

TRANSPORTATION & MOBILITY **ADVISORY** BOARD

AGENDA - **FINAL**

LOCATION: **Community Room, Littleton Center**

Thursday November 18, 2021
6:30 PM – 8:30 PM

- 1. Call to Order
- 2. Roll Call
- 3. Adopt October 2021 Meeting Minutes - 5 minutes
- 4. Public Comment - 10 min
- 5. Review of Completed Maintenance & Capital Projects - 30 min
- 6. Review Accident Metrics for Q3 of 2021 - 20 min
- 7. Discuss Potential TIP Projects -20 min
- 8. TMP Annual Report Draft Metrics -20 min
- 9. Ballot Initiative Outcomes - 10 min
- 10. Board & Staff Comments -5 min

TRANSPORTATION & MOBILITY ADVISORY BOARDCITY OF LITTLETON AGENDA

**LOCATION: Community Room | Littleton Center
Thursday October 28th, 2021 6:30 PM – 8:30 PM**

Board Member Attendees

- Kent Bagley (Chair)
- Dan Radulovich (Vice Chair)
- Stephanie Kelly
- Dan Flynn
- Geoff Selzer
- Kelly Honecker
- Jon Buck
- Tom Grant
- David Pulsipher

Board Members Not Present

- None

Staff Attendees

- Shane Roberts, Aaron Heumann, Keith Reester

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

Roll Call

- All Board Members were present

Adoption of Revised August Minutes

- Dan Radulovich (B) moved to approve and Tom Grant (B) seconded. All members voted to approve the revised August 2021 meeting minutes.

Adoption of Revised August Minutes

- Kelly Honecker (B) moved to approve and Tom Grant (B) seconded. All members voted to approve the revised September 2021 meeting minutes.

Public Comment

- No public comment

Review 18 Month Work Plan

- Kent Bagley (B) led the discussion regarding the proposed 18-month work plan for the Board. Chair Bagley called on each member of the Board and asked them to give feedback on the work plan.
- Kelly Honecker (B) in evaluating the items on the work plan, asked the Board to consider what is the goal of discussing each item in the work plan, and what is the Board's desired outcome in discussing each item.
- Stephanie Kelley (B) asked about the idea of 2 person committees (which has been discussed at past meetings) and if that is something the Board will pursue in the future.
- David Pulsipher (B) asked about where grant updates fit into the work plan and if staff will provide updates to the Board and if the Board will discuss the range of projects that might be submitted to grant opportunities.
- Tom Grant (B) asked about the Arapahoe County Open Space grant to conduct a trail connectivity study. Keith Reester (S) explained that currently the City doesn't have the staff to begin that project, so as details are figured out this project can be added into the work plan. Tom also asked how safety, accidents, and trips fit into the work plan. Staff will cover these items in the November 2021 Board meeting.
- Jon Buck (B) asked about design and construction on Main St. Keith Reester explained that redesign and construction of Main St is largely dependent on two factors: (1) how well the water main holds up (any failure could mean Denver Water starts emergency repair work along the entire street), and (2) the availability of funding (if ballot initiative 3A passes this would mean there is money for the project).
- Dan Flynn (B) recommended that staff give Board Members educational items (presentations, video, etc.) as homework items so the bulk of meeting time could be used for discussing issues. Dan asked about how the Board will review and comment on TMP Annual Reports and the process for how objectives, goals, and projects are added to the TMP at the 5-year update intervals. Dan also mentioned that clear guidance from staff on what deliverables are and what feedback is expected from the Board would be helpful.
- Geoff Selzer (B) asked about the update to the Bike and Pedestrian Master Plan and recommended that if it's going to happen this year the Board should discuss the issue in March 2022 (rather than June) ahead of the construction season. Geoff also recommended that the Board take field trips more often to better understand project needs.
- Dan Radulovich (B) said that if ballot initiative 3A passes, the Downtown Mobility Plan will be a very important plan for the City and the Board to participate in. Dan also recommended that the Board reviews the Santa Fe PEL on several occasions before the plan is finalized. Dan is also very interested in the Board reviewing and addressing the scooter program in Littleton.
- Kent Bagley (B) said he thought this was a good list of items to cover and that the work plan will change as projects and priorities evolve.

Staff Update: Environmental Sustainability Plan

- Keith Reester (S) provided the Board with an overview of a presentation he gave to City Council regarding an Environmental Sustainability Plan. See the included presentation in the [October 28, 2021 TMB Packet](#) for details.

