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Welcome

HOW TO NAVIGATE

- Click on the Next arrow (→) at the bottom right of each page to advance to the next page.
- Click on the Previous arrow (←) at the bottom left side of each page to return to the previous page.
- The pages are intended to be viewed in order to provide information about the study. However, you may use the tabs on the left side of the page to select any page.

HOW TO PARTICIPATE

- Click through all the slides to learn more about the study.
- Provide comments by clicking on the 'Comment' button in the top right of your screen.
- Answer the survey questions along the way to provide comments (when you are finished, please make sure to hit submit!).

Santa Fe Drive Action Plan Overview

Watch the video below to get a better understanding of the Santa Fe Drive Action Plan before we dive into the details.

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What is the Santa Fe Drive Action Plan?

The Santa Fe Drive Action Plan is a Planning and Environmental Linkages (PEL) Study that will identify future transportation and safety improvements for an 11-mile stretch of Santa Fe Dr (US Highway 85) between C-470 and the junction of Alameda Dr and I-25.

Santa Fe Dr is located in three counties and four municipalities which are all funding partners in this PEL study.

PROJECT PARTNERS

Arapahoe County – Colorado's First
Denver – The Mile High City
Douglas County, Colorado
Englewood, Colorado
Littleton, Colorado
City of Sheridan

This video describes what steps take place during a Planning and Environmental Linkages (PEL) study.

Purpose, Needs, and Goals

Purpose

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

Need

- Increase safety on the corridor by reducing crashes caused by congestion and direct access to the corridor from local roads and driveways
- Increase the operational performance of the corridor that currently results in poor travel time reliability and congestion
- Create multimodal connections, including pedestrian, bicycle, and transit

Goals

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

How Does Santa Fe Drive Function Now?

Crashes

- From 2016 to 2018, there were **2,282 crashes** on Santa Fe Dr with 10 fatalities
- At 2.86 crashes per million vehicle miles traveled, total crash rates on all segments of Santa Fe Dr exceed the CDOT average rate for an expressway facility of 1.62 crashes per million vehicle miles traveled
- Common crash types are typically related to vehicular congestion
- Crashes often occur during the peak commuting periods at the signalized intersections
- Areas with more direct access to Santa Fe Dr and more intersections see an increase in overall crash frequency

Travel Time

- Travel times during the AM and PM peak hours are up to 40% longer than the travel time to drive the corridor at free flow speeds
- Bottlenecks with congestion and long queues regularly occur at the signalized intersections
- The percentage of truck traffic to the overall daily volume is approximately **4 times higher** than a typical urban principal arterial highway, approximately 2% (Santa Fe is 7.5% - 9.2%)
- Unreliable or unpredictable travel times along the corridor cause difficulty in trip planning and have negative impacts for freight operators

Multimodal Connections

- Lack of adequate facilities to accommodate pedestrian and bicyclist crossings of Santa Fe Dr
- Lack of sidewalks and pedestrian crossing opportunities impact comfort and safety at bus stops on street crossing Santa Fe Dr and along Santa Fe Dr such as at County Line Rd and Mineral Ave
- Lack of connections across Santa Fe Dr to access the adjacent RTD light rail facility

