



Santa Fe PEL C-470 to I-25

SEPTEMBER 2020

Newsletter

PROJECT OVERVIEW

The Colorado Department of Transportation (CDOT), in partnership with Arapahoe County, Denver, Douglas County, Englewood, Littleton, and Sheridan, is conducting a Planning and Environmental Linkages (PEL) study for an 11-mile stretch of Santa Fe Drive (U.S. Highway 85) between C-470 and the junction of Alameda Drive and Interstate 25 (I-25) (Santa Fe Drive corridor). The Santa Fe Drive PEL Study (C-470 to I-25) will identify transportation issues and environmental concerns on the Santa Fe Drive corridor and develop short- and long-term alternatives that create a clear vision for the transportation functions in the corridor.

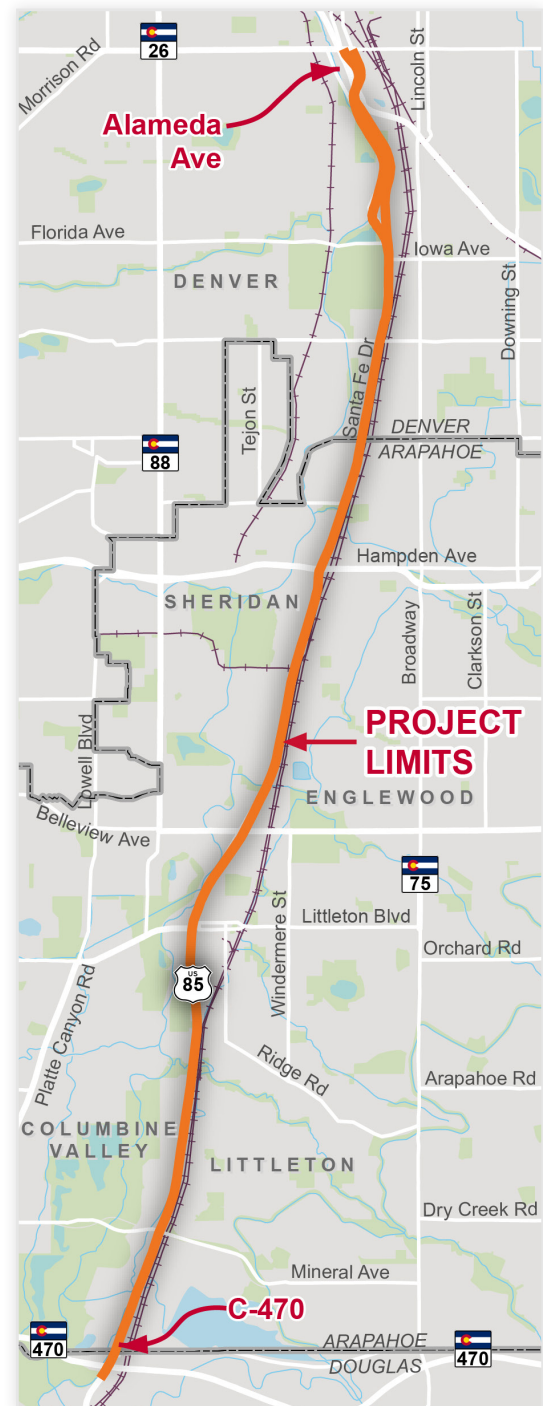
What is a PEL?



PEL is a study process used to identify transportation issues, priorities, and environmental concerns. It can be applied to make planning decisions and be used for planning analysis. The primary objective of the PEL process is to assess transportation needs and priorities. In all types of PELs, the goal is to gather enough detail so that the information developed can be utilized in future planning or NEPA.

CORRIDOR CONDITIONS REPORT

This *Corridor Conditions Report* represents the initial phase of the PEL study process. It summarizes the existing conditions infrastructure; travel conditions; and the social, built, and natural environmental resources within the Santa Fe Drive corridor. The summary will be used to guide the subsequent parts of the PEL process. The report is currently under review by the Project Management Team, and then will be posted to project website for public viewing.



