Rerouting semi-truck traffic off Federal onto Santa Fe.
- Work with Englewood to explore the possibility of connecting Floyd Avenue across Santa Fe
- Safe Pedestrian connection across Santa Fe to Light Rail Station

Policies

- Capitalize on Sheridan's easy access to two Federal Highways - US Highway 285 and US Highway 85/Santa Fe, and one state Highway 88/South Federal Boulevard.
- Focus commercial development along arterial roadways and other major thoroughfares such as Santa Fe and Federal.
- Identify specific areas to target for redevelopment and begin the process required by state law to initiate redevelopment in those areas by approaching property owners

- Create an economic entity to facilitate the redevelopment plan for the area and make infrastructure improvements; Expand the Sheridan Redevelopment Authority to cover this area to provide incentives for redevelopment
- Encourage a mixed use development oriented toward the river, including restaurants with outdoor cafes, an outdoor event facility and a community center with a pool
- Work with the South Platte Working Group to restore South Platte River to its original beauty and enhance recreational opportunities/access to the river.
- Work with appropriate sewer district and Denver Water to extend water/ sewer services to area to make properties more appealing for developers/ create opportunities for redevelopment.
- Work to encourage the existence and use of public transportation in the area by installing bus shelters and working with RTD and other organizations to increase levels of service in the area.
- Work with the industrial areas along west side of Santa Fe and Oxford to capitalize on central location in the south metro; Continue to support area along Santa Fe as an industrial center and capitalize on high traffic counts in the area - utilize the South Metro Chamber of Commerce

Neighborhoods of Sheridan (2015)

Description/Purpose of Plan

A chapter of the Sheridan 2015 Comprehensive Plan, “this plan also contains what can be described as ‘mini’ area plans for each of the seven identified neighborhoods in the City. Providing both big-picture guidance as well as more detailed strategies...”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
The Bottoms Land Use Statistics	In text	Unknown	Unknown	-	Pg. 109-110
River Point Land Use Statistics	In text	Unknown	Unknown	-	Pg. 116-117
South Santa Fe Business Park Land Use Statistics	In text	Unknown	Unknown	-	Pg. 120-121

Sheridan Neighborhoods that intersect/parallel Santa Fe:

- The Bottoms
- River Point
- South Santa Fe Business Park

Stakeholder Analysis

None identified in plan.

Recommendations

The Bottoms

- Encourage new development—look if rezoning is needed for my multiuse development
- Create a better connected/more desirable neighborhood through multimodal/urban design projects
- Establish more community outreach (i.e. farmer’s market)
- Address neighborhood flooding issues

River Point

- Maintain and expand retail sales tax revenue, regional shopping attractions, access to recreational opportunities, multifamily housing

South Santa Fe Business Park

- Redevelop east side of South Platte River
- Establish economic entity to facilitate redevelopment
- Restore South Platte River to enhance recreational facilities

Santa Fe Corridor Specific Projects

- Continue to work w/Englewood via Next Steps Study (DRCOG) to explore ways to connect communities via road or path such as Floyd Avenue that goes underneath or over Santa Fe and the railroad tracks
- Install a trail and public artwork along the east side of the Platte as is called for by the South Platte Working Group Vision prepared in 2013
- Extend the street system in the neighborhood so that West Quincy, West Radcliff, and West Stanford connect Santa Fe with the western edge of the neighborhood to improve access to the properties adjacent to the river and throughout this area

Issues and Improvements

South Platte River is the subject of much attention lately as the water flow, recreational outlets, and path system are enhanced via a consortium of government and private entities with an interest in the river. The consortium, known as the South Platte Working Group, created a vision for the South Platte River that includes significant improvements, development opportunities and recreational amenities in the South Santa Fe Business Park

Policies

- Increase overall connectivity between the Bottoms neighborhood, other portions of Sheridan and the metro area as a whole.
- to restore the South Platte River to its original beauty and to enhance the recreational opportunities and access to the river
- Work to halt the deterioration of the properties along the east side of the South Platte River and make them more productive through a concerted redevelopment strategy.
- Encourage a mixed-use development oriented toward the river, including restaurants with outdoor cafes, an outdoor event facility, and a community center with a pool.
- Encourage mixed residential and commercial uses throughout the River Point Neighborhood to allow additional development opportunities while preserving and enhancing the retail base

Douglas County

2040 Douglas County Comprehensive Master Plan (2019)

Description/Purpose of Plan

The plan is intended to serve as the foundation for the County’s future growth and development, and is intended to provide decision makers with guidance on how to maintain and improve identified community values.