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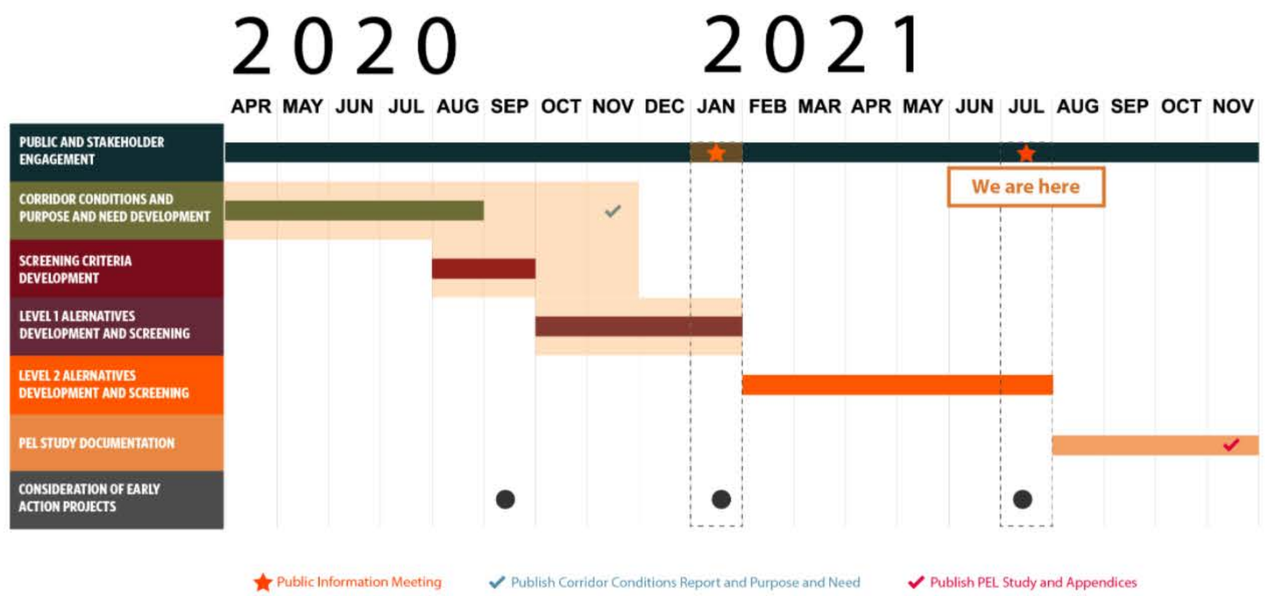

Click on image to enlarge

Tasks Completed to Date:

- The Corridor Conditions Report summarizes the existing conditions, infrastructure, and travel conditions. It also shows the social, built, and natural environmental resources within the Santa Fe Dr corridor.
- The Purpose and Need was developed based on the findings of the Corridor Conditions Report and stakeholder involvement, and endorsed by CDOT and the local agency partners. The report can be viewed on the project website here.
- Reasonable and Foreseeable Concepts were developed and evaluated against the Purpose and Need. These concepts were shown to the public during the Online Public Event in January 2021.
- Location-Specific Design Options and Criteria were developed based on the concepts and evaluated to determine which should be carried forward into the next round of evaluation.

