



TRANSPORTATION & MOBILITY  
**ADVISORY** BOARD

CITY OF LITTLETON  
AGENDA

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**LOCATION: Community Room; Littleton Center**  
**2255 W. Berry Ave; Littleton, CO 80120**  
**Thursday September 23, 2021**  
6:30 PM – **8:30** PM

- 1. Call to Order
- 2. Roll Call
- 3. Adopt August 2021 Meeting Minutes - 5 minutes
- 4. Public Comment - 10 min
- 5. Review and Discuss the TMB Work Plan from City Council - 30 min
- 6. Review & Revise Draft Resolution to Council Regarding Sales Tax Initiative - 20 min
- 7. Downtown Planning Update
  - Consultant hired for the creation of a BID/DDA
  - Downtown Planning & ARPA Money
  - Downtown Planning & Littleton Staffing
- 8. Discuss Quarterly Memo's to Council from the TMB (starting in 2022)
- 9. Staff & Board Comments - 5 min

# TRANSPORTATION & MOBILITY ADVISORY BOARD CITY OF LITTLETON AGENDA

**LOCATION: Belleview Service Center, Bldg. 1 1800 W  
Belleview Ave; Littleton, CO 80120 Thursday August 19th,  
2021 6:30 PM – 8:30 PM**

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## **Board Member Attendees**

- Dan Flynn
- Dan Radulovich
- David Pulsipher (call-in)
- Geoff Selzer
- Jon Buck
- Kelly Honecker
- Kent Bagley
- Tom Grant

## **Board Members Not Present**

- Stephanie Kelly

## **Staff Attendees**

- Aaron Heumann, Shane Roberts, Brent Thompson, Tim Weaver, Keith Reester, Heather Ferrari

## Legend

- S – Staff member
- B – Board member
- C – City Council member
- O—Other Attendees
- Bullet - Indicates an important note or point of discussion
- *Italicized Bullet – Indicates a note for clarity to the reader*
- **Bold Bullets – Indicates info related to a motion/action that was made**
- **Highlighted Bullet - Indicates an action item for the Board or Staff**

**Call to Order: Kent Bagley 6:30 pm**

## **Agenda Item#2) Roll Call**

- (See Above)

## **Agenda Item#3) Approval of July 2021 Meeting Minutes**

- **Fix Tom Grants name on roll call**

- **July: Tom Grant (B) moves to approve and Dan Radulovich (B) seconds. Everyone moves to approve.**

#### **Agenda Item #4) Public Comment**

- Pam Chadbourne (O) – Want to talk about the system engineering for PEL and Santa Fe changes. Want board to try to get from consultants or staff a system analysis from city POV of proposed changes. CDOT brings what they think will work. This board represents City. No one else. Staff has the expertise for this analysis of flow from city POV. CDOT doesn't understand downtown impact, how it affects people living here and trucks coming into downtown. There are accidents by Crestline. We haven't seen it in the Envision project.

#### **Agenda Item #7) Platte Canyon Rd Intersection Project: Public Engagement Summary (PowerPoint)**

(Moved up to accommodate Aaron's travels)