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
2010 Master Plan Map	Map	Douglas County	2010	Figure 1.1	Pg. 1-3
Douglas County Population Projections 2000-2040	Chart	Unknown	2000-2040	Figure 1.3	Pg. 1-5
Douglas County Employment Projections 2000-2040	Chart	Unknown	2000-2040	Figure 1.7	Pg. 1-7
Douglas County Population by Age Group, 2007 & 2017	Chart	Unknown	2007, 2017	Figure 1.8	Pg. 1-8
Water Supply Zones	Map	Unknown	Unknown	Map 7.1	Pg. 7-4
Class 3 hazards and Environmental Constraints	Map	Unknown	Unknown	Map 8.1	Pg. 8-9
Steeply Dipping Bedrock	Map	Unknown	Unknown	Map 8-2	Pg. 8-10
Wildlife Resources	Map	Unknown	Unknown	Map 9.1	Pg. 9-5

Stakeholder Analysis

- Project webpage
- Planning Commission Kick-off Meeting
- Open House—Castle Rock
- Community Conversations
 - > Castle Rock
 - > Franktown
 - > Highlands Ranch
 - > Larkspur
 - > Louviers
 - > Parker
 - > Roxborough
- Sedalia Comment cards

Recommendations

Recommendation	Type	Figure No.	Page No.
Comprehensive Master Plan 2040	Map	Map 1.1	Pg. 1-11
Chatfield Urban Area	Map	Map 2.1	Pg. 2-17
Nonurban Subareas	Map	Map 3.1	Pg. 3-11
Chatfield Valley Subarea	Map	Map 3.2	Pg. 3-12

Policies

Overall Urban Land Use Policies:

- Improve and enhance existing infrastructure; support healthy living; reduce vehicle miles travelled; maintain air quality standards; and conserve open space.
- Provide connected parks, trails, and recreational facilities appropriate to the scale of the development.
- Conserve resources.
- Ensure development occurs concurrently with essential services and infrastructure.

Chatfield Urban Area Policies (directly south of C-470 and Santa Fe)

- Utilize environmental systems comprised of water, wildlife and wildlife habitat, recreation, and sense of place as the basis for community form within the Chatfield Urban Area.
- Design density-appropriate development to complement both the natural and historic landscape.
- Provide density-appropriate connected parks, trails, and recreational facilities.

Transportation Policies

- Develop an efficient, multifunctional transportation network designed to ensure safety, promote user access, and facilitate cost-effective operations and maintenance.
- Develop and maintain an efficient and safe road network in harmony with natural features and existing neighborhoods.
- Support enhanced public transit in Douglas County.
- Coordinate transportation and land use planning design, programs, and policies to reduce traffic congestion, provide alternatives to automobile use, improve air quality, and create healthy, desirable living environments.

Santa Fe/US 85 Specific Policies (South of C-470)

- Improve access and traffic safety along US Highway 85.
- Strongly encourage the allocation of the necessary state and federal financial resources to expedite the US Highway 85 improvement projects between C-470 and Sedalia, as outlined in the South I-25 Corridor and US Highway 85 Corridor Final Environmental Impact Statement (I-25 and US 85 FEIS).

- Consolidate access points along US Highway 85 to improve safety and create a coordinated road network.
- Encourage development patterns that support potential mass transit service along the US Highway 85 corridor.
- Support provisions for a shared-use regional trail and bike path in the US Highway 85 corridor, with connections to existing and proposed regional and local trails in the county.

2040 Douglas County Transportation Master Plan (2019)

Description/Purpose of Plan

“The primary purpose of the 2040 Transportation Master Plan is to define a long-range vision for a multimodal transportation system that offers more choices in how people travel in Douglas County (County)...The Transportation Master Plan guides the County’s capital improvement program and facilitates the effective investing of public funds for transportation system improvement.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Existing Roadway Network	Map	Unknown	Unknown	Figure 1	Pg. 13
Existing Bicycle and Pedestrian Facilities	Map	Unknown	Unknown	Figure 2	Pg. 14
Existing and Planned Transit Services	Map	Unknown	Unknown	Figure 3	Pg. 15
Total Households and Employment Projects for 2020, 2030, & 2040	Table	DRCOG	2020, 2030, 2040	Table 2	Pg. 17
2020 Roadway Network	Map	Unknown	2020	Figure 4	Pg. 21
2030 Roadway Network	Map	Unknown	2030	Figure 5	Pg. 22
2020 ADT Volumes & Network Performance	Map	Unknown	2020	Figure 6	Pg. 23
2030 ADT Volumes & Network Performance	Map	Unknown	2030	Figure 7	Pg. 24
2040 ADT Volumes	Map	Unknown	2040	Figure 8	Pg. 25
Douglas County Growth in Households 2012-2040	Map	Unknown	2012-2040	-	Appendix C
Douglas County Growth in Jobs 2012-2040	Map	Unknown	2012-2040	-	Appendix C

Reviewed previously plans. Applicable plans include:

- Douglas County 2030 Transportation Plan (2009)
- Douglas County 2040 Comprehensive Mast Plan (2019)
- Douglas County Transit Framework Plan (2016)
- Douglas County Safety Study Final Report (2017)
- DRCOG 2040 Metro Vision Region Transportation Plan (MVRTP) and 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)
- US 85 PEL Report (2016)
- 2002 South I-25 Corridor, and US 85 Corridor Record of Decision Re-evaluation and Section 4(f) Evaluation: US 85 Highlands Ranch Parkway to C-470 (2017)

Stakeholder Analysis

- Project web page

- County news blast—news media, social media, and posted on County’s homepage
- Online survey (2 month window)—500 participants
 - > Top 3 priorities
 - > List locations in greatest need of improvements
 - > Additional comments (600 comments total)
- Telephone Town Hall (1)
- Public meeting (1)