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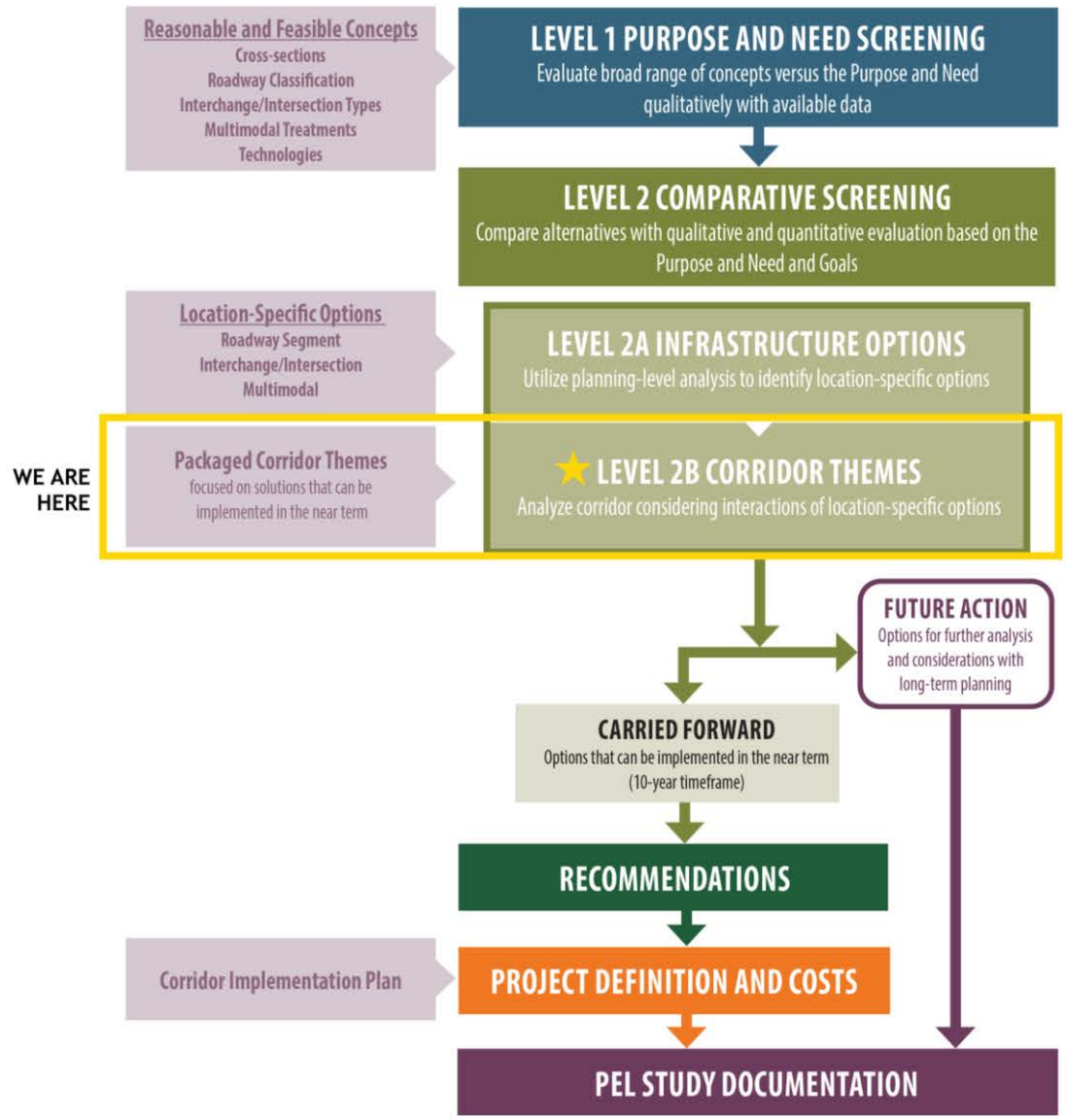
Alternatives Evaluation Process

Our evaluation process is outlined in the graphic below. We are currently in the Level 2B Corridor Themes phase of the process.



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Location-Specific Options

The Santa Fe Drive Action Plan will identify location-specific options for future transportation and safety improvements. Below are the different categories of the type of options.

Early Action Projects

- Site-specific projects
- Can be implemented quickly, within 2-5 years
- Lowest cost and quickest path to funding
- Least amount of required additional design, study, and approvals

Recommended Alternatives

- Site-specific options carried forward and organized into corridor-wide improvements, based on themes
- Could likely be implemented by 2030 dependent upon funding
- Moderate cost and path to funding relative to future actions
- Moderate level of additional design, study, and approvals

Further Actions

- Would likely be implemented after 2030
- Highest cost and longest path to funding
- Most amount of required design, study, and approvals

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Early Action Projects

As part of the process, early action projects have been identified that have the potential to be implemented sooner. These early action projects have been analyzed with the goal of addressing existing issues in the near term.

Click on each early action project tab below to learn more and give it a thumbs up or thumbs down. This will help us understand which projects you'd like us to prioritize.