Staff Update: 2021 UCD Capstone Project

- Shane Roberts (S) provided the Board with an overview of the final report from UC Denver Students regarding Bikeway Facilities Design. The students were not asked to work within many of the constraints staff would have, had staff taken on the task, but the aim was to have the students take a fresh look at Bikeway design. Several good ideas came from the study that staff will consider in future bike projects.
- Kent Bagley (B) asked what would be useful for the Board Members to take away from the document.
- Shane Roberts (S) suggested that Board Members ride their bikes on the roadways identified in the student report and see how comfortable or uncomfortable the experience is. Shane also recommended Board Members review bikeway facility types from [NACTO's Urban Bikeway Design Guide](#) and from [AASHTO's Guide for the Development of Bicycle Facilities](#).

Adjourned 8:45 PM

2021 Capital Projects Highlights

Slurry Seal

7.5 miles of city streets slurry sealed – \$345,250

Misc. Concrete

Over 12 miles of streets addressed including curb, gutter, sidewalk, and handicap ramps - \$713,700

City Mill and Overlay

5.1 miles of 2" Mill and Overlay, \$295,600 (Material Cost only)

Mineral Ave Concrete

Rehabbed 3.675 miles of concrete pavement - \$996,952.00.

Approximately 5000 SY of Concrete Pavement Removal and Replacement and 1650 LF of curb and gutter removal and replacement

Mineral Drive Intersection and 2020 Mill and Overlay

1.74 miles of 2" Mill and Overlay, \$292,150

Reconstruction of Mineral Drive and Platte Canyon Intersection - \$163,068

Art Depot Parking Lot

10,700 SY of asphalt removal and 6" Asphalt pavement placement - \$54,956

Federal and Berry Intersection

Pedestrian and Bicycle Improvements, including pedestrian Signal, at intersection - \$127,500

Storm Drainage

\$129,942

Sewer Rehab

\$201,888

Sewer Replacement

\$400,946

Interceptor Rehab

\$1,012,898

Internal Work Sewer

\$66,671

Internal Storm

\$20,200

MEMORANDUM

TO: Keith Reester
 FROM: Tim Weaver
 DATE: January 17, 2020
 SUBJECT: 2019 Year End Accident Analysis

The following includes: the top ten accident locations and data comparing 2017, 2018, and 2019 year end totals for several accident types. Please let me know if you have any questions.

	2019	2018	2017
1	Santa Fe/Mineral – 43	Santa Fe/Mineral – 48	Santa Fe/Mineral – 59
2	Santa Fe/Bowles – 37	Santa Fe/Bowles – 38	Santa Fe/Bowles – 42
3	Bowles/Platte Canyon – 30	Santa Fe/Church – 31	Santa Fe/Prince – 37
4	t3 Broadway/Orchard – 30	t3 Santa Fe/County Line – 31	Bowles/Federal – 34
5	Santa Fe/Belleview – 28	Bowles/Federal – 30	Santa Fe/Church – 28
6	Broadway/Grant – 27	Broadway/Mineral – 29	Santa Fe/Belleview – 27
7	t5 Broadway/Littleton – 27	Santa Fe/Prince – 28	Bowles/Platte Canyon – 26
8	Bowles/Federal – 26	Santa Fe/Brewery – 27	Broadway/Mineral – 25
9	t6 Santa Fe/Church – 26	Broadway/Littleton – 26	Broadway/Littleton – 24
10	t6 Santa Fe/Prince – 26	Santa Fe/Belleview – 25	Santa Fe/Brewery – 22
11	Santa Fe/County Line – 23	t9Broadway/Orchard – 25	t10 Broadway/County Line – 22

Parameter	2019	2018	2017
Total Accidents	1015	1032	1042
Injury Accidents	89	80	75
Pedestrian Accidents	18	13	13
Bicycle Accidents	17	24	14
Alcohol-Drug Related Accidents	32	52	44
Fatalities	4*	1	0

*There were only three fatal accidents, but there were two people who lost their life in one of the accidents.

MEMORANDUM

TO: Keith Reester
 FROM: Tim Weaver
 DATE: January 15, 2021
 SUBJECT: 2020 Year End Accident Analysis

The following includes: the top ten accident locations and data comparing 2018, 2019, and 2020 year end totals for several accident types. Please let me know if you have any questions.

	2020	2019	2018
1	Santa Fe/Bowles – 30	Santa Fe/Mineral – 43	Santa Fe/Mineral – 48
2	Santa Fe/Belleview – 26	Santa Fe/Bowles – 37	Santa Fe Bowles – 38
3	Santa Fe/Prince – 22	Bowles/Platte Canyon – 30	Santa Fe/Church – 31
4	Santa Fe/Mineral – 19	T3 Broadway/Orchard – 30	T3 Santa Fe/County Line – 31
5	Bowles/Platte Canyon – 17	Santa Fe/Belleview – 28	Bowles/Federal – 30
6	Broadway/Littleton – 14	Broadway/Grant – 27	Broadway/Mineral – 29
7	Broadway/Grant – 13	T5 Broadway/Littleton – 27	Santa Fe/Prince – 28
8	Santa Fe/Brewery – 12	Bowles/Federal – 26	Santa Fe/Brewery – 27
9	T8 Santa Fe/Church – 12	T6 Santa Fe/Church – 26	Broadway/Littleton – 26
10	Broadway/Fremont – 11	T6 Santa Fe/Prince – 26	Santa Fe Belleview – 25
11	T9 Mineral/Platte River – 11	Santa Fe/County Line – 23	T9 Broadway/Orchard – 25