Recommendations

Recommendation	Type	Figure No.	Page No.
2040 Roadway Network	Map	Figure 9	Pg. 31
Planned Bicycle and Pedestrian Facilities	Map	Figure 10	Pg. 32
Bicycle and Pedestrian Facilities Description Table	Table	Table 5	Pg. 33
Short-Term 2019-2020 Roadway Improvements	Map	Figure 11	Pg. 39
Mid-Term Roadway Improvements	Map	Figure 12	Pg. 40
Long-Term 2031-2040 Roadway Improvements	Map	Figure 13	Pg. 41
Douglas County Transportation Improvements Summary—Roads	Table	Table 6	Pg. 42-46

Santa Fe Corridor Specific Projects

- Construct underpass for the C-470 Trail under US 85
- Construct trail along US 85 between C-470 and Highlands Ranch Parkway.
- Widen from 4 to 6 lanes from County Line Road to Highlands Ranch Pkwy. (Short-term)
- Widen from 4 to 6 lanes from Highlands Ranch Pkwy to Titan Road. (Mid-term)

US 85 Planning and Environmental Linkages Study (2016)

Description/Purpose of Plan

“The purpose of this study is to identify improvements needed to the US 85 Corridor to safely and efficiently meet the future multimodal travel demands on US 85 associated with the buildout of the Chatfield Basin in northwest Douglas County, which is anticipated to occur beyond the 2040 time frame.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
US 85 Study Area Existing Conditions	Map	WSP Parsons Brinckerhoff	Unknown	Figure 1-1	Pg. 1-5
Status of FEIS/ROD Improvements	Map	WSP Parsons Brinckerhoff	Unknown	Figure 1-2	Pg. 1-6
Existing and 2050 Traffic Volume & LOS Conditions	Map	WSP Parsons Brinckerhoff	2016, 2050	Figure 2-2	Pg. 2-3
Corridor Segment Map*	Map	WSP Parsons Brinckerhoff	Unknown	Figure 3-3	Pg. 3-9
Primary Environmental Findings	Table	Unknown	Unknown	Table 4-1	Pg. 4-1—4-4
Recreational Resources in the Study Area	Map	HDR	Unknown	Figure 4-2	Pg. 4-13
Representative Ambient Air Quality Data	Table	Unknown	2014	Table 4-3	Pg. 4-17—4-18
Potential Triggers for Highlands Ranch Parkway to C-470	Graph	WSP Parsons Brinckerhoff	Unknown	Figure 6-1	Pg. 6-2

*The corridor was divided into three corridors:

- Segment A—Highlands Ranch Parkway to County Line Road)
- Segment B—Titan Parkway to Highlands Ranch Parkway
- Segment C—SH 67 to Titan Parkway

Reviewed previously plans and projects. Applicable plans and projects include:

- South I-25 Corridor and US 85 Corridor Final Environmental Impact Statement (EIS) (2002)
- Northwest Douglas County Feasibility Study for US 85 and State Highway 121 (2014)
- CDOT C-470 Express Lanes Project (2015)
- RTD—Southwest Rail Extension
- City of Littleton Mineral Station Area Market Assessment (2016)

Stakeholder Analysis

Table 5-1 summaries outreach activities.

- PMT meetings with FHWA
- Coordination Points (4)
 - > Coordination Point 1—Determining the reason for the PEL Study (July 2015)
 - > Coordination Point 2—Purpose and Need (September 2015)
 - > Coordination Point 3—Alternatives screening (October 2015—April 2016)
 - > Coordination Point 4—Draft PEL document (July 2016)
- Agency Meetings (7)
 - > CDOT Specialty Unit Scoping
 - > Water Quality Coordination Meeting
 - > Resource Agency Scoping Meeting
 - > USACE Coordination Meeting
 - > Railroad Coordination Meeting
 - > Denver Water Meeting
 - > Transit Coordination Meeting
- Corridor Stakeholder Group Meetings (4)
- Other Interested Stakeholder and Constituencies
 - > NW Douglas County Economic Development Council Meeting
 - > Grace Presbyterian Church Access Meeting
 - > Corridor Neighbor Meetings
 - > Highlands Ranch Community Association Presentation
 - > Wolhurst Adult Community Presentation
 - > Highlands Ranch Metro District Board
 - > Grace Presbyterian Church Access
 - > Email Updates
- Public Meetings (2)—(28 and 66 participants respectively—both online/in-person); outreach included:
 - > Updates to the project website
 - > Public meeting notice
 - > A postcard invitation to the second open house was sent to 5,500 addresses to property and business owners within about ¼ mile of the US 85 Corridor study area.
 - > Social media updates through Douglas County’s Facebook and Twitter pages
 - > Email blasts to participating CSG members, CDOT’s “govdelivery” system and Douglas County’s email contacts provided by their public information officer, Wendy Holmes.