Crestline Avenue Conversion to Right-in/Right-out | Northbound Auxiliary Lane at Prince Street with Bike Lanes | Auxiliary Lanes - Hampden Avenue to Florida Avenue | Northbound Auxiliary Lane – Vinewood Street to Bowles Avenue | New Sidewalk – South Side of Oxford Avenue | New Sidewalk – North Side Hampden Avenue (US 285) | Little Dry Creek Trail Wayfinding at Dartmouth Avenue | Little's Creek Trail Wayfinding South of Bowles Avenue

Crestline Avenue Conversion to Right-in/Right-out

Raised center median along Santa Fe Dr would be closed at Crestline Ave to prohibit southbound left turns and a new northbound right turn lane constructed with island modifications. The southbound left turn movement to the area east of Santa Fe Dr would shift to the Prince St signalized intersection, less than 1,000 feet to the north.

Click on image to enlarge

BENEFITS:

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

65 | 20

Why did you choose thumbs up or thumbs down?

Submit

Northbound Auxiliary Lane at Prince Street with Bike Lanes

Raised center median on Santa Fe Dr and striping would be modified to delineate the left turn lane more clearly from the HOV lane at Prince St and to add a northbound lane through the intersection. Island modifications would add the northbound through lane and eastbound/westbound bike lanes through the intersection, extending the existing bike lanes along Prince St west of Santa Fe Dr.

Click on image to enlarge

BENEFITS:

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

69 | 16

Why did you choose thumbs up or thumbs down?

Submit

Auxiliary Lanes - Hampden Avenue to Florida Avenue

Striping along Santa Fe Dr would be modified from Hampden Ave to Florida Ave with island modifications at the Dartmouth Ave signal to provide auxiliary lanes from Hampden Ave to Florida Ave. The ramp areas at the Evans Ave interchange would also be modified for the auxiliary lanes under the Evans Ave bridge.

Click on image to enlarge

BENEFITS:

- Improves operations along Santa Fe Dr with auxiliary lanes reducing the bottlenecks at the Dartmouth Ave, Iowa Ave, and Florida Ave signals
- Improves safety by reducing crashes related to congestion and long queues at the Dartmouth Ave and Iowa Ave traffic signals
- Improves safety and operations along Santa Fe Dr by removing the added and dropped lanes between intersections and interchanges between Hampden Ave and Florida Ave

54 | 17

Why did you choose thumbs up or thumbs down?

Submit

Northbound Auxiliary Lane – Vinewood Street to Bowles Avenue

Striping along northbound Santa Fe Dr would be modified, along with island modifications, to provide an extended through lane through the Vinewood St/Sumner St, Church St, and Bowles Ave signals. New northbound right turn lanes would be provided at the Church St and Bowles Ave signals.

Click on image to enlarge

BENEFITS:

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

51 | 28

Why did you choose thumbs up or thumbs down?

Submit

New Sidewalk – South Side of Oxford Avenue

New sidewalk connection would be constructed along the south side of Oxford Ave west of Santa Fe Dr. The new sidewalk would connect to existing sidewalk at the bus stop east of River Point Pkwy and at the Santa Fe Dr intersection

BENEFITS:

- Provides missing pedestrian connection to Santa Fe Dr

68 | 6

Why did you choose thumbs up or thumbs down?

Submit

New Sidewalk – North Side Hampden Avenue (US 285)

New sidewalk connection would be constructed along the north side of Hampden Ave through the Santa Fe Dr interchange. The new sidewalk would connect to existing sidewalk at South Platte River Dr and along Hampden Ave under the railroad bridge east of Santa Fe Dr. The sidewalk would be attached to Hampden Ave to fit under the existing Santa Fe Dr bridge and enhanced pedestrian crossing treatments would be installed at the three interchange ramp crossings.

BENEFITS:

- Provides important missing pedestrian/bicyclist connection across Santa Fe Dr and to the Englewood light rail station
- Improves safety by reducing pedestrian conflicts at the ramp crossings

63 | 5

Why did you choose thumbs up or thumbs down?

Submit

Little Dry Creek Trail Wayfinding at Dartmouth Avenue

Enhanced and additional wayfinding signage would be installed along the Little Dry Creek Trail south of the Dartmouth Ave intersection to direct pedestrians and bicyclists to utilize the trail underpass to cross Santa Fe Dr.