The project team has taken almost all of the information from the report and created an online map viewer, called a StoryMap, for the exclusive use of the CDOT and the local partners. The Story Map displays all of the data analyzed within the report. It can be viewed using any web browser and allows the user to zoom in into a specific location. Information is broken into four tabs including environmental, social and economic, transportation, and infrastructure. There are some concerns that the data has not been vetted for public viewing so at this point it is not intended to be shared with the public - but that could be revisited. The StoryMap can be viewed at the following [website](#).

PURPOSE AND NEED UPDATE

The Purpose and Need is currently in development and has been developed and reviewed by the PMT members. The next step is for members of the EOC to review the Purpose and Need at their meeting on September 16th. The draft purpose statement reads:

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

The need statements encompass the following topics:

- Safety, including vehicular and access.
- Operational Performance, including congestion and travel time reliability, access, and freight.
- Multimodal Connections, including pedestrian, bicycle, and transit.

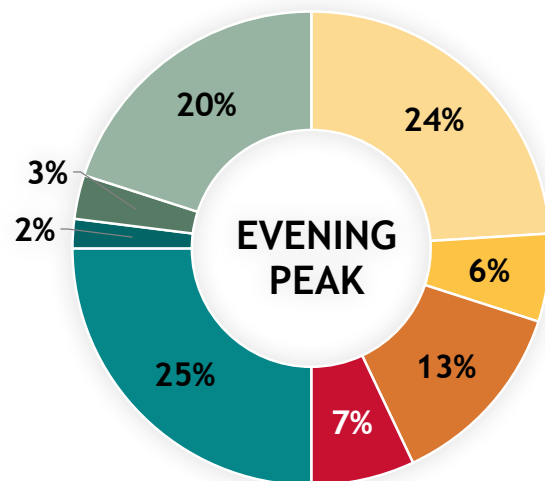
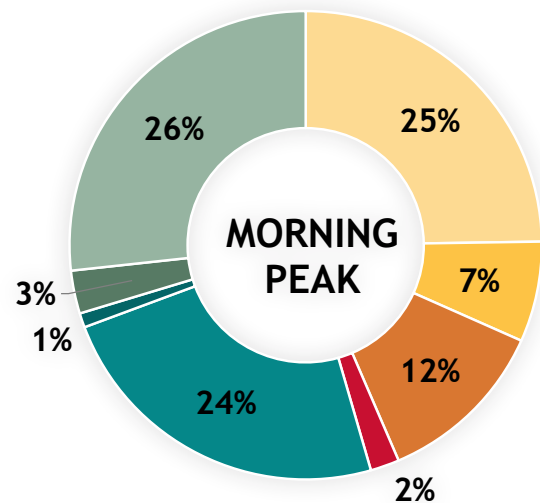
CORRIDOR SAFETY AND CONGESTION

A Safety Assessment Report (CDOT, 2020c) compiled for the corridor, summarizes a total 2,282 crashes that occurred during the three-year period of January 1, 2016, to December 31, 2018 - an average of 760 crashes per year. This crash rate is higher than CDOT's most recent statewide average for a typical expressway facility.

The Safety Assessment Report identifies rear-end collisions as the most common crash type, accounting for 56.5 percent of all corridor crashes - which is indicative of a congestion-related crash - potentially exacerbated by unpredictable congestion and queuing. Our traffic analysis found that the time and intensity of congestion along the corridor is only experienced about 24 percent of the time. On approximately 76 percent of the days, the corridor is impacted by an incident on the corridor or on parallel route.

