TRANSPORTATION
& MOBILITY PLAN

Appendix A
Glossary

AUGUST 2021

WESTMINSTER

APPENDIX A - GLOSSARY

ACRONYMS

AV	autonomous vehicle
BAT	business access and transit lane
BNSF	Burlington Northern Santa Fe Railroad
BRT	bus rapid transit
CAT	Transportation & Mobility Plan Community Advisory Team
CD	Department of Community Development
CDOT	Colorado Department of Transportation
CIP	Capital Improvement Program
CMO	City Manager's Office
CPTED	Crime Prevention Through Environmental Design
CV	connected vehicle technology
DRCOG	Denver Regional Council of Governments
ED	Economic Development Department
FD	Fire Department
FIN/PB	Finance /Policy and Budget Department/Division
HR	Human Resources Department
ICD	Innovation and Communications Department
IT	Information Technology Department
ITS	Intelligent Transportation Systems
LED	light emitting diodes
LTS	Level of Traffic Stress
MPH	miles per hour
PD	Police Department
PRL	Parks, Recreation and Libraries Department
PWU	Department of Public Works and Utilities
RAQC	Regional Air Quality Council
RPP	Residential Permit Parking
RTD	Regional Transportation District
SAGE	Westminster's Sustainable Business Program
SO	Sustainability Office
SOV	single-occupancy vehicle
SRTS	Safe Routes to School
TDM	Transportation Demand Management
TMO/TMA	Transportation Management Organization/Transportation Management Association
TMP	Transportation & Mobility Plan
TOC/TMC	Traffic Operations Center/Traffic Management Center

TOD	transit oriented development
TSP	transit signal priority
V/C	volume to capacity ratio
VMT	vehicle miles traveled

DEFINITION OF TERMS

2030 Westminster Bicycle Master Plan: Developed in 2011, this plan guided the city in the implementation of bicycle facilities throughout Westminster. The TMP will supersede and replace the Bicycle Master Plan, with key components of the bicycle plan integrated and updated in the TMP.

Alighting: The act of getting off or out of a transit vehicle (bus, train). The number of alightings is the number of people who alight a transit vehicle.

Amenities (transit stop or station): Objects or facilities (such as a shelter, a bench, or an information display) to enhance passenger comfort, safety, and transit usability at stops or stations.

At-grade (crossing): A crossing of a street that occurs at the same elevation as the street. Examples of at-grade crossings include pedestrian, bicycle or railroad crossings.

Autonomous vehicle (AV): Also known as "driverless" vehicles; a vehicle that can operate without human assistance.

B-Line (RTD): Six miles of commuter rail service between Denver and Westminster Station, with stops at Union Station, 41st & Fox, Pecos Junction, and Westminster Station.

Bicycle boulevard: See *neighborhood bikeway*.

Bike lane: Lanes that designate an exclusive space for bicyclists using pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes facilitate predictable behavior and movements between bicyclists and motorists.

Bike score: A metric used to measure how easy it is to get around a community by bicycling. Communities are scored from 0 to 100; the higher the score, the easier it is to travel by bicycle through a community.

Boarding: The act of getting on or into a transit vehicle (bus, train). The number of boardings is the number of people who board a transit vehicle.

Buffered bike lane: Conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bike lanes provide greater distance between motor vehicles and bicyclists, which appeals to a wider cross-section of bicycle users.

Bus rapid transit (BRT): A bus transit mode that provides service similar to rail transit, at a potentially lower cost depending on the level of investment. Features of BRT include exclusive transitways or busways, enhanced stations, branded vehicles, high-frequency all-day service, off-board fare collection, and technologies such as real-time information.

Buy-up service: A fee-for-service system in which a city, business district, or some other organization pays for incremental service or the extension of transit service offered by a transit provider.

Bypass Lane: See *queue jump*.

Collector street: Streets that gather traffic from local streets and connect travelers to the arterial network. Collectors provide a balance between access and mobility and retain continuity through neighborhoods. Collector streets can play a critical role in increasing connectivity of the bicycle and pedestrian network. Collector streets are usually comfortable streets for walking and biking as the amount of vehicular traffic is minimal and traffic speeds are moderate.

Commuter rail: Rail system that carries passengers within urban areas, or between urban areas and their suburbs. Commuter rail differs from light rail transit in that the passenger cars are heavier, the average trip lengths are longer, there are fewer standing passengers, and the operations may be carried out over tracks that are part of a railroad system in the area. The RTD B-Line is an example of a commuter rail line in Westminster.

Complete Streets: Enhanced streets that are designed and operated to focus on the safety and mobility of all users of all ages, abilities and traveling mode. The concept of Complete Streets encompasses many approaches to planning, designing, and operating streets with all users in mind to make the transportation network safer and more efficient.

Comprehensive Plan: The 2040 Comprehensive Plan is an official policy document of the City of Westminster. It establishes a consistent statement of the City's plans and policies for future development. It is meant to be a living document that is updated over time to respond to changing conditions and the evolving needs of the community. All parts of the Plan, in conjunction with partner plans, work together toward the realization of the City's vision for the future

Comprehensive Roadway Plan (2008): Adopted in 2008, this plan evaluated traffic conditions, identified improvements to mitigate deficiencies, identified and prioritized long-range roadway transportation improvements, and explored opportunities to enhance linkages between the City's vehicular transportation system and that of RTD's and CDOT's. The TMP will supersede and replace the Comprehensive Roadway Plan, with key components of the Roadway Plan integrated and updated in the TMP.

Connected Vehicle Technology (CV): Technology that enables cars, buses, trucks, trains, roads and other infrastructure, smartphones and other devices to "talk" to one another. (Source: Intelligent Transportation Systems Joint Program Office)

Context-sensitive solutions (design/planning) (CSS): Context-sensitive solutions refer to the planning, design, construction, and operation of transportation facilities to enhance community livability. These solutions consider not only the goals of safety and mobility for a facility, but also the goals of the surrounding community in which the facility exists. This can include factors such as land use, aesthetics, historical considerations, and environmental quality. CSS emphasizes a holistic process to transportation development, beginning with a multi-stakeholder community input process, and continuing throughout the lifecycle of the transportation facility, to accommodate and enhance the desires of the community. (Source: Institute of Transportation Engineers)

Corridor study: A study conducted for a transportation corridor to establish a corridor vision, assess the current and future conditions along a corridor, identify corridor improvements, develop a corridor

plan/report, and identify next step actions to implement the study findings and recommendations. A corridor study is informed by community and stakeholder input, analysis, staff input and industry best practices. A corridor study may include some level of engineering/design. A corridor study typically focuses on transportation improvements but may also include assessment of placemaking, land use, and economic elements along a corridor.

Crime Prevention through Environmental Design (CPTED): A multidisciplinary approach to deterring crime by designing a physical environment that positively influences human behavior and creates a climate of safety in a community.

Dedicated transit lane: A highway or street lane reserved for buses or rail. Also referred to as an exclusive transit lane. A dedicated transit lane is referred to as a business access and transit lane (BAT) if non-transit vehicles are allowed to enter the lane to access driveways or intersections.

Denver Regional Council of Governments (DRCOG): A regional planning organization of the Denver metro region where local governments collaborate to establish guidelines, set policy and allocate funding in areas of transportation, growth, development, and aging and disability resources. (Source: DRCOG)

Docked/Dockless mobility: See *Micromobility*.

First/final mile (first/last mile): How transit riders get to and from transit stops and stations. Since transit trips do not necessarily start where transit riders live, work, shop or visit, transit riders must walk, drive, or use another method to access a transit stop or station, completing the link between transit and the trip origin or destination.

Flatiron Flyer: Bus rapid transit service, operated by Regional Transportation District, between Denver and Boulder, providing service along the US 36 corridor.

Frequency/headway (transit service): The number of transit vehicles per hour that serve a route or line in each direction (e.g., five buses per hour). Headway is the interval of time between scheduled arrivals of a transit vehicle on a particular line in each direction. Frequency and headway are terms often used interchangeably.

Front Range Passenger Rail: A future passenger rail service between Fort Collins and Pueblo along the Front Range.

Grade-separated (crossing): A crossing of a street that is separated/protected from the street and there is no conflict between the separated modes. An example of a grade-separated crossing facility is an underpass.

Green infrastructure: Application of stormwater management to integrate vegetation, soils, roots and natural processes to manage stormwater runoff.

Highway: Streets that have the highest level of mobility, providing unimpeded high-speed regional and interstate connections and are under the jurisdiction of the Colorado Department of Transportation (CDOT).

Housing + Transportation Index (H+T): A metric used to measure housing and transportation costs, providing a more comprehensive way to think about the cost of housing and affordability. Transportation costs account for various costs of vehicle ownership, such as maintenance or the costs associated with using another mode of transportation such as transit.

Intelligent Transportation Systems (ITS): A broad range of wireless and wired communication-based information technology that improves the safety and mobility and enhances productivity through the integration of advance communications technologies into transportation infrastructure and vehicles. (Source: USDOT Intelligent Transportation Systems Joint Program Office)

Lane repurposing: Also referred to as "Road Diets" or "right-sizing." Uses and repurposes space along a street that has excess capacity or changing transportation demands. Lane repurposing is also applied to support economic development or improve safety or mobility of all modes of transportation.

Level of Traffic Stress (LTS): A tool, developed by the Mineta Transportation Institute, that assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. The results of the tool help identify potential areas of concern in a transportation network. Using street characteristics, including traffic speeds and volumes, number of lanes, and bike lane width, the tool calculates a grade on a scale of 1 to 4, with each grade corresponding to a level of comfort (see **Appendix B** for levels).

Local street: Streets serving the highest level of access, providing direct driveway access to adjacent properties and carrying traffic to collector streets. Local streets may be limited in continuity and may be designed to discourage through traffic. Local streets are usually the most comfortable streets for walking and biking as the amount of interaction with vehicular traffic is minimal and travel speeds are low.

Major arterial: Streets that provide a high degree of mobility and serve corridor movements with longer trip lengths. While adjoining land uses can be served directly, access to adjacent properties is limited to emphasize mobility of vehicles.