Click on image to enlarge

BENEFITS:

- Improves pedestrian/bicyclist safety by reducing potential crossing conflicts at the Dartmouth Ave intersection
- Improves traffic operations at the Dartmouth Ave intersection by reducing the number of pedestrian crossings shifting green time away from the heavy Santa Fe Dr traffic movements

68 | 4

Why did you choose thumbs up or thumbs down?

Submit

Little's Creek Trail Wayfinding South of Bowles Avenue

Enhanced and additional wayfinding signage would be installed along the Little's Creek Trail south of the Bowles Ave intersection to enhance multimodal connections across Santa Fe Dr between the Mary Carter Greenway Trail and the Littleton light rail station

Click on image to enlarge

BENEFITS:

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

73 | 1

Why did you choose thumbs up or thumbs down?

Submit

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Level 2 Themes

Location-specific options have been assembled into corridor-wide categories called Level 2 Themes, each with a separate focus. The following Corridor Themes have been developed:

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

The Level 2 Themes are not recommended alternatives. Parts of each theme may be mixed and matched to form the recommendations that will be included in the implementation plan.

Waiting for cdn...

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COMMENT

wing Corridor

at will be included

Safety and Operations

Safety and Operations Focus

- **Auxiliary lane improvements**
- Intersections providing highest capacity/minimal conflicts for Santa Fe Dr
  - **Channelized T** with grade separation intersections
  - **Quadrant road intersections**
- Minimize direct access – frontage roads with driveway access
- Multimodal improvements removing conflicts with Santa Fe Dr crossings
  - New pedestrian/bicyclist grade separations
  - Additional north-south bicycle capacity/ connections