Parameter	2020	2019	2018
Total Accidents	601	1015	1032
Injury Accidents	45	89	80
Pedestrian Accidents	15	18	13
Bicycle Accidents	4	17	24
Alcohol-Drug Related Accidents	34	32	52
Fatalities	2	4*	0

Covid 19 has affected these totals for 2020, state of emergency declared in March.

*There were only three fatal accidents in 2019, one accident had two fatalities.

MEMORANDUM

TO: Keith Reester
 FROM: Tim Weaver
 DATE: October 13, 2021
 SUBJECT: 2021 Third Quarter Accident Analysis

The following includes; the top ten accident locations and data comparing 2021, 2020, and 2019 third quarter totals for several accident types. Please let me know if you have questions.

	2021	2020
1	Santa Fe/Bowles – 23	Santa Fe/Bowles – 25
2	Santa Fe/Mineral – 18	Santa Fe/Belleview – 18
3	Santa Fe/Belleview – 15	Santa Fe/Prince – 17
4	Bowles/Platte Canyon Rd – 12	Santa Fe/Mineral – 14
5	Santa Fe/Prince – 11	Broadway/Grant – 13
6	Santa Fe/Church – 10	Bowles/Platte Canyon Rd – 11
7	Belleview/Prince – 9	T6 Broadway/Littleton – 11
8	T7 Broadway/Orchard – 9	Santa Fe/Brewery – 10
9	Broadway/Littleton – 8	Broadway/Fremont – 9
10	Bowles/Federal – 7	T8 Mineral/Platte River Pw – 9
11	T9 Mineral/Jackass – 7	

Parameter	2021	2020	2019
Total Accidents	423	459	748
Injury Accidents	30	36	61
Pedestrian Accidents	7	11	15
Bicycle Accidents	5	3	12
Alcohol-Drug Related Accidents	21	23	9
Fatalities	3	1	3

*Covid 19 has still had some affect on these totals.

Average Total Intersection Volume

Intersection	Feb-20	Oct-21	Δ
Belleview / Federal	36,139	33,273	-8%
Santa Fe / Bowles	69,234	75,104	8%
Santa Fe / Mineral	67,538	69,429	3%
Broadway / Littleton	44,187	41,956	-5%
Broadway / Mineral	45,101	44,319	-2%



FUTURE DRCOG TIP PROJECT CONCEPTS

Pursue?	PROJECT	LOCATION	DESCRIPTION	QUESTIONS
Yes	Broadway & Arapahoe Road Intersection Improvements	Broadway & Arapahoe Road	Operational improvements. Pedestrian & Bike safety improvements. Incorporate grade separated crossing of High Line Canal - Arapahoe County Open Space & Highline Conservancy currently undertaking concept design.	Potentially combine the two intersection projects into a small corridor project.
Yes	Broadway & Ridge Road Intersection Improvements	Broadway & Ridge Road	Operational improvements. Pedestrian & Bike safety improvements. Incorporate grade separated crossing of High Line Canal - Arapahoe County Open Space & Highline Conservancy currently undertaking concept design.	
Yes	Bowles Avenue Corridor Study	Bowles Avenue from Sheridan Boulevard to Santa Fe Drive	Corridor Study followed by widening and intersection improvements. Possibly collaborate with JeffCo? Pursue construction funding in future TIP cycle.	Combined with Littleton Blvd, and Downtown Mobility Study. Could this be a regional project?