- *All members raised hand when asked if they visited this site. Began review of PPT.*
- David Pulsipher (B) SE corner is biggest concern, at 35-40 miles per hour. NW not conducive to safety, conflict with turning into Columbine trail.
- Geoff Selzer (B) 1- Afternoon/evening westbound, left lanes back up and straight traffic gets locked up. 2- North on Platte, right onto Bowles, people are super aggressive and others are super confused on when/where to turn.
- Kelly Honecker (B) Left from Bowles to Platte Canyon
- Kent Bagley (B) – People accelerate here and it's the most confusing intersection. Especially visibility wise. Tough intersection to navigate for pedestrians and bicyclists with Columbine trail.
  - Kelly Honecker (B) Which is higher use?
    - Tim Weaver (S) Volume-wise? They're really close but probably more traffic on Mineral in some spots and more traffic on Platte in specific spots.
- Jon Buck (B) How best to address grade issues?
  - Shane Roberts (S) A whole comprehensive corridor revamp. Noticeable change once you hit Jefferson County.
  - Kent Bagley (B) Platte Canyon still a state highway?
    - Shane Roberts (S) Yes between two intersections.
    - Kent Bagley (B) State is responsible for improvements to the south.
    - Shane Roberts (S) Yes but all outside of Littleton boundaries.
  - Shane Roberts (S) For the money we have for these intersections, you can do a little with every issue or just pick one and apply for more money later. This is future a funded project - \$700k is allocated and we'll look further in these corridors for highway safety improvement grants.
  - Brent Thompson (S) Platte Canyon Task Force (3 agencies) all looking at this corridor.
- Kent Bagley (B) Platte Canyon and Mineral, right turn on northbound Platte Canyon to eastbound Mineral is problematic, especially by apartment complex down south. Gets confusing.
- Dan Flynn (B) NE corner has conflict with dedicated right turn lane?
  - Shane Roberts (S) High pedestrian and bike activity. People make this turn assuming there's a turn lane and have to yield and it's not clear when driving through it.
- Geoff Selzer (B) Conceptual Safety on Mineral; how much are pedestrian ramps going to impede that lane?
  - Shane Roberts (S) CDOT can't go down past 11 feet.
  - Aaron Heumann (S) It's not turning 90 degrees, more like 75 degrees. It's a soft turn.
- Geoff Selzer (B) Remind me, what's a protected left turn lane?

- Shane Roberts (S) Where you have the arrows and not shooting the gap into traffic. Don't know if CDOT has figured out signal timing for this yet. Until we looked at public engagement results, adding a right turn wasn't huge on our radar on WB right turn to north (Ken Caryl to Platte Canyon).
- *Staff really wanted Board's feedback specifically on 7. Public Engagement Summary:*
  - Tom Grant (B) Of the 208 responses, can we filter out "noisy wheel"? How many unique responders?
  - Shane Roberts (S) There were duplicates and we filtered out exact duplicate rows in spreadsheet.
  - Dan Radulovich (B) Keep it hybrid moving forward for the most responses. Also, try to do follow-up engagement.
  - Shane Roberts (S) We plan one more round of engagement.
  - Kelly Honecker (B) Is there a way to do a once per quarter live and virtual can be more one-offs?
    - Shane Roberts (S) Yes--Good idea!
  - Dan Flynn (B) CDOT Bus station—a bench, shelter, concrete pad?
    - Shane Roberts (S) Yes, concrete pad and a bus sign. CDOT's not good about that, kind of left to city with no help for maintenance.

### **Agenda Item #8) November and December 2021 Meeting Dates (Moved up)**

- November rescheduled from 25<sup>th</sup> to 18<sup>th</sup>
- December rescheduled from 23<sup>rd</sup> to 16<sup>th</sup>

Break 7:20 PM

### **Agenda Item #5) PEL Study Recap & #6) PEL Discussion (Ended up mixed together)**

- *All members raised hand when asked if they watched council PEL video. Purpose of tonight is for clarifications for Board. How do want to start prioritizing?*
- Dan Radulovich (B) We'll have a choice on how we want to proceed once PEL concluded?
  - Keith Reester (S) Each individual district should do their own sub-plan and look for opportunities to partner with other entities involved.
  - Aaron Heumann (S) We're figuring out how do we get ahead of these grant opportunities? In past, we've been reactionary. We'd like to plan, set aside and design ahead of time. Grants want projects to be shovel ready. Need to be more proactive.
- Kelly Honecker (B) Is design in-house?
  - Aaron Heumann (S) No, we don't have the time. But we're very strategic about what and when we go after for grant money to protect money that goes towards consultants plus the projects.
- Kent Bagley (B) 11 miles in corridor, how many are in Littleton?
  - Keith Reester (S) About 4 miles.
- Aaron Heumann (S) Four Early Action projects identified in Littleton - two are currently funded through FASTER program – Crestline and bike lanes on Prince St. Unfunded are Vinewood to Bowles auxiliary lane and Littles Creek wayfinding south of Bowles. *FASTER money is based on safety improvement.*
  - Geoff Selzer (B) Is closing access (Crestline) off the board completely?
  - Aaron Heumann (S) It's not as much of a safety issue but can still investigate in the future.
- Dan Radulovich (B) Will there be striping across Santa Fe for bikes?
  - Aaron Heumann (S) We can investigate. Can do like crosswalks, where the striping is placed strategically. CDOT is responsible for design.
- Kent Bagley (B) You're WB on Church and you want to go NB on Santa Fe; people get in there and sit and sit and wait to take a left. It should be cut out.
  - Kent Bagley (B) We should look into a channelized right lane and markings to go around the island. Can't do it today because of way the island is configured.