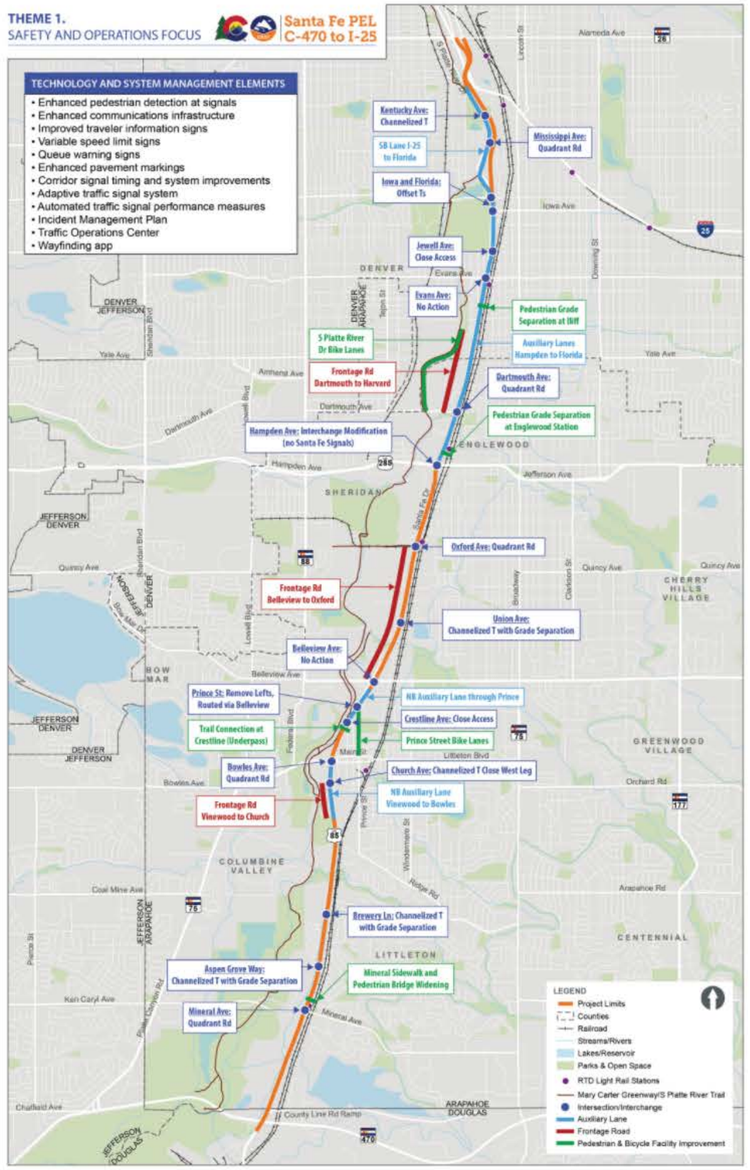
54 18

What aspect of the theme would be most beneficial to Santa Fe Dr?

Type here...

Submit

Hover to zoom



Multimodal Focus

- No auxiliary lane improvements along Santa Fe Dr
- All **frontage road** options providing opportunity for additional multimodal facilities
- Intersections optimizing multimodal crossing comfort and safety
  - Some with no changes in configuration
  - **Quadrant road intersections**
  - All intersection closure options
- All multimodal improvement options
  - New and improved pedestrian/bicyclist grade separations
  - New sidewalks and trail connections
  - Trail/path improvements – paving, widening, wayfinding
  - Additional north-south bicycle capacity/connections
  - Parallel trail capacity and safety improvements

38

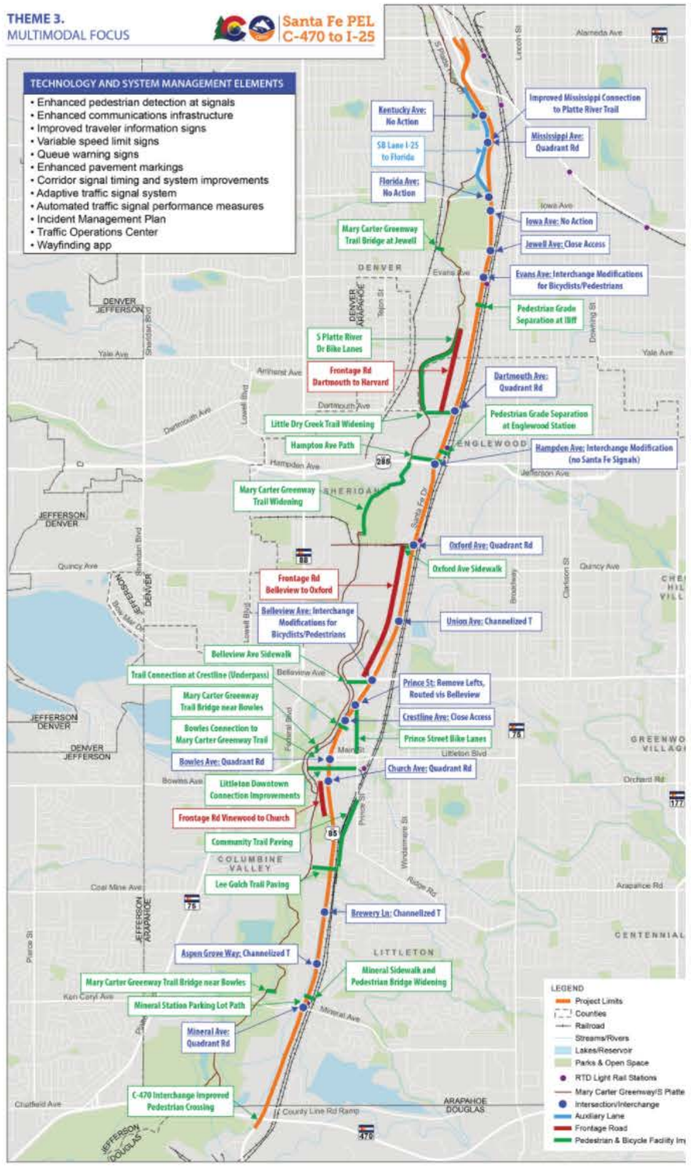
22

What aspect of the theme would be most beneficial to US85?