- > Notices of the meeting were posted on the Denver Post’s “Your Hub” website, Nextdoor, and the Douglas County newsroom page.
- Future Agency Coordination during NEPA:
 - > U.S. Fish and Wildlife Service
 - > U.S. Army Corps of Engineers
 - > Colorado Parks and Wildlife
 - > State Historic Preservation Officer
 - > Colorado Department of Health and Environment, Air Pollution Control Division

Recommendations

Recommendation	Type	Figure No.	Page No.
No-Action (FEIS/ROD Selected Alternative)	Map	Figure 3-1	Pg. 3-3
Level 1 Preliminary Screening Recommendations	Table	Table 3-1	Pg. 3-5—3-7
Anticipated Laneage Needed to Serve 2050 Demand	Chart	Figure 3-2	Pg. 3-8
Segment A—Expressway Alternative*	Map	Figure 3-4	Pg. 3-10
Segment A—Expressway with Standalone Intersections Alternative**	Map	Figure 3-5	Pg. 3-11
Segment A—One Way Pair Alternative***	Map	Figure 3-6	Pg. 3-12
Segment A—Bypass Alternative****	Map	Figure 3-7	Pg. 3-13
Rendering of Flyover from Northbound US 85 to Westbound C-470	Map	Figure 3-15	Pg. 3-18
Rendering of Partial Continuous Flow Intersection from Northbound US 85 to Westbound C-470	Map	Figure 3-16	Pg. 3-18
Level 2 Results and Rationale	Table	Table 3-2	Pg. 3-23
Level 3 Screening Mainline Results and Rationale	Table	Table 3-3	Pg. 3-29
Level 3 Screening Interchange Summary Results and Rationale	Table	Table 3-4	Pg. 3-30
Level 3 Screening Interchange Detailed Results and Rationale	Table	Table 3-5	Pg. 3-31
PEL Recommended Wildlife Crossings	Map	Figure 4-1	Pg. 4-10
Conceptual Project Phasing Plan	Table	Figure 6-4	Pg. 6-4

*The Expressway Alternative includes:

- Widen US 85 to eight through lanes from Highlands Ranch Parkway to C-470.
- Convert existing signalized intersections to grade-separated interchanges.
- Convert all other access to right in/right out if possible.
- Add a northbound to westbound directional flyover ramp at the C-470 interchange.
- Widen US 85 to six through lanes from the eastbound C-470 ramp terminal to County Line Road (includes US 85 bridge over C-470).

**The Expressway with Standalone Intersections Alternative includes:

- Widen US 85 to eight through lanes from Highlands Ranch Parkway to C-470.
- Convert existing signalized intersections at Highlands Ranch Parkway and Town Center Drive to grade-separated interchanges connected by frontage roads (split diamond).
- Restrict access at both Norwood Drive and Blakeland Drive to right-in/right-out. So that the land uses currently served by these two streets have viable access in the future, different access options could be considered. These options include local road extensions, frontage roads, protected U-turn movements on US 85, and underpass access points.
- Add a northbound to westbound directional flyover ramp at the C-470 interchange.
- Widen US 85 to six through lanes from the eastbound C-470 ramp terminal to County Line Road (includes US 85 bridge over C-470).

***The One Way Pair Alternative includes:

- Convert existing US 85 to a one-way northbound roadway with four through lanes.
- Construct a four-lane one-way southbound roadway along the east side of the railroad corridor.
- Extend Norwood Drive, Town Center Drive, and Dumont Way to connect the one-way pair.
- Maintain existing access along the US 85 Corridor.
- Add a traffic signal at Norwood Drive and possibly at both Brandon Drive and Carder Court.
- Add a northbound to westbound directional flyover ramp at the C-470 interchange.
- Widen US 85 to six through lanes from the eastbound C-470 ramp terminal to County Line Road (includes US 85 bridge over C-470).

****The Bypass Alternative includes:

- Construct a four/six-lane controlled access roadway along the east side of the railroad corridor on the south end of the alignment, then cross over to the west side of the railroad corridor near Carder Court for the north end of the alignment.
- Provide directional grade-separated ramps at both the north and south ends of the Bypass to connect to existing US 85.
- Convert existing US 85 mainline to a local north-south arterial street that promotes access to businesses.
- Include shared-use path on existing US 85 mainline.
- Widen US 85 to eight through lanes between Blakeland Drive and C-470.
- Add a traffic signal at Norwood Drive.

- Add a northbound to westbound directional flyover ramp at the C-470 interchange.
- Widen US 85 to six through lanes from the eastbound C-470 ramp terminal to County Line Road (includes US 85 bridge over C-470).

Other ideas that passed Level 1 screening and could be accommodated in all alternatives and should be considered in NEPA include:

- Managed Lanes
- Autonomous Vehicles
- Commuter Rail
- Light Rail Transit (LRT)
- Park-n-Rides

Issues and Improvements

Need for the project is due to the following:

- Capacity concerns and future volume predictions
- Access management
- Safety. High crash rates between County Line Road and Highlands Ranch Parkway and Titan Parkway and Airport Road
- Lack of multimodal facilities

Outstanding issues:

- The continued development of the Chatfield Basin, including the timing, the density, the land use mix, and the number of trips that are generated.
- Potential redevelopment of the US 85 Corridor between Highlands Ranch Parkway and C-470 (does the west side stay predominantly industrial or does it start transitioning to more commercial?).
- The growth in regional traffic using US 85.
- A determination of which agency or agencies might provide transit south of Highlands Ranch Parkway and engaging the Federal Transit Administration in any NEPA action required to identify and establish those improvements, whether they are bus, light rail or some other form of high-capacity transit to help meet the future travel demand.
- The applicability of using emerging technologies to reduce the need to widen US 85.
- The need to either avoid or minimize impacts to parkland.
- The need for noise mitigation.