- Geoff Selzer (B) That's my concern, making that auxiliary lane. Right turn off Church is going to be a really tough intersection to get in with high-speed traffic coming at you.
  - Aaron Heumann (S) CDOT put this together. We haven't identified funding yet. The reason the other two have funding so quick is because FASTER funds are based on safety. Cost/Benefit ratio on how you're going to improve safety. This one is more about capacity.
- Dan Flynn (B) Businesses on Santa Fe north of Church, business driveways would be bringing them onto auxiliary lane, straight into traffic. Is that improving safety?
  - Aaron Heumann (S) Depends how you weigh everything. People don't understand the auxiliary lane and aren't using it properly. Needs addressed by Access Management for CDOT to come in and check it out. Don't have answer now but is a good point and will talk with those businesses. A lot more work and money needed. They want projects that can be completed in 2-3 years and this would push that. Signals on this roadway are not meant to be that close together.
- Dan Radulovich (B) *(Referring to last Early Action Project looking at Littles Creek and crossing improvements/wayfinding)* Is there wayfinding north of that point towards Mary Carter Greenway?
  - David Pulsipher (B) No, not on Mary Carter. We need parking daylighting.
  - Aaron Heumann (S) If we can't do raised crossing, we need bump-outs, combined with daylighting.
  - Jon Buck (B) What about flashing crossers?
  - Aaron Heumann (S) Potentially but we're trying to be more strategic so they're not everywhere and people start ignoring them. And this access to downtown isn't as highly used.
  - David Pulsipher (B) Considering block lengths here and vehicle volumes here that would necessitate an RFB.
- *(Aaron go on to discuss Themes of the analysis for overall corridor. What staff focused on and ways to pool projects together to try to accomplish a theme. Highlights differences between four themes. Little to no questions from Board for next 15 minutes).*
- Dan Flynn (B) Pedestrian bridge over Santa Fe needs widened?
  - Aaron Heumann (S) It was built for the purposes of the light rail station but everyone else uses instead of using below crossings including bikers and gets very congested. We don't know what new bridge will look like or how we'll reconfigure for the mixed uses that this highly used bridge sees now.
- Tom Grant (B) Last box at the bottom at C470, that is a very scary crossing. East/West connectivity, you have a good bike path then you go into a "kill zone"
  - Aaron Heumann (S) Douglas County is going to put an under pass there. Also, to address North/South and looked into option of crossing further north so you don't have to cross 470 to get to Mary Carter.
- Aaron Heumann (S) *(Referring to wrapping up Power Point)* That's where we're at with PEL Study and we'll see what happens with public outreach. The opportunity for the TMB moving forward is how we're going to influence the next step and prioritize what gets done. City council will look towards us for this. We want to keep momentum up to keep these issues important.
  - Dan Radulovich (B) Bowles needs a quad road but are there any other options in the interim? It's all private property you'll have to buy and current owners are not thrilled.
  - Aaron Heumann (S) No other options because we're so limited for space. Might work if we connect further to the south. Tim has checked this area out.
  - Tim Weaver (S) Tremendous amount of people turning north, 2/3 north and 1/3 south. No one goes straight.
- Keith Reester (S) Bowel's discussion earlier today and looked at Glenwood Springs pedestrian bridge as a model option for Bowels. Roadway span is 652 ft. Cost for both bridges was \$125M.
- Kent Bagley (B) Any other comments on Aaron's presentation? Any other staff comments?
- Shane Roberts (S) Bird launches next Monday. Scooters not allowed on regional, paved trails and we'll be in touch with South Suburban on this. Staff will meet weekly to see how its going to plan for everything.
  - Dan Radulovich (B) Is Santa Fe sectioned off?