Micromobility: Also referred to as docked or dockless mobility. Include bicycle and scooter rentals that provide additional flexible and affordable ways to travel. These vehicles are small human- or electric-powered vehicles, including bikes, e-bikes and e-scooters, commonly deployed by independent operators as a shared-use fleet. Rental vehicles can both be "docked" at a station where the vehicle can be rented and returned, or "dockless" where riders can rent a vehicle where it is currently parked and then park the vehicle at their destination. Riders can use a smartphone app or other technology to locate and rent a vehicle. Micromobility can also refer to personally owned scooters or bicycles.

Microtransit: A shuttle service that can be on-demand in real-time, or fixed route service updated frequently to meet market needs.

Minor arterial: Streets that provide for trips of moderate length and offer connectivity to streets of higher functional classification. Minor arterials provide intra-community continuity and a higher degree of land access than major arterials. With higher posted speed limits and a greater amount of vehicular traffic, minor arterials can present more stressful environments for bicyclists and pedestrians.

Mobility Action Plan (2017): This comprehensive plan identified and studied the challenges to multimodal travel in Westminster. The plan identifies over 80 sidewalk, bikeway and transit infrastructure needs, programs and policies. The TMP will supersede and replace the Mobility Action Plan, with key components of the Mobility Action Plan integrated and updated in the TMP.

Mobility hub: A transit stop or station area with access to a variety of transportation modes, including bicycle, pedestrian and shared mobility options. Mobility hubs can also include commercial retail and can be integrated into placemaking opportunities.

Mode share: The portion of total person trips that use each mode of transportation. For example, the number of people driving alone versus the number of people taking transit, bicycling, or walking.

Multiuse sidepath: Parallel to the street, these paved paths are usually detached from a street's curb and gutter and completely separated from motor vehicles, except at intersection crossings where no underpass is provided. A multiuse sidepath is usually designed for two-way travel and marked to indicate directionality. This concrete facility is typically wider than a sidewalk, ranging from 8 to 16 feet, to accommodate a variety of uses. Multiuse sidepaths are used for both commuting and recreation.

Multiuse trail: These types of trails generally follow alignments independent from the street network. Multiuse trails are typically concrete and range from 8 to 16 feet in width. They provide a continuous route separated from streets with frequent directional signage provided at trail intersections and decision-making points. Multiuse trails are used for both commuters and recreation.

Neighborhood bikeway: Streets with low motorized traffic volumes and speeds, designed to give bicycle travel priority. Neighborhood bikeways (also sometimes referred to as Bicycle Boulevards) use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets. They not only benefit people on bicycles but also help create and maintain "quiet" streets that benefit residents and improve safety for all road users.

Park-n-ride: Parking facilities (parking lots or garages) with connections to transit where commuters or other types of travelers can leave their vehicles and transfer to a bus or rail system or carpool. (Source: CDOT)

Placemaking: A multi-faceted approach to the planning, design and management of public spaces. It includes understanding how the community lives, works and plays in a particular space, to discover their needs and aspirations. This information is then used to create a common vision for that place that can be integrated into community space planning and design. (Source: FHWA/Project For Public Spaces)

Protected bike lane: See *separated bike lane*.

Queue jump (bypass lane): A short dedicated transit lane usually paired with transit signal priority that allows buses to easily enter traffic flow in a priority position and bypass congested areas.

Real-time information: A system that provides travelers with real-time data and information about transportation conditions, arrival information, and other travel information. Real-time information can

be provided at bus stops/stations, automated phone systems, text messages, on a website, or smartphone applications.

Regional Transportation District (RTD): A regional agency providing public transportation (bus, rail, shuttles, ADA paratransit service, demand-responsive service, park-and-ride, stations, and more) in eight counties in the Denver region.

Safe Routes to School (SRTS): Programs and strategies aimed to make it safer for students to walk and bike to school and encourage more walking and biking. Transportation, public health and planning professionals, school communities, law enforcement officers, community groups and families all have roles to play using education, encouragement, engineering (changes to the physical environment) and enforcement to meet a local community's needs. (Source: National Center for Safe Routes to School)

Safety Stop Law: Also known as an "Idaho Stop," allows a bicyclist to go through a stop sign or red light when there is no vehicle or pedestrian traffic present. Some local jurisdictions may not have this law or may have a variation of it.

Separated bike lane: Also referred to as protected bike lanes, provides exclusive space for bicyclists that is physically separated from both motor vehicle and pedestrian traffic. Separation is created using curbs, planter boxes, landscaping, and/or bollards. Separated bike lanes can also be vertically separated from motor vehicle traffic and at the same level as the sidewalk. Separated bike lanes can be one-way or two-way.

Shared lane: Used by both automobiles and bicyclists, shared lanes are typically delineated by shared lane markings (sometimes called sharrows) to indicate a shared environment for bicycles and automobiles. Shared lane markings send the message to drivers that they should expect bicyclists to be sharing this road with them. They also help bicyclists position themselves in the roadway. Shared lane markings should be applied in situations where the difference in speed between bicyclist and motorist travel speeds is low, as on local and collector streets.

Shared mobility: Services such as car share, bike share, and on-demand transportation services such as Uber or Lyft (also on-demand ride service providers).

Sharrow: See *shared lane*.

Sidepath: See *multiuse sidepath*.

Signal timing: A collection of parameters and logic designed to allocate the right-of-way at a signalized intersection (Source: FHWA). Coordinated signal timing synchronizes traffic movements and manages the progression speed of specific modes where uninterrupted flow is desired along a corridor. Signals can also be timed to provide additional reliability and safety benefits to transit, bicyclists, or pedestrians. (Source: NACTO)

Speed and reliability improvement (transit): Infrastructure and service improvements that make transit more reliable and rapid in existing traffic. Improvements include transit signal priority, dedicated transit lanes, and queue jumps.

Traffic calming: Also known as speed mitigation, traffic calming measures are applied to streets to encourage motorists to drive safely, at or below the speed limit, and to use additional caution and reduce speeds when there are activities along a street such as near high areas of pedestrian or bicycling activities. Traffic calming measures are used to control the speed of the street or change how drivers perceive and respond to conditions along a street.

Traffic Operational Center (TOC)/Traffic Management Center (TMC): A central facility that controls, monitors, and manages the surface street, highway, transit or bridge/tunnel controls systems within its control area. The center aims to manage the operation of the transportation system by communicating travel condition information, making necessary modifications to traffic and transit control systems, and directing response activities. (Source: Institute of Transportation Engineers)

Transit: Public transportation system and services that include bus and rail service and associated facilities such as park-n-rides and stations. Transit can also be privately operated.

Transit-oriented development (TOD): A type of development that provides a mix of uses within walking distances of transit. TOD can be implemented around rail lines or major bus lines. The development and areas surrounding Westminster Station provide an example of TOD in Westminster.

Transit Score: A nationally used metric to measure how easy it is to get around a community by transit. Communities are scored from 0 to 100; the higher the score, the easier it is travel by transit.

Transit signal priority (TSP): A tool used to modify traffic signal phases to advance transit vehicles through intersections, helping to reduce delays at intersections and increase transit speeds. TSP is sometimes used in combination with queue jumps, bypass lanes, or dedicated transit lanes.

Transportation Demand Management (TDM): Various strategies that change travel behavior (how, when, and where people travel) to increase transportation system efficiency and achieve objectives such as reduced traffic congestion, increased safety, or energy conservation. It may include programs to shift demand for single-occupant vehicles to other modes such as transit and ridesharing, to shift demand to off-peak periods, or to eliminate demand for some trips.

Transportation Management Organization/Association (TMO/TMA): An association of public or private agencies and firms joined to cooperatively develop transportation programs for a specified area. TMAs work with employers, residents, and neighborhood organizations to improve awareness of transportation options and manage transportation demand. Westminster is within two TMA areas: Commuting Solutions and Smart Commute Metro North.

Vision Zero: A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all (Source: Vision Zero Network). Vision Zero is supported by the implementation of technical, education, and programmatic tools to proactively improve the transportation system to prevent and eliminate traffic deaths and severe injuries.

Volume to capacity (V/C ratio): A metric used to identify the deficiencies in a street network by describing traffic congestion along a street. V/C ratios are calculated based on daily traffic volumes and street capacities. As the V/C ratio approaches 1.0, drivers experience congestion including queuing at intersections and longer delays.

Walk Score: A nationally used metric (developed by the Center for Neighborhood Technology) to measure how easy it is to get around a community by walking. The score is calculated based on the distance to closest amenities and community destinations, but does not consider level of comfort/experience for the user. Communities are scored from 0 to 100; the higher the score, the easier it is to walk through a community.

Wayfinding: Signage or other methods that help orient people and make it easier to navigate between places.

TRANSPORTATION
& MOBILITY PLAN

Appendix B
Current and Future Conditions Report

AUGUST 2021

WESTMINSTER

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TRANSPORTATION & MOBILITY PLAN

CURRENT & FUTURE CONDITIONS REPORT

AUGUST 2020

WESTMINSTER

TRANSPORTATION & MOBILITY PLAN

APPENDIX B
CURRENT AND FUTURE CONDITIONS REPORT

Transportation & Mobility Plan:
https://www.cityofwestminster.us/Government/Departments/CommunityDevelopment/WestminsterForward/TransportationMobilityPlan

August 2020

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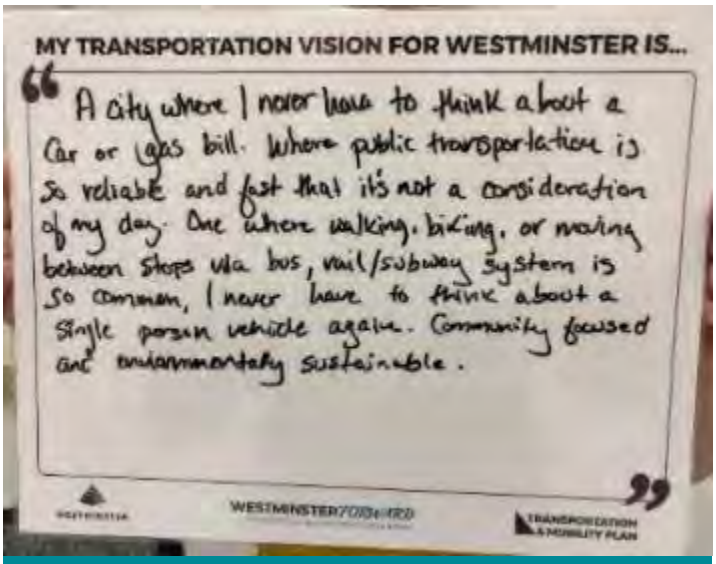
INTRODUCTION

Westminster residents, employees, commuters, and visitors require safe, connected, convenient, accessible, and reliable transportation options that provide access to employment, neighborhoods, school, health and human services, and shopping. A comprehensive multimodal transportation system also provides the freedom of personal mobility and the choice of how to travel—whether it's driving, walking, rolling (using a mobility device such as a wheelchair), biking, carpooling, or riding transit.