- Future NEPA analyses will need to look more specifically at the 53 access points to the US 85 Corridor within the PEL study area to determine what changes should be made (see access tables in Appendix F).
- The number of property acquisitions resulting from the need for additional right-of-way.
- Evaluation of a continuous flow intersection design option from northbound US 85 to westbound C-470.

Denver Regional Council of Governments (DRCOG)

2040 Metro Vision Regional Transportation Plan (2019)

Description/Purpose of Plan

“Metro Vision fulfills DRCOG’s duty to make and adopt a regional plan for the physical development of the region’s territory. The plan remains advisory for a local jurisdiction unless its planning commission chooses to adopt it as its official advisory plan under Colorado Revised Statutes 30-28-106(2). As adopted by Resolution No. 1, 2017 (Jan. 18, 2017) and amended by Resolution No. 6, 2019 (May 15, 2019), this Metro Vision plan supersedes any regional master plan previously”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Work Trips between DRCOG Region & Neighboring Counties	Map	ACS	20019-2013 Estimates	Figure 2.2	Pg. 12
2015-2040 Household Growth	Map	DRCOG ESRI	2015, 2040	Figure 2.3	Pg. 14
2015-2040 Employment Growth	Map	DRCOG ESRI	2015, 2040	Figure 2.4	Pg. 15
Existing Urban Centers	Map	DRCOG ESRI	Unknown	Figure 2.5	Pg. 16
Key Congested Locations in 2016 7 2040	Map	DRCOG ESRI	2016, 2040	Figure 2.8	Pg. 19
DRCOG Congestion Management System Process	Chart	DRCOG	Unknown	Figure 4.2	Pg. 39
CDOT Pavement Conditions	Map	CDOT	Unknown	Exhibit 7.2	Pg. 105
Regional Open Space and Floodplains	Map	DRCOG ESRI	Unknown	Figure 7.3	Pg. 119
Threatened and Endangered Species Habitat	Map	DRCOG ESRI	Unknown	Figure 7.4	Pg. 120
Large Mammal Habitat	Map	DRCOG ESRI	Unknown	Figure 7.5	Pg. 121
Wildfire Risk	Map	DRCOG ESRI	Unknown	Figure 7.6	Pg. 122
Locations with Highest Congestion Costs to Freight Businesses	Map	DRCOG ESRI	2015	Appendix 5 -Figure 1	Pg. 158
Rail, Air and Multimodal Freight Network	Map	DRCOG ESRI	Unknown	Appendix 5 -Figure 2	Pg. 160
Commercial Vehicle Volumes	Map	DRCOG ESRI	Unknown	Appendix 5 -Figure 3	Pg. 163
At-Grade Railroad Crossings on the Regional Roadway System	Map	DRCOG ESRI	Unknown	Appendix 5 -Figure 6	Pg. 169
Locations of Wholesale Trade and Warehousing Firms	Map	DRCOG ESRI	Unknown	Appendix 5 -Figure 7	Pg. 170
DRCOG Regional Bicycle Map— Existing Facilities	Map	DRCOG ESRI	Unknown	Appendix 7 -Figure 1	Pg. 237
Inventory of Existing Off-Street Multiuse Trails in DRCOG Region	Map	DRCOG ESRI	Unknown	Appendix 7 -Figure 2	Pg. 240

Stakeholder Analysis

- Notification of events and review documents via the DRCOG website
- Scenario planning workshop and plans update kickoff (June 2012)
- DRCOG Listening Tour (Spring 2012)
- CDOT Telephone Town Hall meetings (May 2014)
- DRCOG/Denver Regional Mobility and Access Council (DRMAC) Transit Forum (May 2014)
- Citizens Advisory Committee (13 meetings from April 2013 to Dec. 2014)
- Metro Vision Planning Advisory Committee (21 meetings from Jan. 2013 to Dec. 2014)
- CDOT/DRCOG Transit Open House (May 2014)
- CDOT Statewide Freight Advisory Council (July, Sept. and Nov. 2015)
- More than 25 DRCOG Board and committee meetings covered transportation topics
- Public hearings in Jan. and Feb. 2013, July 2013, April 2014, Jan. 2015, Jan. 2016, Aug. 2016, March 2017 and March 2018.

