



PROJECT OVERVIEW

The Colorado Department of Transportation (CDOT), in partnership with Arapahoe County, the City and County of Denver, Douglas County, and the cities of Englewood, Littleton, and Sheridan, is conducting a Planning and Environmental Linkages (PEL) study for an 11-mile stretch of Santa Fe Drive (US Highway 85) between C-470 and the junction of Alameda Avenue and Interstate 25 (I-25) (Santa Fe Drive corridor).

WHERE ARE WE IN THE PROCESS?

Below are a few highlights of what the project team has completed so far, as well as a project timeline in *Figure 1*.

- Initial stakeholder communication with more than a dozen local businesses and organizations along the corridor.
- The Corridor Conditions Report was created and summarizes the existing conditions, infrastructure, and travel conditions, as well as the social, built, and natural environmental resources within the Santa Fe Drive corridor. The report can be viewed on the project website [here](#).
- The Purpose and Need was developed based on the findings of the Corridor Conditions Report and stakeholder involvement, and was endorsed by CDOT and the local agency partners. The Purpose and Need statement can be viewed on the website [here](#).
- Draft criteria and a range of alternatives were developed and we are beginning the alternatives evaluation process. Results from the first level of alternatives evaluation will be available to the public during the first online public meeting tentatively scheduled for January 2020.

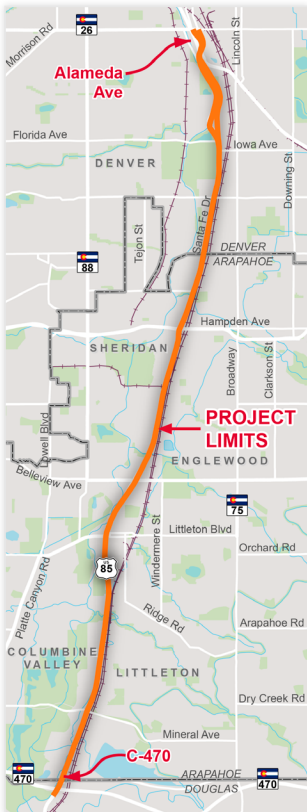
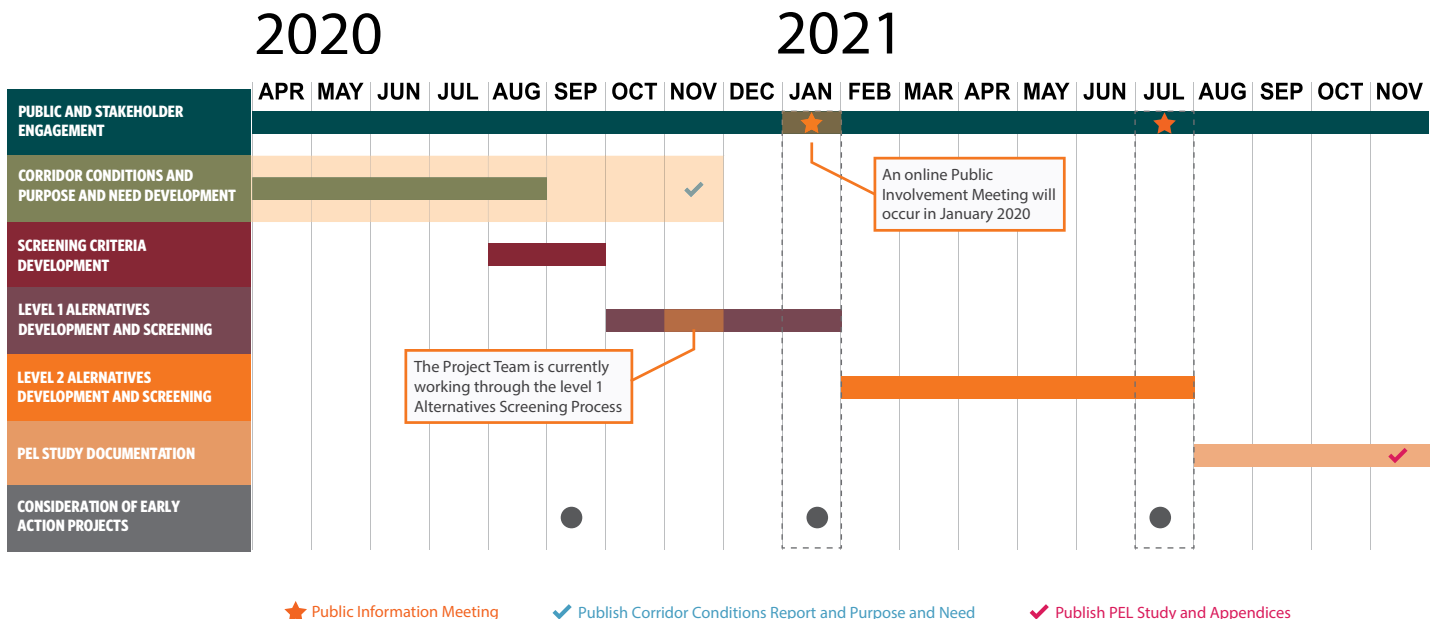


Figure 1: Project Timeline



WHAT IS THE "NO-ACTION ALTERNATIVE"?

As the initial alternative concepts are developed to make improvements to the Santa Fe corridor, it is important to have a baseline condition to compare those improvements. In a PEL process, the baseline is called the No Action alternative. The No Action is a description of what the corridor is expected to look like and how it would perform if none of the recommendations from the PEL are implemented. Several projects are already under development and will be implemented on the corridor even if the PEL study recommendations are not.

Understanding which projects will be completed in the No Action alternative will help the Santa Fe PEL project team compare how much additional benefit the different recommendations could provide.