Type here...

Submit

Hover to zoom



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Corridor Access Focus

Corridor Access Focus

- **Auxiliary lane improvements**
- No new frontage roads or public road access closures
- Intersections maintaining existing and future access
  - **Channelized T** (no grade separations)
  - **Quadrant road intersections**
- Multimodal improvements removing conflicts with Santa Fe Dr crossings
  - Trail/path improvements – paving, widening, wayfinding

30

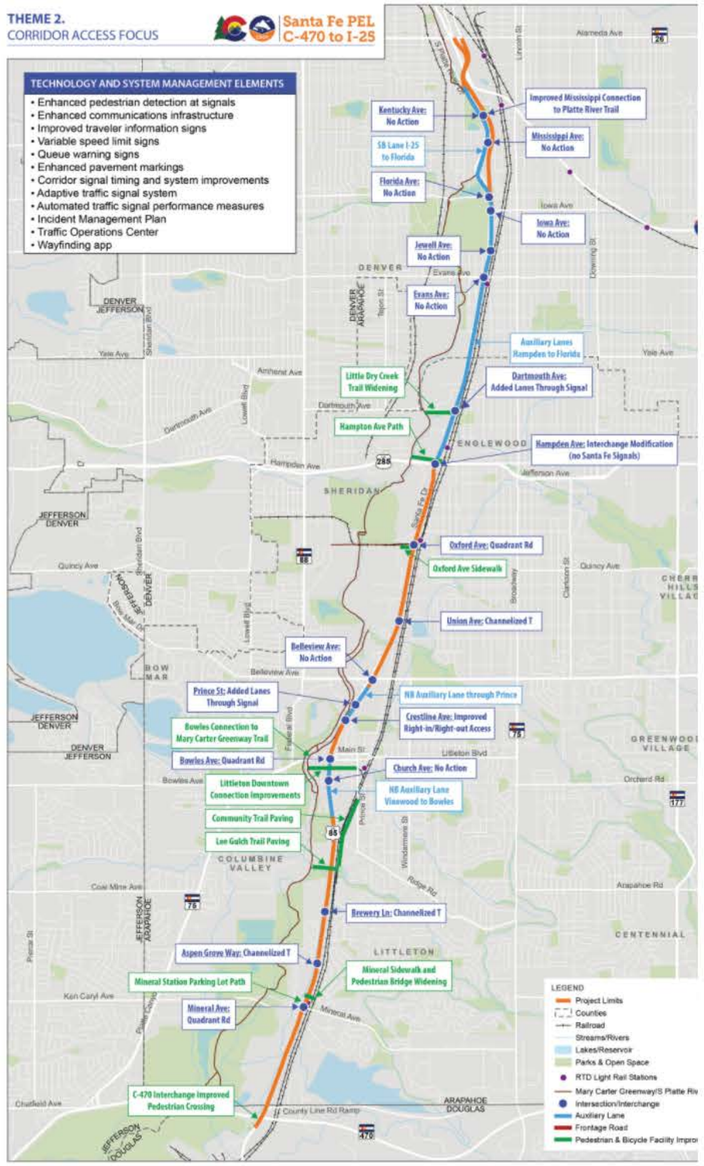
23

What aspect of the theme would be most beneficial to US85?

Type here...