Recommendations

Recommendation	Type	Figure No.	Page No.
2040 RTP Fiscally Constrained and Unfunded Roadway Capacity Projects	Map	Figure 3.1	Pg. 22
2040 Regional Roadway System	Map	Figure 4.1	Pg. 37
2040 Fiscally constrained Roadway Network	Map	Figure 6.1	Pg. 86
2040 Fiscally Constrained Rapid Transit System Guideway Facilities and Stations	Map	Figure 6.2	Pg. 87
2040 Managed Lanes System*	Map	Figure 6.3	Pg. 88
2040 RTP Fiscally Constrained and Unfunded Roadway Capacity Projects	Map	Figure 6.74	Pg. 95
2040 Metro Vision Rapid Transit System	Map	Figure 6.5	Pg. 96
2040 Fiscally Constrained Regionally Funded Projects & Environmental Justice Areas	Map	Figure 7.1; Figure 7.2	Pg. 112-113
Fiscally Constrained Park-n-Ride Lots & Transit Stations**	Table	Appendix 2	Pg. 129-136
Staging of Fiscally Constrained Roadway Capacity Projects	Map	Appendix 3	Pg. 139
Fiscally Constrained Roadway and Rapid Transit Capacity Improvements***	Table	Appendix 4	Pg. 141-150
2040 Commercial Vehicle Volumes	Map	Appendix 5, Figure 4	Pg. 164
2040 Fiscally Constrained Rapid transit System Guideway Facilities and Stations	Map	Appendix 6, Figure 16	Pg. 225
2040 Metro Vision Rapid Transit System	Map	Appendix 6, Figure 17	Pg. 227

*Arterial HOV: This category includes only one facility—along South Santa Fe Drive from I-25 to Bowles Avenue. Unlike the region’s other auto-focused managed lane facilities, there is no toll component. As of Jan. 1, 2017, it is the only HOV facility with an eligibility threshold of two or more occupants instead of three or more occupants for the region’s other managed lanes.

**Santa Fe related transit stations include:

- Alameda Station
- Englewood Station
- Federal/Evans Station
- Littleton/Downtown Station
- Littleton/Mineral Station

***Fiscally Constrained Roadway and Rapid Transit Capacity Improvements include:

- I-25—Santa Fe Drive to Alameda Ave interchange capacity (Regionally Funded with CDOT-Controlled Funds)
- Titan Road—Rampart Range Rd. to Santa Fe Dr. widening (100% Locally Derived Funding)

Santa Fe Corridor Specific Projects

- Flyover ramps added to the South Santa Fe Drive interchanges with Interstate 25 and C-470.
- Major Improvements of Freeway Interchanges: I-25 at Alameda Avenue/Santa Fe Drive

Policies

- The regional transportation system is well connected and serves all modes of travel.
- The transportation system is safe, reliable and well maintained.
- Regional Objective 6a: Improve air quality and reduce greenhouse gas emissions
- Regional Objective 7b: Connect people to natural resource and recreational areas
- Regional Objective 10: Increase access to amenities that support healthy, active choices
- Regional Objective 11: Improve transportation connections to health care facilities and service providers
- Regional Objective 13: Improve access to opportunity
- Outcome 14: Investments in infrastructure and amenities allow people and businesses to thrive and prosper

Denver Regional Active Transportation Plan (2019)

Description/Purpose of Plan

“The purpose of the plan is to establish a common vision for bicycling and walking in the region and to provide inspiration and tools for local agencies to implement projects in their respective jurisdictions.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Projected Older Adult (60-plus) Population by County, 2018 to 2040	Chart	Unknown	2018; 2040	Figure 3	Pg. 2
Percentage of Workers by County of Residence and Workplace	Chart	Unknown	Unknown	Figure 4	Pg. 3
Traffic Fatalities by County	Chart	Unknown	2010-2015	Figure 8	Pg. 4
Existing On-Street Bicycle Facilities	Map	DRCOG	Unknown	Figure 13	Pg. 14-15
Existing Off-Street Bicycle Facilities	Map	DRCOG	Unknown	Figure 14	Pg. 16-17
Existing Sidewalks	Map	DRCOG	Unknown	Figure 15	Pg. 18-19
Transportation Management Associations Map	Map	Unknown	Unknown	-	Pg. 23
Arapahoe County Profile*	Cut-sheet	DRCOG	Unknown	-	Appendix A; Pg. 6-9
City and County of Denver Profile*	Cut-sheet	DRCOG	Unknown	-	Appendix A; Pg. 22-25
Douglas County Profile*	Cut-sheet	DRCOG	Unknown	-	Appendix A; Pg. 26-29
Appendix C—Technical Documentation	Appendix Chapter	-	-	-	Appendix C
Appendix D—Bicycle and Pedestrian Crash Report	Appendix Chapter	-	-	-	Appendix D

*County Profiles include:

- Planning Context
- Plans and Policies
- Existing Facilities
- Activity Levels
- Crashes
- Regional Active Transportation Network Map

Stakeholder Analysis

- Appendix B—Survey about active transportation behavior
 - > Sent to 5,000 random addresses with result of 369 completed surveys
 - > 412 surveys completed online
 - > Appendix B outlines all survey results

- Appendix E—Stakeholder Engagement
 - > Active Transportation Stakeholder Committee
 - > Member Agency Survey
 - > Regional Stakeholder Meetings (5)
 - > Online Interactive Map
 - > Bike to Work Day Outreach

Recommendations

Recommendation	Type	Figure No.	Page No.
Existing and Future Regional Active Transportation Corridors	Map	Figure 19	Pg. 34-35
Pedestrian Focus Areas	Map	Figure 20	Pg. 38-39
Short Trip Opportunity Zones	Map	Figure 21	Pg. 40-41