Thriving and sustainable cities have an extensive and expanding multimodal transportation network, including supportive policies and programs that seamlessly integrates all modes of transportation. The City recognizes, as reflected in the current Westminster's Strategic Plan and other citywide goals, the importance to be proactive to meet the current and future transportation needs of the community.

Addressing the current and future transportation and mobility needs of Westminster have been initially assessed and identified in plans including the Comprehensive Roadway Plan (2008), 2030 Westminster Bicycle Master Plan, the Mobility Action Plan, and in coordination with other local, regional, and statewide plans and programs. The City is integrating and updating these existing three plans to create a more comprehensive and updated multimodal transportation plan, the Transportation & Mobility Plan (TMP). The actions and recommended projects from each plan that have not been completed to-date will be evaluated through the TMP to determine if they should be carried forward, updated, or removed.



One of the transportation vision statements received from a Westminster resident during the Westminster Forward Open House in fall 2019

Understanding the current transportation system's opportunities and deficiencies is an important first step to informing the development the near- and long-term transportation framework and recommendations in the TMP. This Current and Future Conditions Report provides an overview of Westminster's demographics as well as the current and future (year 2040) conditions of the Westminster's transportation network, including services and infrastructure. This includes streets, bicycle and pedestrian facilities, trails, transit, truck freight, and evolving transportation technologies. The current conditions are based on available data from various resources and prior to events related to COVID-19 – data sources and dates are noted throughout the report. The future conditions in this report reflect an anticipated future without any additional changes or improvements to the transportation system in

Westminster, other than those improvements with funding commitments. This report serves as documentation of baseline conditions and does not include future recommendations - future recommendations, including considerations for economic and community impacts such as COVID-19, will be identified in the next steps in developing the TMP.

CURRENT CONDITIONS

WHO IS WESTMINSTER?

Assessment of demographics is a key step to understand the composition of the community, the use of the transportation system, and anticipating where new or improved transportation facilities or services are needed and to ensure they are accessible and equitable. Not only does the number of people living and working in Westminster affect transportation needs, but where people choose to live and work greatly influences the demand for transportation infrastructure and services in Westminster as well as in the Denver Metro region.

This section provides an overview of Westminster's population composition, including a summary of the vulnerable populations that may have unique transportation needs, including older adults (65 and older), children (younger than 18), people with disabilities, zero-vehicle households, low-income populations, and minority populations. The demographic information provided in this section is based on data from the Census Bureau (American Community Survey 2013-2017 data) and base year 2020 data from the Denver Regional Council of Governments (DRCOG).

WESTMINSTER'S POPULATION AND EMPLOYMENT GROWTH

Population and employment growth trends are important to consider when planning for transportation investments and improvements. Growth in population and employment increase the need for transportation options and connections. Additionally, increase in the number of transportation system users also impacts transportation infrastructure conditions and maintenance needs.

- **Population:** According to the Census Bureau, the estimated population of Westminster was over 113,000 people in 2018. Westminster's average annual population growth has been less than one percent since 2010.
- **Households:** There are currently 61,752 households within Westminster. According to population forecasts, this number is expected to increase to 87,530 households by 2040, an increase of approximately 42 percent. **Figure B- 1** identifies the locations where the increase in households is expected to be the greatest.
- **Employment:** There are currently 58,129 jobs within Westminster. This number is expected to increase to 87,859 jobs by 2040, an increase of approximately 51 percent. **Figure B- 2** identifies the locations where the increase in employment is expected to be the greatest.

FIGURE B- 1. HOUSEHOLD GROWTH ESTIMATES (2020-2040)

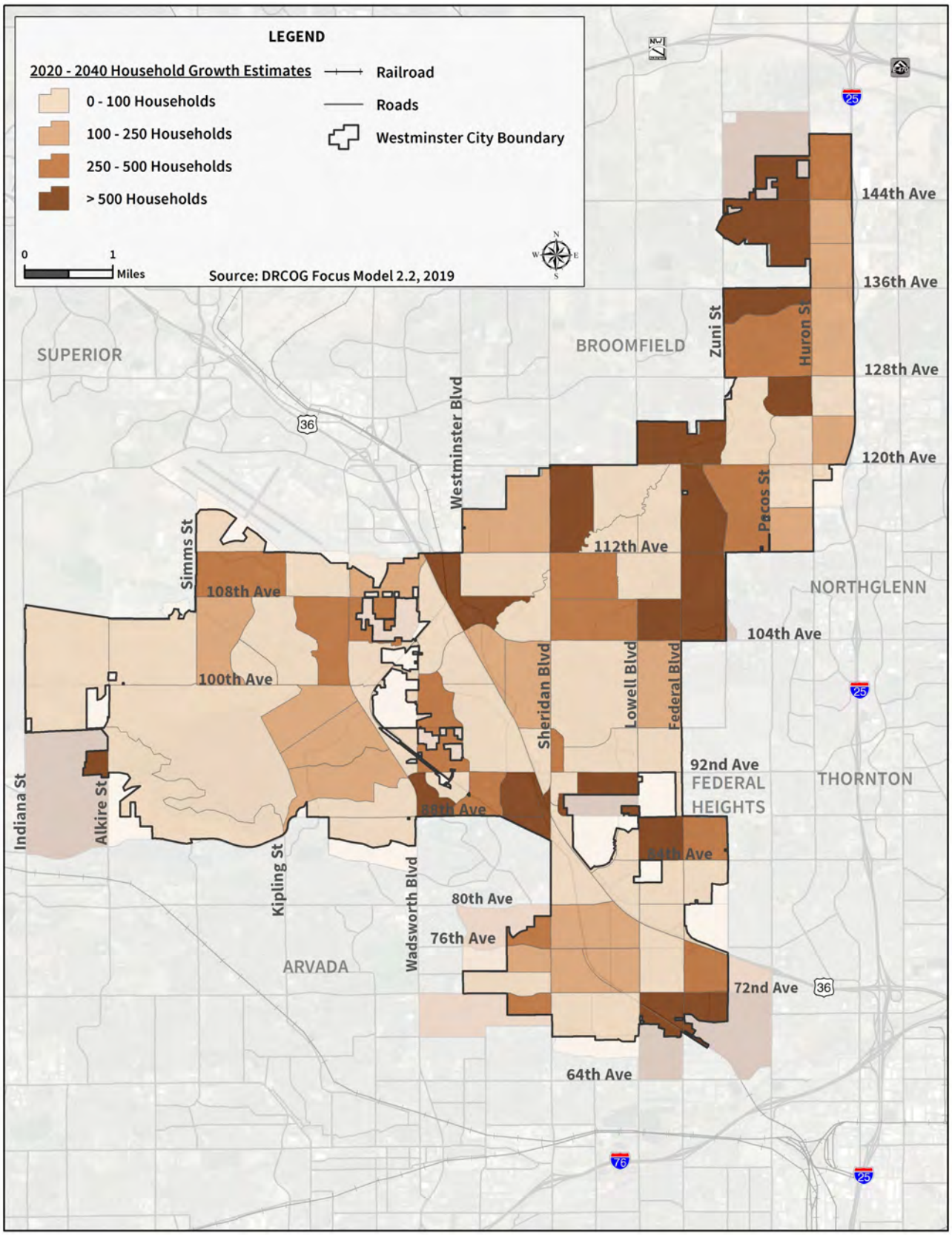
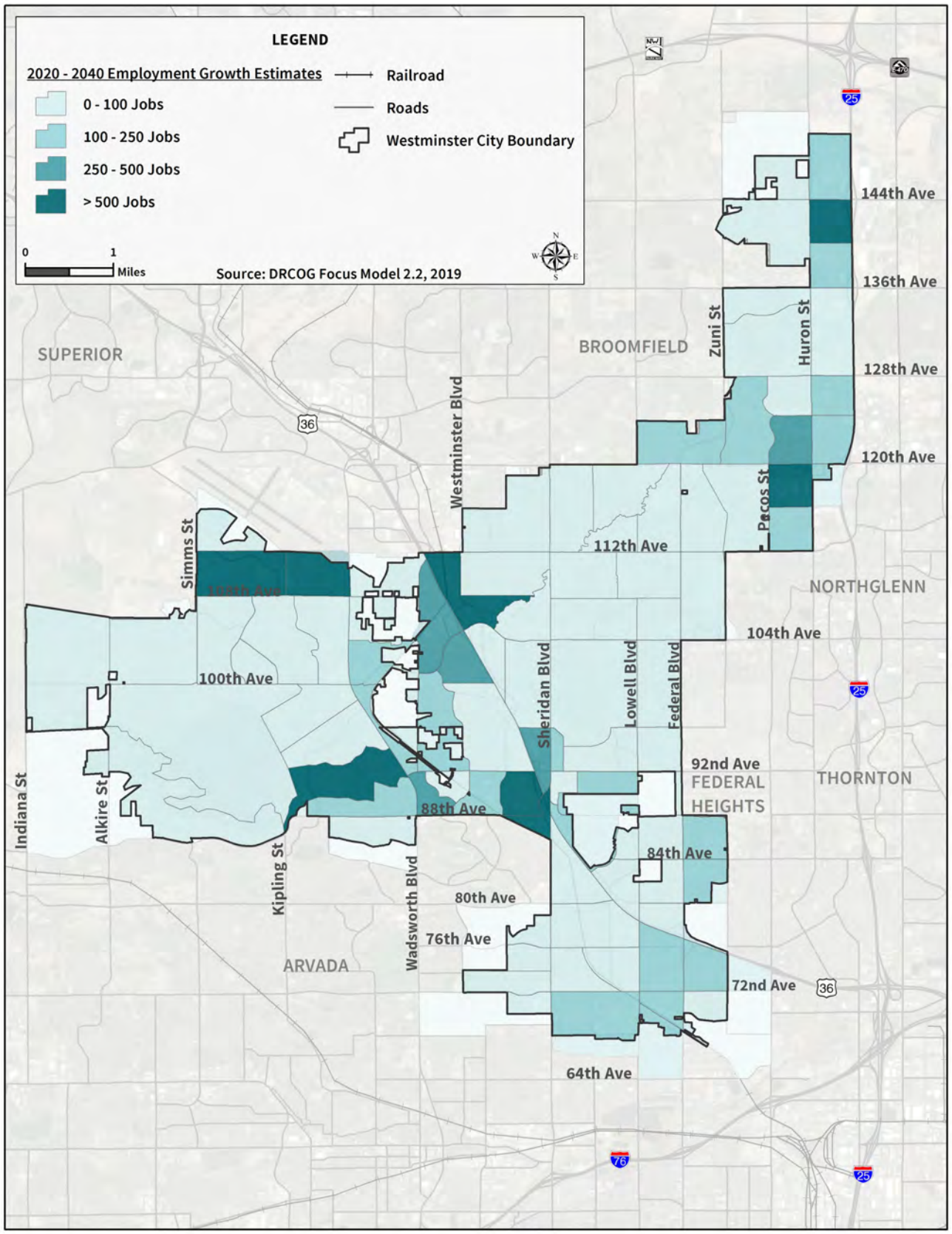