Pursue?	PROJECT	LOCATION	DESCRIPTION	QUESTIONS
Yes	Littleton Blvd Corridor Study	Railroad Tracks to Big Dry Creek	Corridor Study. The future of this corridor is as Littleton's Main Street. This corridor is many things to many people, but at its core is the identity of Littleton. Extending the positive aspects of Downtown Littleton and Main Street to the east along Littleton Boulevard and reconnecting civic uses east of the railroad tracks will bring a better sense of connection with the downtown area and the rest of the community. With Littleton High School anchoring the east end of the corridor, the transformation of Littleton Boulevard into a mixed use urban arterial will create a place that generates activity and contributes to the City's prosperity.	Littleton Blvd is not classified as a regional roadway. Can this qualify for TIP funding?
Yes	Santa Fe Drive Cap & Cover Study	Santa Fe Drive – Sumner Street to Prince Street	Study to bury Santa Fe Drive from approximately Sumner Street to Prince Street, and reconnect Downtown to the South Platte River. PEL may have some guidance? Likely take three or more TIP cycles from study to environmental to construction.	
Yes	Mineral Avenue & Santa Fe Drive Grade Separated Interchange – Preliminary Design	Mineral Avenue & Santa Fe Drive	Preliminary Design of grade-separated interchange at Mineral & Santa Fe. Pursue environmental work and final design in next TIP cycle (FY28 – FY31). Pursue construction funding in subsequent TIP cycle (FY32 – FY35).	
Maybe	Broadway & Ridge Road Intersection Improvements - Realignment	Broadway & Ridge Road	Operational improvements. Realignment of Ridge Road to align with Costilla Ave. Aligns roadways, allows for better sight lines, more turn lane stacking, safer crossing of Highline Canal trail.	Requires property acquisition.
Maybe	Bowles Avenue and Santa Fe Drive Interim Improvements	Bowles Avenue & Santa Fe Drive	Interim improvements for congestion mitigation, safety, mobility, operational improvements. PEL recommendation. TBD. Might be studied from PEL extra funds.	

Pursue?	PROJECT	LOCATION	DESCRIPTION	QUESTIONS
Maybe	Littleton Boulevard and Bemis Street, Court Place geometric & safety improvements	Littleton Boulevard and Bemis Street, Court Place	Design and construct a geometric and safety improvements at Littleton Boulevard and Bemis Street/Court Place to slow people as they are coming into and leaving downtown and facilitate the traffic from the Buck Recreation Center as well as Vita. Also, look at circulation on Main/Alamo/Prince/Bega Street, etc. Festival Street concept on west side of Buck Center.	
Maybe	Broadway Corridor safety improvements	Mineral Avenue to County Line Road	South end congestion mitigation. Look at accident history from C470 to Mineral Avenue. Reduce median width to increase lane width. May require easements or property acquisition.	
Maybe	PEL recommended projects		Santa Fe Drive widening – County Line Road to Mineral Avenue. Widen Dad Clark Gulch bridge to accommodate dual left NB.	
Maybe	Project identified in East/West Connectivity Study		Multimodal improvements and connections to the Mary Carter Greenway. Likely to be specific multi-modal funding opportunities available for these projects.	
Maybe	Belleview Corridor	Santa Fe Drive to Broadway	Congestion mitigation, Big Dry Creek Bridge widening, multi-modal improvements. Collaboration with Englewood & CDOT.	
No	Continued Broadway Fiber	Broadway from C470 to Arapahoe Road	Continue installation of fiber on Broadway from C470 to Arapahoe Road. Include signal equipment upgrades. Continue to pursue CMAQ funds.	

Pursue?	PROJECT	LOCATION	DESCRIPTION	QUESTIONS
No	Mineral Avenue Pedestrian Bridge	Mineral Avenue & Santa Fe Drive	Pedestrian Bridge to connect RTD parking lot to Evergreen property. Possible parking structures.	
No	Santa Fe Drive & Belleview Avenue		Continues to rank high on accident history. Research accident reports to see if there is a pattern.	
No	Santa Fe Drive & Church Avenue		Intersection operations?	
No	Mineral Avenue & Dry Creek Road		Intersection operations?	

Littleton Transportation Master Plan Annual Report Objectives

1. Achieve high resident satisfaction rates with transportation services
2. Provide spaces that people can enjoy within the public right-of-way
3. Provide people with a sense of personal safety while traveling
4. Provide transportation infrastructure that meets local business needs
5. Provide transportation facilities that are well integrated with land use and character
6. Minimize transportation-related air quality degradation
7. Minimize transportation-related water quality degradation
8. Minimize transportation-related noise impacts
9. Establish a transportation planning and implementation process that is flexible and adaptable
10. Provide for a community-driven decision-making process for transportation investments
11. Provide a transportation system the City can afford to maintain
12. Provide a reliable and high-quality transportation system
13. Achieve a balanced mode share
14. Provide high-quality transportation people can afford
15. Provide travelers with relevant, timely information -- including innovative methods
16. Provide a well-connected, direct bicycling network
17. Provide a safe and low-stress biking environment
18. Provide a well-connected pedestrian network
19. Provide a safe and low-stress walking environment
20. Provide healthy transportation choices
21. Provide a well-connected automotive network
22. Provide for safe automobile travel
23. Provide a resilient and responsive traffic operations system
24. Provide an efficient automotive network
25. Provide a roadway network that allows for excellent emergency response
26. Connect people effectively to the transit system
27. Provide an efficient transit system with regional partners
28. Provide safe and comfortable transit stops and stations
29. Provide a reliable freight network
30. Provide a well-connected freight network
31. Provide a safe freight network