Regional Transportation District (RTD)

RTD Regional BRT Feasibility Study (2020)

Description/Purpose of Plan

“This Regional BRT Feasibility Study developed and followed a data-driven evaluation process that combined the desire to develop an integrated network of BRT routes for the region with specific objective to identify opportunities for pursuing federal funds.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Annual and Projected Ridership Growth	Chart	Unknown	2000-2040	Figure 1	Pg. 2
2019 Regional Transportation Network	Map	RTD	2019	Figure 2	Pg. 5
RTD Minimum Service Frequency	Table	RTD Transit Service Policies and Standards	2016	Table 1	Pg. 9
BRT Feasibility Metrics	Table	Unknown	Unknown	Table 2	Pg. 21
Metrics for Candidate Corridor Identification	Table	Unknown	Unknown	Table 3	Pg. 26
Routes with more than 1 Million Annual Boardings	Chart	Unknown	Unknown	Figure 5	Pg. 26
Corridors Identified for BRT by Other Studies	Table	Unknown	Unknown	Table 4	Pg. 27
Tier 1 Candidate Corridors for Evaluation	Map	RTD	Unknown	Figure 6	Pg. 28
Tier 1 Evaluation Criteria and Guiding Principles	Table	Unknown	Unknown	Table 5	Pg. 29
Tier 1 Evaluation Results by Corridor Segment	Map	RTD	Unknown	Figure 7	Pg. 31
Tier 2 Routes for Evaluation	Map	RTD	Unknown	Figure 8	Pg. 33
Tier 2 Route Descriptions	Table	RTD	Unknown	Table 6	Pg. 34-35
Tier 2 Evaluation Criteria and Guiding Principles	Table	Unknown	Unknown	Table 7	Pg. 36
Tier 2 Route Scoring	Chart	RTD	Unknown	Figure 9	Pg. 37
Tier 2 Route Performance	Chart	RTD	Unknown	Figure 10	Pg. 38
Tier 3 Evaluation Criteria and Guiding Principles	Table	Unknown	Unknown	Table 8	Pg. 39
Tier 3 Routes for Evaluation	Map	RTD	Unknown	Figure 11	Pg. 40
Physical Viability for Dedicated Transit Lane by Route	Chart	Unknown	Unknown	Figure 12	Pg. 42
Community Support for BRT	Chart	RTD Regional BRT Local Agency Community Support Survey	2019	Figure 13	Pg. 43
Community Support for Tier 3 Routes	Table	RTD Regional BRT Local Agency	2019	Table 9	Pg. 45

Data	Type	Source	Date	Figure No.	Page No.
		Community Support Survey			
Tier 3 Route Evaluation Summary	Table	RTD Regional BRT Local Agency Community Support Survey	2019	Table 10	Pg. 46
Tier 4 Routes for Evaluation	Map	RTD	Unknown	Figure 14	Pg. 48
Tier 4 Evaluation Criteria and Guiding Principles	Table	Unknown	Unknown	Table 11	Pg. 49
Estimated 2040 Travel Time Savings	Chart	Unknown	Unknown	Figure 15	Pg. 59
Tier 4 Modeling Results	Chart	Unknown	Unknown	Figure 16	Pg. 60
Facility Capital Costs	Chart	Unknown	Unknown	Figure 17	Pg. 61
Fleet Capital Costs	Chart	Unknown	Unknown	Figure 18	Pg. 61
Next Generation Technology Readiness	Chart	Unknown	Unknown	Figure 19	Pg. 62
Households in Poverty	Map	ACS; US Bureau of Labor Statistics	2018	Figure 20	Pg. 63
Economic Development Potential	Chart	Unknown	Unknown	Figure 21	Pg. 64
Small Starts Competitive Analysis Summary Score	Chart	Unknown	Unknown	Figure 23	Pg. 67
Regional BRT Network	Map	Unknown	Unknown	Figure 24	Pg. 79
Implementation Considerations	Table	Unknown	Unknown	Table 12	Pg. 81
2040 Jobs and Population Density	Map	DRCOG Regional Travel Demand Model (Focus 2.1)	Unknown	Figure 25	Pg. 83

Tiered Evaluation Steps

- Tier 1—Identify High Demand Travel Corridors
- Tier 2—Identify Locations with Congestion and/or Delay
- Tier 3—Identify the Viability of Capital Investment
- Tier 4—Final Evaluation

Stakeholder Analysis

- Technical Advisory Committee (TAC) met bi-monthly included members from: (pg. 14)
 - > RTD
 - > CDOT
 - > DRCOG
- Results and findings presented to:
 - > RTD Board of Directors (3)
 - > DRCOG Board of Directors (3)
 - > DRCOG Technical Advisory Committee (3)
 - > DRCOG Regional Transportation Committee (3)
- Attended 3 Local Government Planning Meetings (RTD) throughout process
- Developed Community Policy Support profiles for 20 local agencies (Tier 3 evaluation)
 - > Reviewed by local planning staff at each agency
- Online Survey—distributed to all communities within Tier 3 evaluation (25 responses)
 - > Asked about transit policies and planning, willingness to implement transit supportive investments
 - > Follow up phone calls, meetings held with local agencies to discuss community support
- Bus Tour of Tier 4 BRT corridors (8 routes, 11 communities)
- Total of 24 interviews collected