FIGURE B- 2. EMPLOYMENT GROWTH ESTIMATES (2020-2040)



OLDER ADULTS (65+)

Approximately 17 percent of Westminster residents are 65 years and older, and this number is expected to increase in the next 20 years. The map on **Figure B- 3** shows the concentrations of residents 65 years and older within Westminster.

WHY IT'S IMPORTANT: The growing interest in active and independent living among older adults and providing services and amenities to allow older adults to age in place, has increased communities' focus on providing more accessible transportation services that support active older adult lifestyles. The availability and quality of transportation options are important factors to where older adults decide to reside — while many prefer the freedom of driving their own vehicle, the ability to do so may be limited over time, resulting in limited access to reliable services and community amenities.

CHILDREN

Approximately 23 percent of Westminster residents are younger than 18 years of age. **Figure B- 4** shows the concentrations of where residents younger than 18 live within Westminster.

WHY IT'S IMPORTANT:
School-aged children, under the legal driving age and without a driver's license, must rely on walking, biking, transit, or rely on those who can drive for transportation. Transportation services and infrastructure connecting between neighborhoods schools and community facilities should be safe and easily accessible. Additionally, safe routes to walk and bike can encourage more active lifestyles that contribute to improved physical and mental health.

Children walking in a crosswalk with a crossing guard

PEOPLE WITH DISABILITIES

People with disabilities comprise approximately 11 percent of the Westminster population. Disabilities can include a vision or hearing impairment, a cognitive or learning disability, mobility or physical impairment, or other type of disability. **Figure B- 5** shows the concentrations of where residents with a disability reside in Westminster.

WHY IT'S IMPORTANT: Persons with disabilities that are unable to drive must rely on other forms of transportation including walking, biking, transit, or rely on others who can drive to meet their transportation needs. Some persons with disabilities may require the use of a mobility aid (e.g., wheelchair). It is important that transportation infrastructure such as sidewalks and services such as transit are accessible for all abilities.

FIGURE B- 3. OLDER ADULTS (AGE 65 OR OLDER)