- Shane Roberts (S) Not yet. We've talked to Denver and they allow scooters on I70. There's self-discretion involved.
- Dan Flynn (B) Is this just a downtown pilot?
- Shane Roberts (B) Yes. We've discussed expanding it. They look at staging areas and use algorithms to look at expansion into rest of city. Start with 40 scooters and slowly increase, can go up to 125. After that, they have to ask us permission.

#### **Agenda Item #9) Board Comments**

- Kent Bagley (B) E-bikes, there's 3 levels of e-bikes and where they can go?
  - Shane Roberts (S) Related to scooter conversation – South Suburban allows peddle-assist bikes but not motorized ones and why they're hesitant about scooters and trails.
  - Kent Bagley (B) I ask because I've seen them on Lee Gulch trail going faster than I can on my bike downhill. 15 to 20 mph.
  - Shane Roberts (S) Scooters will be capped at 15, downtown capped at 10 mph.
- **Kent Bagley motion to adjourn and adjourns at 9:11 pm.**

September | 23<sup>rd</sup>

# Work Plan Topics

## TMB Work Plan for City Council

### **Board Members**

Names:

Dan Flynn

Dan Radulovich

David Pulsipher

Geoff Selzer

Jon Buck

Kelly Honecker

Kent Bagley

Stephanie Kelly

Tom Grant

### **City Leadership and Staff**

Names:

Keith Reester

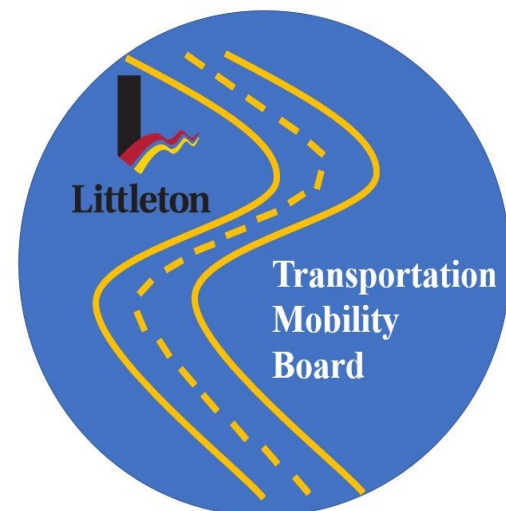
Brent Thompson

Aaron Heumann

Tim Weaver

Shane Roberts

Heather Ferrari



## TMB Preliminary List of Projects for Work Plan

### Downtown Mobility Plan

- Work with the DDA for Downtown Littleton related to the future of traffic and parking
- on Main street related to the replacement of the water main and services line by Denver Water
- Review and definition of the Santa Fe PEL Study early action projects
- Review of Santa Fe PEL Study findings and what our opportunities/responsibilities are for the near and long term
- Definition of the Santa Fe Drive and Mineral Avenue intersection improvements for the short term parital solutions
- Review of the Littleton Bicycle Plan and modifications
- Review of Arapahoe County grant project related to connectivity to trail systems
- Depending on the outcome of the increased sales tax election in November of 2021, a review and definition of projects for the years 2022-2024
- Preview of Maintenance work to be done in March/April, review of maintenance work performed in Oct/Nov
- Review of the Bird Scooter program and evaluation of extending it based upon data provided by Bird
- Discussion of the Broadway Corridor Study and its implementation
- Improvements in east/west pedestrian and bicyclist crossing of Santa Fe Drive and access to the Platte River Corridor
- Questions from Council on Ballot research and concern of the research influencing consultant work
- Neighborhood traffic calming
- ADA Transition Plan
- Transportation Management Authority feasibility
- Review of Capital Projects
- TMP Annual Report
- Annual/bi-annual meeting with City Council
- TIP Project possibilities
- Bus stop review/coordination with RTD
- Snow plowing
- Periodic Maintenance Project Updates - October & April



## Council Future Direction for Transportation Mobility Board

- Timelines for TMB Work Plan
- High/Med/Low, timelines, ect.
- Main street (rerouting traffic), watermain project, work with HDLM
- Address high accident areas
- Prioritization of transportation needs across all modes for ballot initiative
- EV charging stations
- Someone from TMB be part of discussion on BID/DDA
- Bike/Ped safety
- Littleton Blvd Corridor Study
- Ideas on how to work towards a more bike/ped friendly city