Recommendations

Recommendation	Type	Figure No.	Page No.
Federal Boulevard Tier 4 Evaluation*	Cut-sheet	-	Pg. 52
Broadway/Lincoln Tier 4 Evaluation**	Cut-sheet	-	Pg. 55
Alameda Avenue Tier 4 Evaluation***	Cut-sheet	-	Pg. 62
Alameda Avenue Strengths and Opportunities	In text	-	Pg. 69
Broadway/Lincoln Strengths and Opportunities	In text	-	Pg. 70
Federal Boulevard Strengths and Opportunities	In text	-	Pg. 72

*Proposed route includes connection to the Englewood Light Rail Station

**Proposed route includes mobility hub at the Evans Light Rail Station (adjacent to Santa Fe)

***Proposed route intersects Santa Fe

Issues and Improvements

Corridors intersection with Santa Fe include:

- Bowles Ave—Tier 1
- Hampden (US 285)—Tier 1
- C-470—Tier 2
- Mississippi Avenue—Tier 2
- Evans Avenue—Tier 3
- Federal Boulevard (connects to Englewood LRT Station)—Tier 4
- Alameda Avenue - Tier 4
- Broadway/Lincoln (connects to Evans LRT Station adjacent to Santa Fe)—Tier 4

First and Last Mile Strategic Plan (2019)

Description/Purpose of Plan

“This First and Last Mile Strategic Plan covers First and Last Mile strategies for multiple types of transit stations and stops in a variety of settings.”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Station Typologies	In-text, Chart	-	-	Figure 1.1	Pg. 1-5
Station Overlays	In-text, Chart	-	-	Figure 1.2	Pg. 1-6
Toolkit Themes	In-text, Chart	-	-	Figure 1.3	Pg. 1-7
Urban Representative Transit Locations*	Chart	-	-	Figure 1.4	Pg. 1-8
How to Conduct a FLM Analysis	Chart	-	-	Figure 1.7	Pg. 1-11

*Application stations include Englewood Parkway

Stakeholder Analysis

Planning process included two key stakeholder groups:

- The Internal Working Group (IWG), comprised of RTD staff from across the Agency
- The Project Planning Advisory Committee (PPAC), comprised of representatives of local, regional, and state agencies, transportation management associations (TMAs), and non-profits.

General public engagement included:

- Public open house
- Pop-up events
- One-on-one meetings
- Online survey
- Online input map
- Webpage with comment form
- Outreach through existing social media

Project Planning Advisory Committee (PPAC)

- Adams County
- City Of Aurora
- Boulder County
- City And County Of Broomfield
- CDOT
- City Of Centennial
- Commuting Solutions TMA
- City and County Of Denver
- Denver South TMA
- DRCOG
- DRMAC
- City of Lakewood
- Mile High Connects
- Northeast Transportation Connections TMA
- National Renewable Energy Laboratory
- Smart Commute Metro North TMA
- Transportation Solutions TMA
- WalkDenver

Recommendations

Recommendation	Type	Figure No.	Page No.
FLM Strategies Toolkit	Chart	Figure 4.1	Pg. 4-45
Overlay Recommendation Application	Chart	Figure 4.2	Pg. 4-46
FLM Strategies by Implementing Agencies	Chart	Figure 4.4	Pg. 5-53

South Suburban Parks and Recreation District

South Suburban Parks and Recreation District Master Plan (2017a)

Description/Purpose of Plan

“The 2017 Master Plan is the first building block to establish the foundation of a community-driven vision. The 2017 Strategic Plan (2017b) update is a complimentary document that will build off this Master Plan and will give measures for implementation and organizational direction. The goals of these documents are to provide prioritized and clear recommendations to guide the SSPRD decision making process over the next 10 years”

Technical Analysis and Mapping

Data	Type	Source	Date	Figure No.	Page No.
Communities Served	Map	Unknown	Unknown	-	Pg. 18
Community Development and Growth	Graph	U.S. Census	2016	Figure 3-5	Pg. 19-21
SSPRD System Map	Map	Unknown	Unknown	Map 1	Pg. 24
SSPRD Funding	Table	SSPRD	1999-2010	Table 4	Pg. 75

Stakeholder Analysis

- 70 focus group participants
- 75 staff participants at strategic plan meetings
- 1,784 online survey responses
- 172 volunteer pre-surveys online
- 1,800 mailed surveys to selected households

Recommendations

Policies

- Opportunities for improvement include: Quality first, Enrich Wellness, Connect to Nature, and Lead Sustainability
- Top 10 Opportunities: Recreation facility improvements, indoor athletic fields, expand nature recreation opportunities, active adult amenity program improvements, conservation of open space and water resources, aquatic upgrades and sustainability improvements, community park and multi-purpose field improvements, playground renewal, sustainable energy for recreation centers, trail connections upgrades and signage.

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