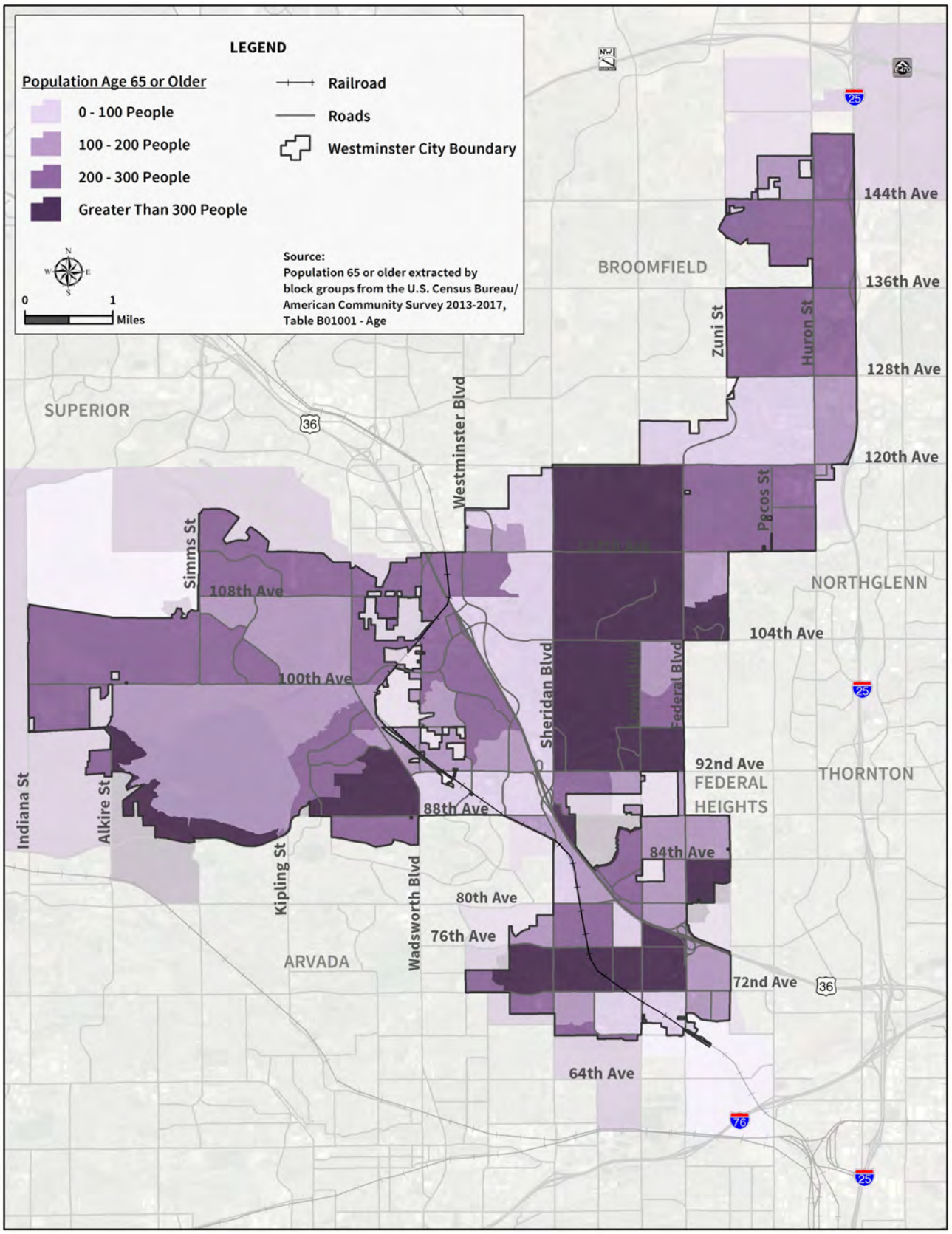


FIGURE B- 4. CHILDREN UNDER 18

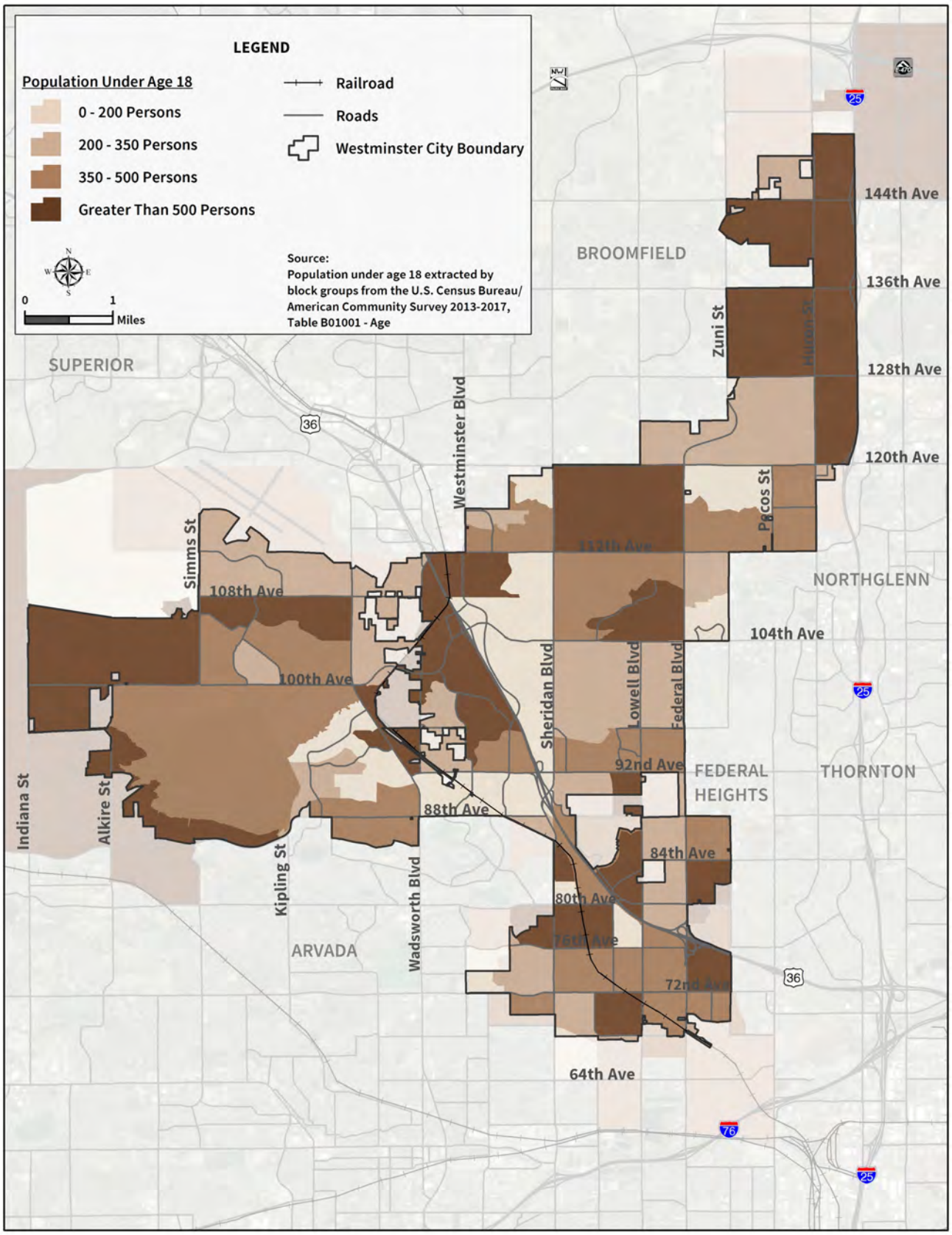
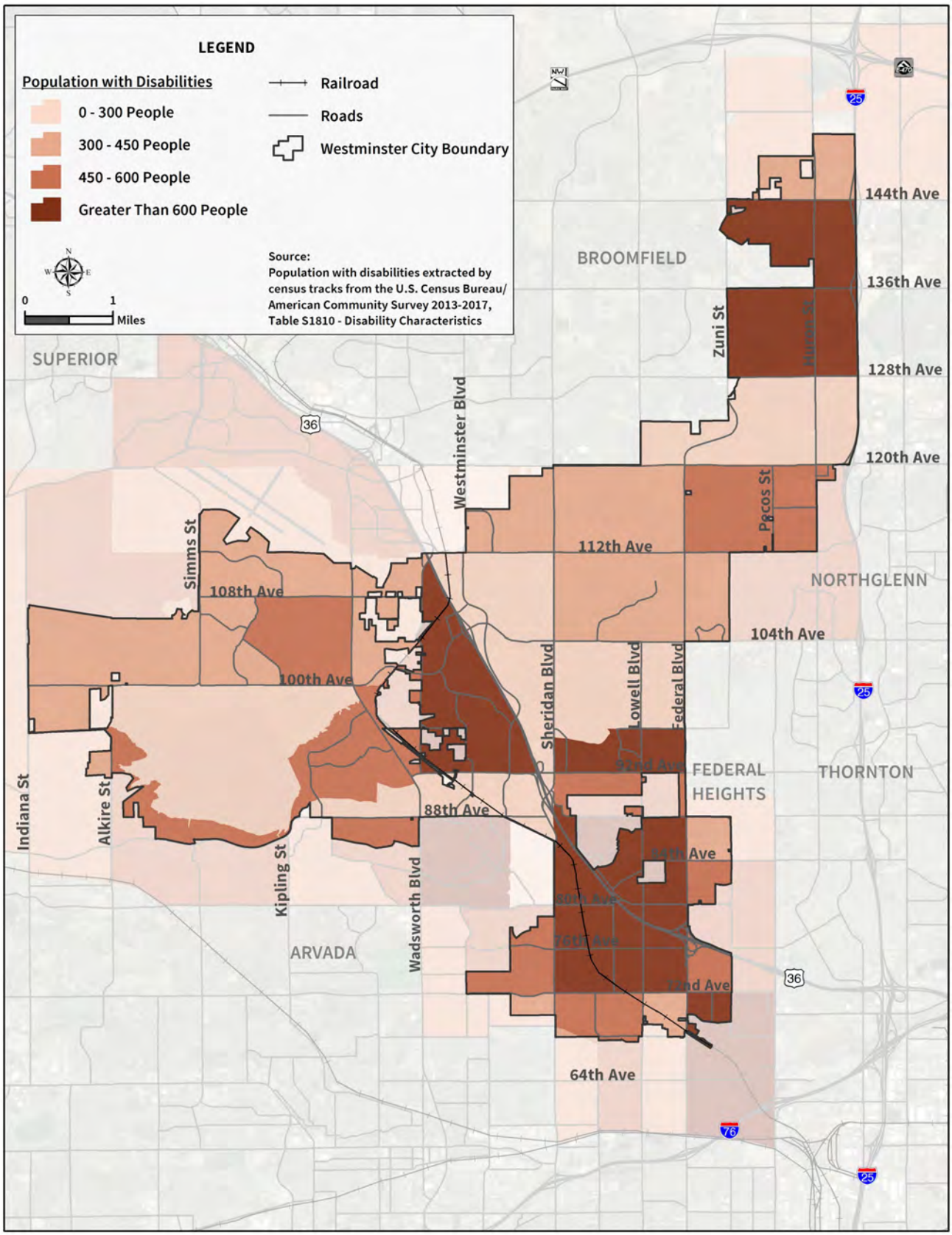


FIGURE B- 5. PEOPLE WITH DISABILITIES

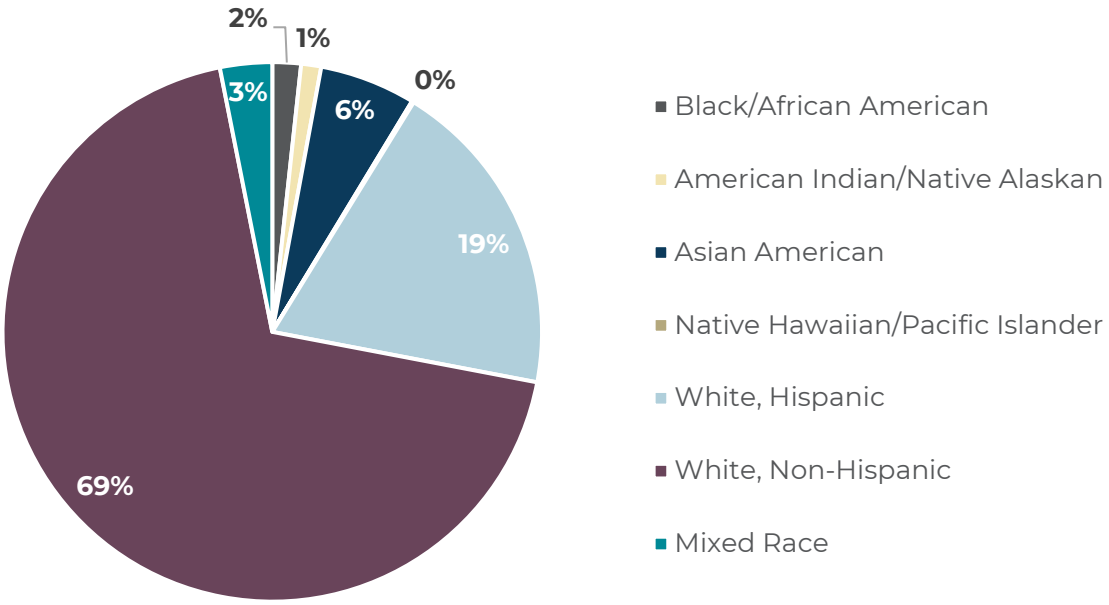


MINORITY POPULATIONS

As shown on **Figure B- 6**, Westminster is a diverse community with approximately 31 percent of the community comprised of a minority population. **Figure B- 7** shows where the greatest concentrations of minority residents reside in Westminster.

WHY IT'S IMPORTANT: Minority populations, including people who identify as black, Hispanic, Asian, American Indian, or Alaskan Native have been historically underserved in communities throughout the United States. An equitable transportation network offers convenient and affordable access between housing and jobs, medical services, education, grocery shopping, and social/recreational activities for all users. Access results in opportunities which can often positively influence personal health and quality of life.

FIGURE B- 6. PERCENT OF RACE/ETHNICITY IN WESTMINSTER



Source: 2013–2017 American Community Survey 5-Year Estimates

LOW-INCOME POPULATION

Figure B- 8 shows the concentrations of low-income residents in Westminster. Low-income populations include those whose median household income is below the federal poverty guideline.

WHY IT'S IMPORTANT: Low-income populations are important to consider when planning for transportation improvements because these residents may have limited access to a vehicle, be more reliant on lower-cost transportation options such as walking, biking, riding transit, or rely on others to meet their transportation needs.