Submit

Hover to zoom



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...s. The following Corridor

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...ndations that will be included

Adaptability/Flexibility

Adaptability / Flexibility

- Add wider shoulders along Santa Fe Dr where feasible to improve safety and provide flexibility for future improvements/ construction
- All **frontage road** options providing additional area for traffic during future project construction
- Intersections most easily adaptable to future upgrades
  - **Channelized T** with or without grade separation
  - **Quadrant road intersections** – adaptable to future interchange
- Multimodal improvements that improve north south multimodal corridors

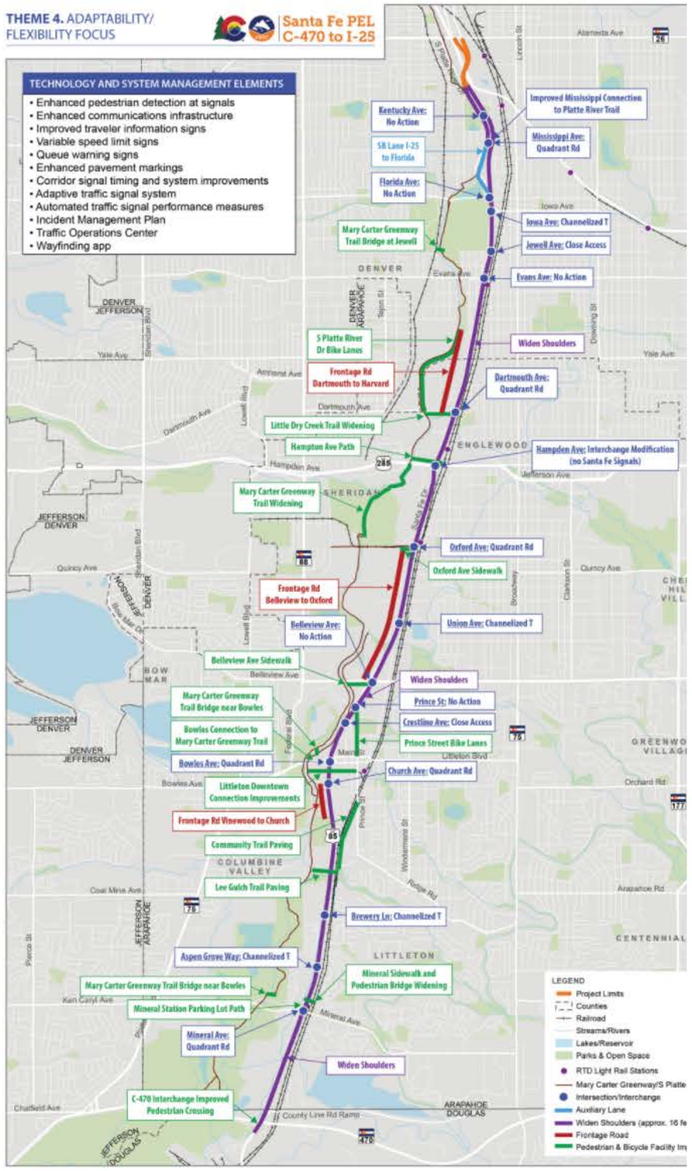
33 19

What aspect of the theme would be most beneficial to US85?

Type here...

Submit

Hover to zoom



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Next Steps

The project team will:

- Use results from technical evaluation of the Corridor Themes and public input to develop Recommended Alternatives.
- Develop an Implementation Plan for the Early Action Projects, Recommended Alternatives, and Future Actions.
- Publish a PEL Report that documents the process, recommendations, and Implementation Plan.

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Visit the project website to learn more:
www.codot.gov/projects/santafepel

CALL US
Call us at 303-524-8386

EMAIL US
santafepel@gmail.com

Visitor Survey

Please fill out the following information to help us understand your lifestyle and demographics. Note: This information will be confidential and used to help inform the Santa Fe Drive Action Plan and engagement approach.

What is the zip code where you live?

ex: 87505

What is the zip code where you work?

ex: 87505

How would you categorize yourself?

- [ ] Resident
- [ ] Business owner
- [ ] Agency/organization
- [ ] Other interested stakeholder

What is your age group?

- ( ) 18-24
- ( ) 25-34
- ( ) 35-44
- ( ) 45-54
- ( ) 54-64
- ( ) 65-74
- ( ) 75 or older

How did you participate in this meeting?

- ( ) Laptop/computer
- ( ) Mobile phone
- ( ) Tablet

Submit

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