2016-2018 Corridor Crash Frequency Map

Crashes by Period



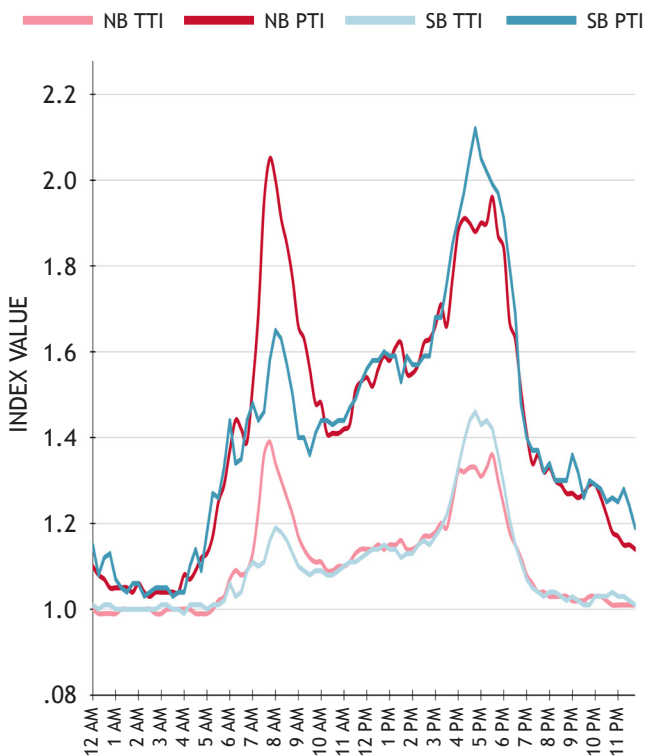
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|-------------------------------------|--|
| ■ Standard Conditions | ■ I-25 Incident |
| ■ Weather Event | ■ C-470 Incident |
| ■ Santa Fe Drive Incident | ■ I-25 + C-470 Incident |
| ■ Weather + Santa Fe Drive Incident | ■ Santa Fe Drive Incident + I-25 or C-470 Incident |

TRAVEL TIME RELIABILITY

A travel time index (TTI) compares peak period travel conditions to free-flow conditions, and represents the average additional travel time during congestion compared to light traffic. A planning time index (PTI) accounts for those days with the highest delay, and represents the total time a traveler should allow to ensure on-time arrival 95 percent of the time. A TTI and PTI close to 1.0 represents high trip reliability, and the Texas Transportation Institute's Urban Mobility Report (Texas A&M Transportation Institute, 2019) identifies a typical TTI and PTI for the Denver-Aurora metropolitan area of 1.31 and 1.83 respectively.

Weekday TTI and PTI for the Santa Fe Drive corridor indicate congested conditions, illustrated in the chart below. A TTI of approximately 1.4 is measured for northbound travelers during both peak periods, and southbound travelers during the evening peak. The PTI exceeds 2.0 northbound during the morning peak and southbound during the evening peak, indicating that travelers should budget a total time twice that of a light-traffic trip to experience on-time arrival 95 percent of the time.

Santa Fe Drive TTI and PTI (between C-470 and I-25), Weekdays



STAKEHOLDER AND PUBLIC OUTREACH

The team is developing a Stakeholder and Public Involvement Plan that will include a variety of outreach strategies to mitigate potential risks and develop effective outreach that caters to the diversity of community members, perspectives, and needs along the corridor.

Due to COVID-19 social distancing requirements, the outreach approach incorporates digital engagement opportunities while being mindful to those who might not be technologically savvy. Tactics include community ambassadors, online public meetings, digital surveys, fun animated videos, social media, website, email, and hotline, and easy-to-understand collateral materials. The first general public meeting is being planned for January 2021.

A series of stakeholder interviews were conducted to gather initial input on the existing conditions of Santa Fe that informed the draft purpose and need, as well as recruit individuals to be a community ambassador to help us build project awareness and promote opportunities for engagement to their communities.

Stakeholders included representatives from the following businesses and organizations.

- Arapahoe Community College
- Breckenridge Brewery
- Hudson Gardens
- Overland Golf Course
- Breakfast King
- Greater Englewood Chamber of Commerce
- Denver Regional Mobility & Access Council
- Rocky Mountain ADA
- Colorado Center for the Blind
- Colorado Motor Carriers Association
- Colorado Cross-Disability Coalition
- Jazz Car Wash
- South Metro Fire
- Platte River Grill

The following items were key highlights that several stakeholders voiced:

- West-east connectivity issues
- ADA compliance preferred methods
- Traffic and car crashes
- Pedestrian safety
- Need more consistent intersections
- Access turn lanes are unsafe
- People drive too fast - should be a slower corridor
- Corridor generally works pretty well and people rarely opt for other corridors to avoid Santa Fe congestion
- Mary Carter Greenway is a valued parallel resource and many employees and customers use that to access businesses.



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