FIGURE B- 7. MINORITY POPULATION

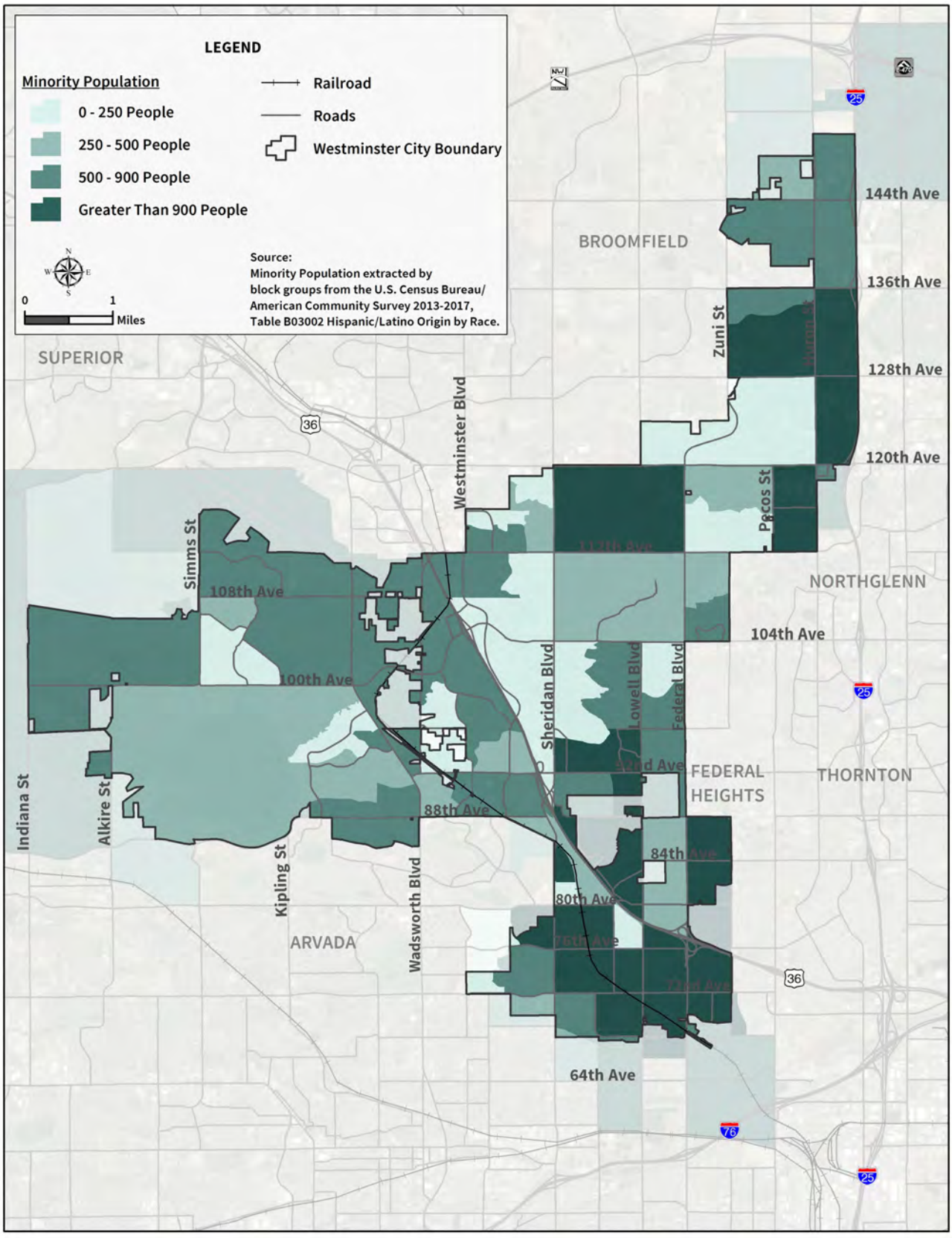
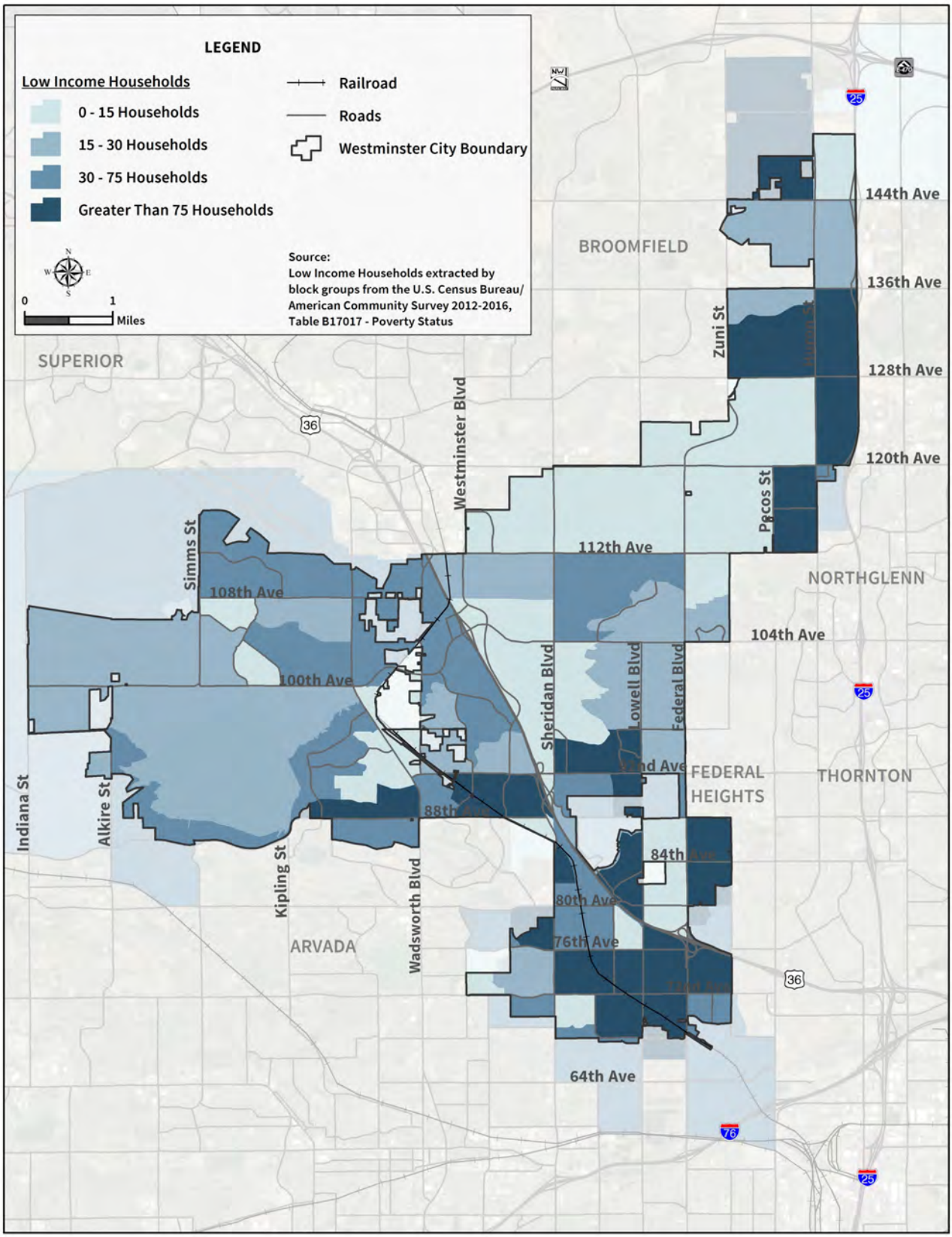


FIGURE B- 8. LOW-INCOME HOUSEHOLDS



ZERO-VEHICLE HOUSEHOLDS

In 2017, approximately 2 percent of Westminster residents did not have access to a vehicle. These households either cannot afford a vehicle, choose to not have a vehicle, or have a disability preventing them from driving a vehicle. Across the country, an increasing number of younger individuals from the Millennial and Generation Z cohort do not own a personal vehicle compared to previous generations. **Figure B- 9** shows the concentration of zero-vehicle households in Westminster.

WHY IT'S IMPORTANT: When identifying transportation infrastructure and service improvements, residents with limited or no access to a vehicle should be considered as they rely on others to carpool or depend on other modes of transportation for daily trips and errands, including walking, biking, and riding public transit.

HOW WESTMINSTER TRAVELS

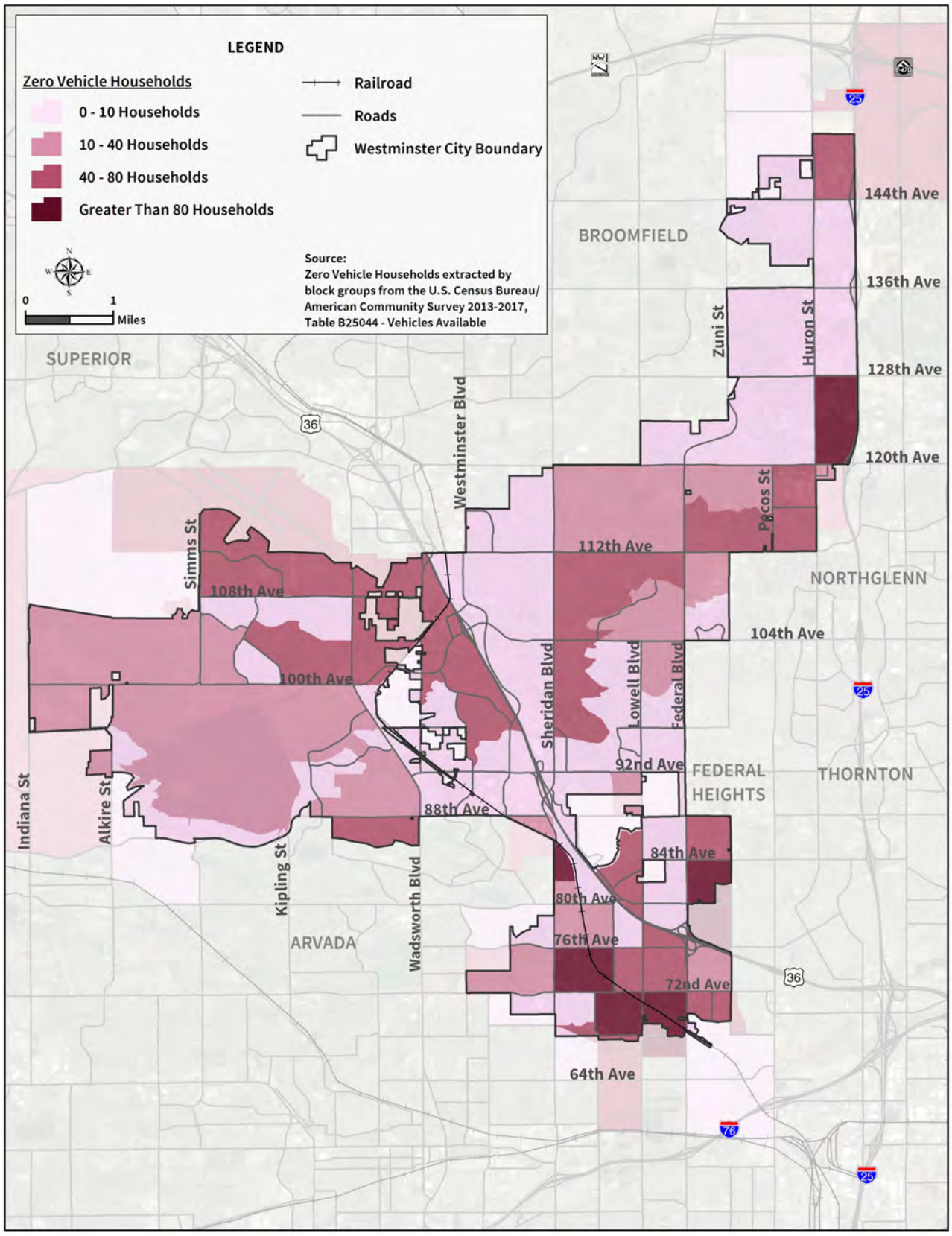
The quality and experience of how people travel within and in and out of the city is one of the most significant factors in planning for current and future growth and associated transportation needs. City streets can play multiple roles—as major thoroughfares that handle significant traffic through the city, as bicycle routes for commuters to employment or transit stations, or as recreation facilities for pedestrians or bicyclists. Land use patterns throughout the Denver Metro Region have largely resulted in car-dependent communities, but recent and long-term investments in transit and multimodal infrastructure in the Denver Metro Region indicate that land use patterns, demographics, and travel preferences are changing.