Click [here](#) to go to the Santa Fe PEL webpage to see the full list of projects that are part of the No Action Project.

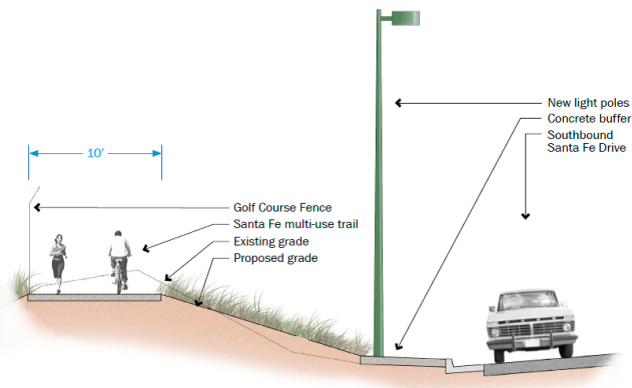
As an example of projects already in development, the City and County of Denver and City of Littleton are working on these two:

New Trail between Jewell and Florida

The City and County of Denver has designed and will soon construct, a new ten-foot trail on the west side of Santa Fe from Jewell to Florida, as illustrated in *Figure 2* to the right. This will include new landscaping and an improved pedestrian crossing at Iowa.

Click [here](#) to learn more.

Figure 2: Jewell To Florida Trail Rendering



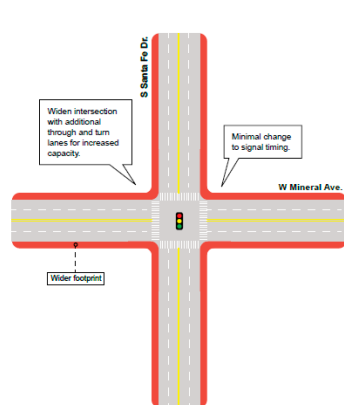
Santa Fe Drive and Mineral Avenue Intersection Improvements

The City of Littleton is also developing improvements for the Mineral Avenue intersection at Santa Fe. In 2018, the city began an analysis of both short and long-term improvements to address severe congestion at this intersection. Four implementable, short-term alternatives were identified that would improve the intersection (as seen in *Figure 3* below). One option will be selected soon to advance through design and construction in the next few years.

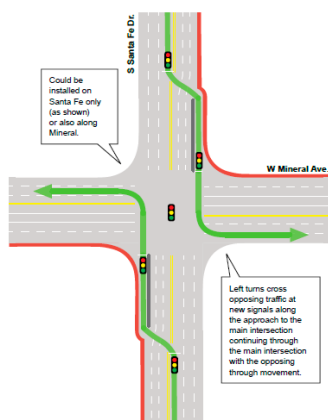
Click [here](#) to learn more.

Figure 3: Santa Fe and Mineral Intersection Alternatives

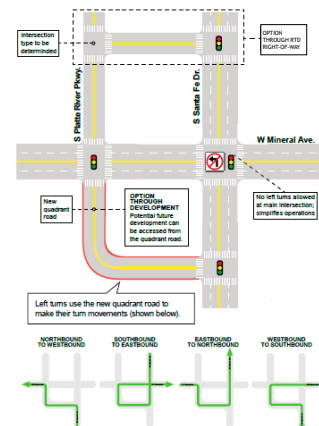
Expanded Traditional Intersection



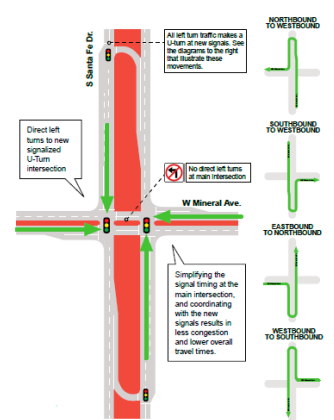
Continuous Flow Intersection



Quadrant Intersection



Median U-Turn Intersection



CORRIDOR FACTS

Over half of all recorded crashes from January 2016 to December 2018 occurred at or near intersections. The following intersections had the highest incidence of crashes on Santa Fe Drive:

- W. Dartmouth Avenue, 144 crashes
- W. Mississippi Avenue, 141 crashes
- W. Bowles Avenue, 80 crashes

Within the Infrastructure Study Area, Santa Fe Drive intersects with 39 local streets. Those intersections are controlled in the following ways: 17 traffic signals, 13 right-in-right-out street intersections, 5 interchanges, 2 three-quarter movement intersections, and 2 unsignalized intersections.

There are 28 existing or planned parks, open space areas, or recreational areas and 15 existing or planned multiuse paths within 1,000 feet of Santa Fe Drive between C-470 and I-25.

WE WANT TO HEAR FROM YOU!

There will be several opportunities throughout the project to provide input, including various surveys, online public meetings, and social distanced pop-up events. Keep an eye out for the first online public meeting taking place in January 2021.

CONTACT



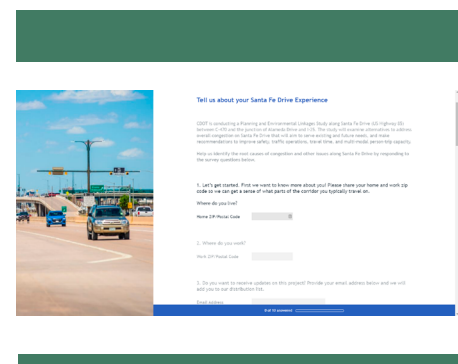
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TAKE OUR SURVEY

Take our survey to share your experience traveling along Santa Fe Drive to help us further identify the root causes of congestion and other issues.

www.surveymonkey.com/r/YourSantaFe