QUALITY OF LIFE

The design and structure of transportation systems influence the everyday health and quality of life of residents, employees, and visitors. The availability and quality of transportation options can affect levels of physical activity, stress, air quality, safety, and access to employment as well as retail land uses, healthcare, and other services.

Passenger boarding a bus at the US 36 and Sheridan Station

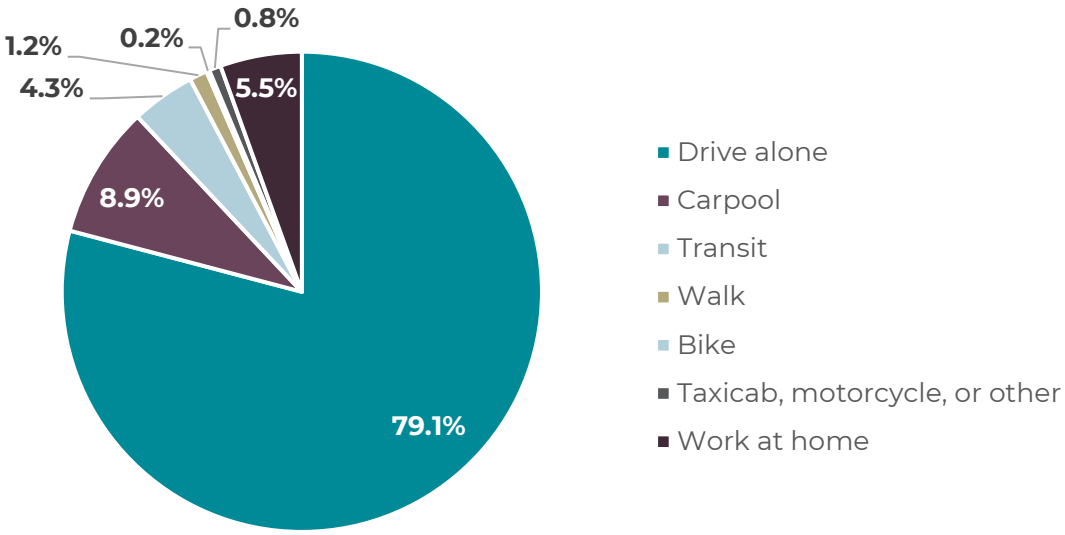
FIGURE B- 9. ZERO VEHICLE HOUSEHOLDS



TRANSPORTATION TO WORK

MODE SHARE: As shown in **Figure B- 10** on a typical workday, approximately 79 percent of Westminster residents drive alone to their employment, 9 percent carpool, and 4 percent take transit. Approximately 1 percent walk, less than 1 percent bike, and 6 percent work from home. These percentages represent only Westminster resident commute to work trips, not other types of trips such as running errands. Through the development of the TMP, a mode share goal for Westminster will be established as a citywide target to shift single-occupant vehicle trips to more bike, walk, and transit trips. This shift in mode use supports a number of other citywide goals including improvements in environmental and health.

FIGURE B- 10. WESTMINSTER RESIDENT COMMUTE TO WORK TRIPS



Source: 2013–2017 American Community Survey 5-Year Estimates

TRAVEL TIME: As correlated with population and employment growth, traffic and congestion continues to increase for the Denver Metro Region, including in Westminster. Average travel times to work increased from 25.4 to 27.1 minutes for Westminster residents between 2010 and 2017.

Congestion at the intersection of Sheridan Boulevard and 92nd Avenue

The TMP will identify transportation improvements recommendations that will help improve the efficiency and reliability of the street network and transportation options.

Source: 2013–2017 American Community Survey 5-Year Estimates

COMMUTER INFLOW AND OUTFLOW

As shown in **Figure B- 11**, the overall daily population in Westminster is reduced as more residents commute to work outside the city than employees who commute into Westminster. Approximately 38,000 residents from other communities in the Denver Metro Region commute into Westminster to work, whereas approximately 50,000 Westminster residents leave Westminster for employment in other communities.

In addition to the inflow and outflow of Westminster residents and employees, there are also many commuters who travel through Westminster everyday along many of Westminster's major corridors, for example US 36, 104th Avenue, Sheridan Boulevard, Federal Boulevard, and Wadsworth Boulevard. As jurisdictions adjacent to Westminster continue to grow, Westminster will likely continue to experience an increase of commuters along these corridors.

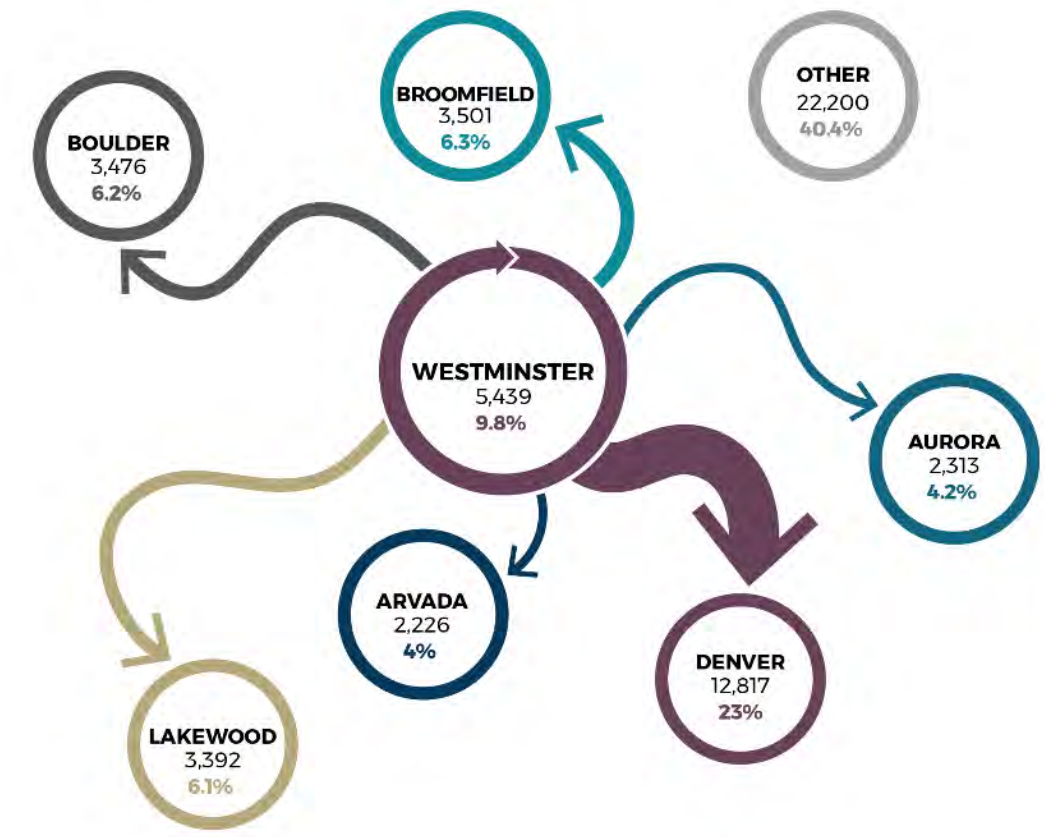
FIGURE B- 11. DAILY POPULATION CHANGE IN WESTMINSTER

Source: U.S. Census Bureau; American Community Survey, 2017 5-Year Estimates, Longitudinal-Employer Household Dynamics Program

Understanding the impacts of population and employment growth in Westminster as well regional, both long-term and on a daily basis, is important in planning for transportation improvements, programs, and associated maintenance, to ensure transportation infrastructure and services can meet current and future needs.

As shown in **Figure B- 12,** the cities where the highest number of Westminster residents commute to are Denver (23 percent), Broomfield (6 percent), Boulder (6 percent), Lakewood (6 percent), Aurora (4 percent), and Arvada (4 percent). Approximately 5,400 people both live and work in Westminster.

FIGURE B- 12. WHERE WESTMINSTER RESIDENTS COMMUTE TO



Source: U.S. Census Bureau; American Community Survey, 2017 5-Year Estimates, Longitudinal-Employer Household Dynamics Program

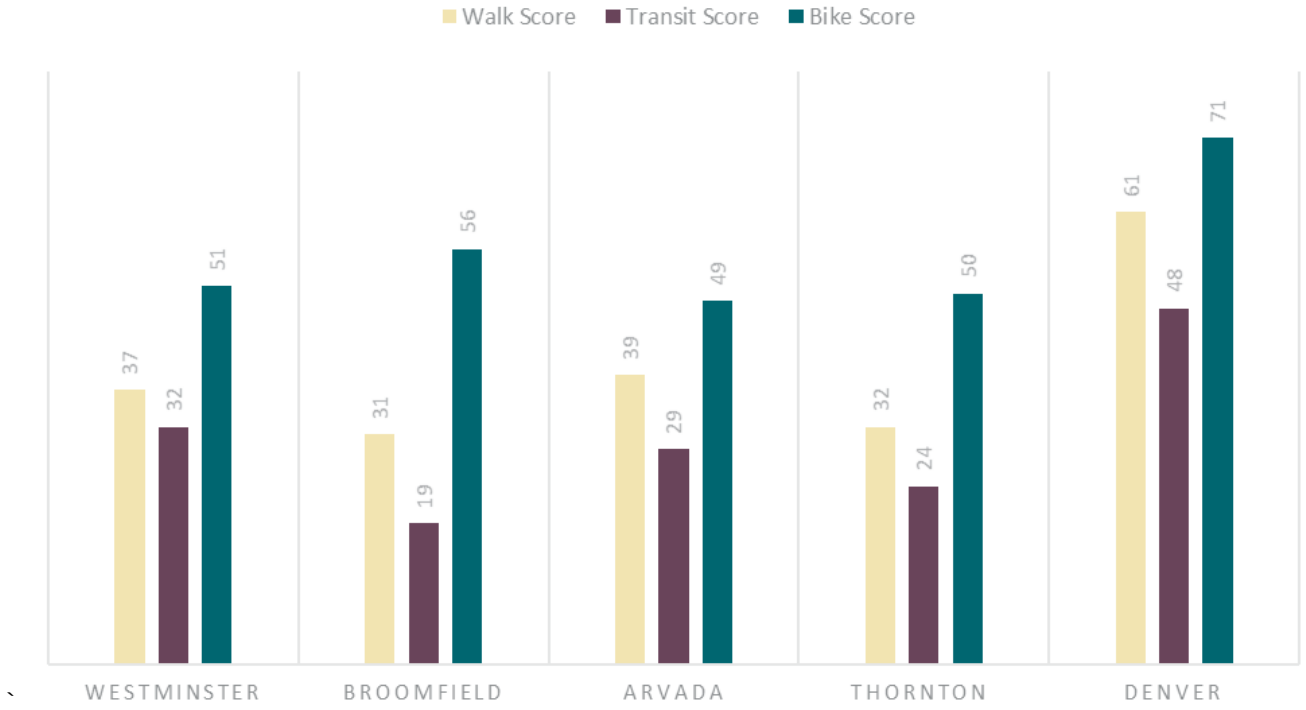
WALK, TRANSIT, AND BIKE SCORES

A nationally-used metric called Walk Score is used to measure how easy it is to get around a community by walking. The Walk Score calculates points based on the distance to the closest amenities, including businesses, parks, theaters, schools, and other common destinations. Communities are scored from 0 to 100; the higher the score, the easier it is to get around a community on foot. While these scores give some indication of the ease of travel on foot based on proximity to amenities and destinations, the score does not consider level of comfort and overall experience for the user such as sidewalk conditions and street type. Similarly, the Bike Score and Transit Score indicate the ease a traveler can bike around a community and take transit.

WESTMINSTER'S SCORES:
Walk: 37
Bike: 51
Transit: 32

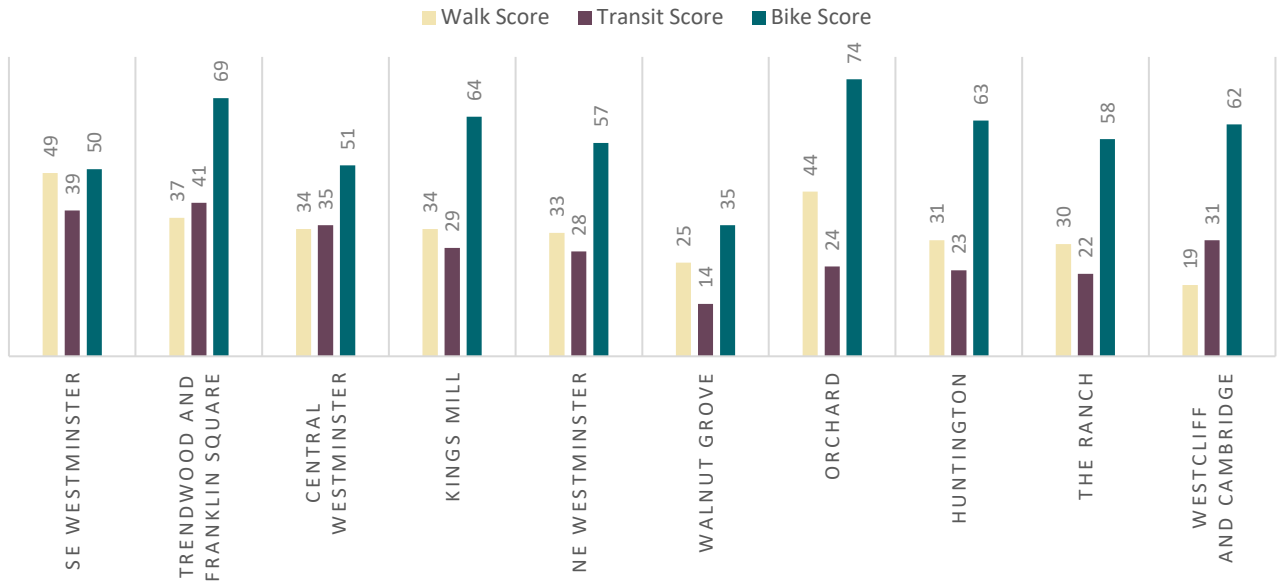
Figure B- 13 and **Figure B- 14** show Westminster's walkability, bikeability, and transit scores relative to other local municipalities and for the neighborhoods within Westminster, respectively. Westminster's scores are about equal or exceed those of neighboring communities, except for Denver.

FIGURE B- 13. WALK, TRANSIT, AND BIKE SCORES IN ADJACENT MUNICIPALITIES



Source: https://www.walkscore.com/ October 2019

FIGURE B- 14. WALK, TRANSIT, AND BIKE SCORES IN WESTMINSTER NEIGHBORHOODS



Source: https://www.walkscore.com/ October 2019

SHORT-TRIP ANALYSIS


Buffered bike lanes on Yates Street

Using the DRCOG 2020 regional travel model, a short-trip analysis was completed to identify corridors (not including US 36 and I-25) with a high portion of short-distance trips in 2020. While these short trips are likely currently being made by automobile, it is useful to identify corridors with a lot of short trips because these represent trips that could potentially be converted to bicycle or pedestrian trips. **Figure B- 15** shows three color bandwidths reflecting trips less than 1 mile (white), trips 1 to 2 miles in length (pink), and trips 2 to 3 miles in length (red). The wider the band, the more short-distance trips occur along the corridors.

The short-trip analysis results can be overlaid with the map of the existing and future bicycle and pedestrian network to identify areas to add or improve facilities to accommodate current and new biking and walking trips. For example, Sheridan Boulevard near 92nd Avenue, 92nd Avenue between Wadsworth Boulevard and Lowell Boulevard, and Wadsworth Boulevard between 88th Avenue and 100th Avenue, have a high number of short-distance trips. While many of these arterials may have sidewalks they also have constraints such as long street crossings distance and close proximity to high vehicle volumes and travel speeds that results in an uncomfortable walking or bicycling environment.

HOUSING AND TRANSPORTATION (H+T) AFFORDABILITY INDEX

The Housing and Transportation (H+T) Affordability Index is another metric used to understand how transportation impacts Westminster residents and inform how Westminster can plan for more accessible, equitable and affordable transportation options. Transportation, including the various costs of vehicle ownership such as maintenance or the costs associated with using another mode of transportation such as transit, is typically the second largest expenditure for households. Traditional measures of affordability do not include transportation costs, therefore, factoring in both housing *and* transportation costs through the H+T Affordability Index provides a more comprehensive way of thinking about the cost of housing and true affordability.

On average, Westminster residents spend 26 percent of their household income on housing and 20 percent on transportation. Combined, this is 46 percent, just slightly above the Center for Neighborhood Technology's recommended amount of 45 percent. The average annual transportation cost is $13,420 for Westminster residents, and the average number of cars per household is 1.83. **Figure B- 16** shows the H+T Affordability Index by census block group.

FIGURE B- 15. 2020 SHORT TRIP ANALYSIS

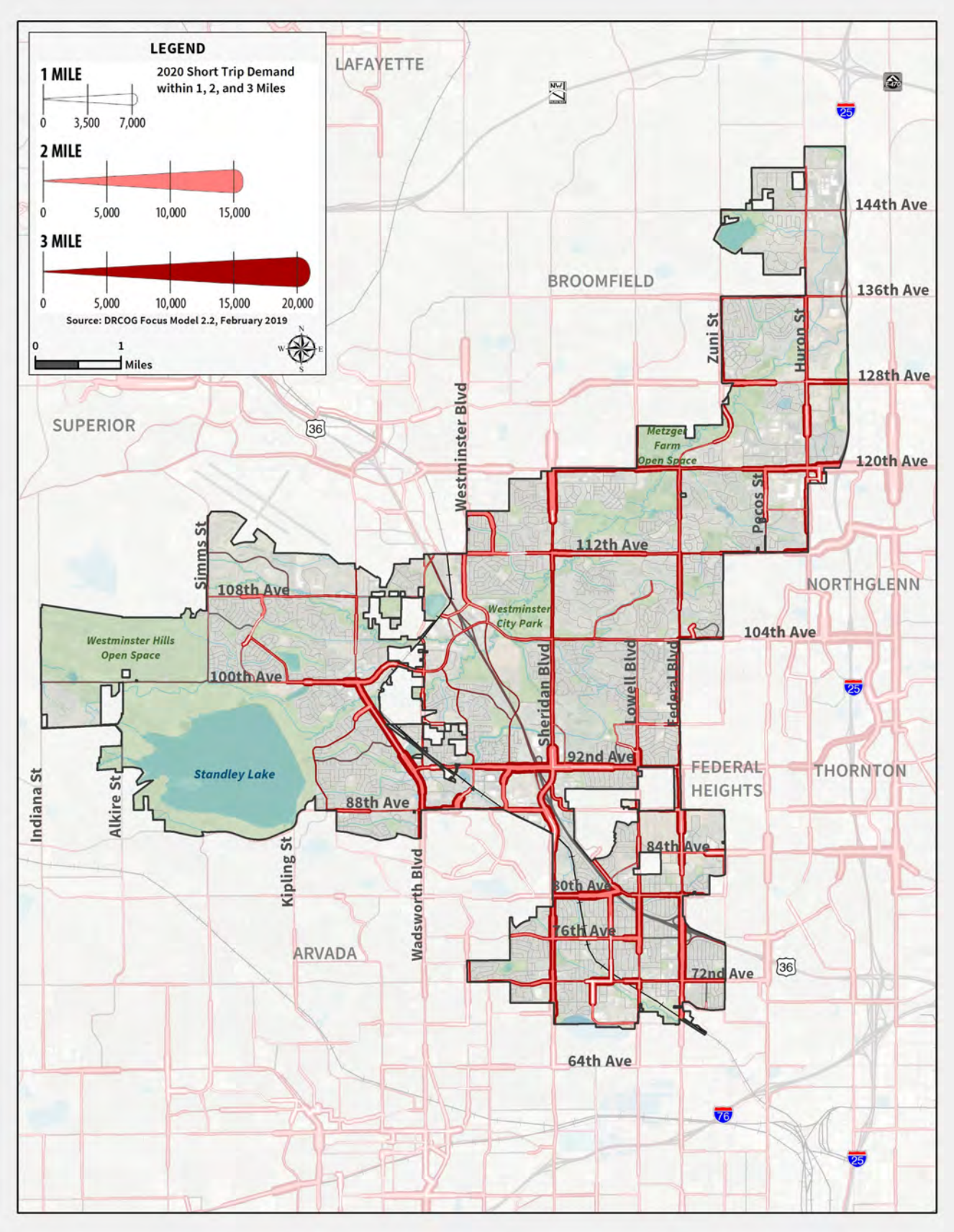
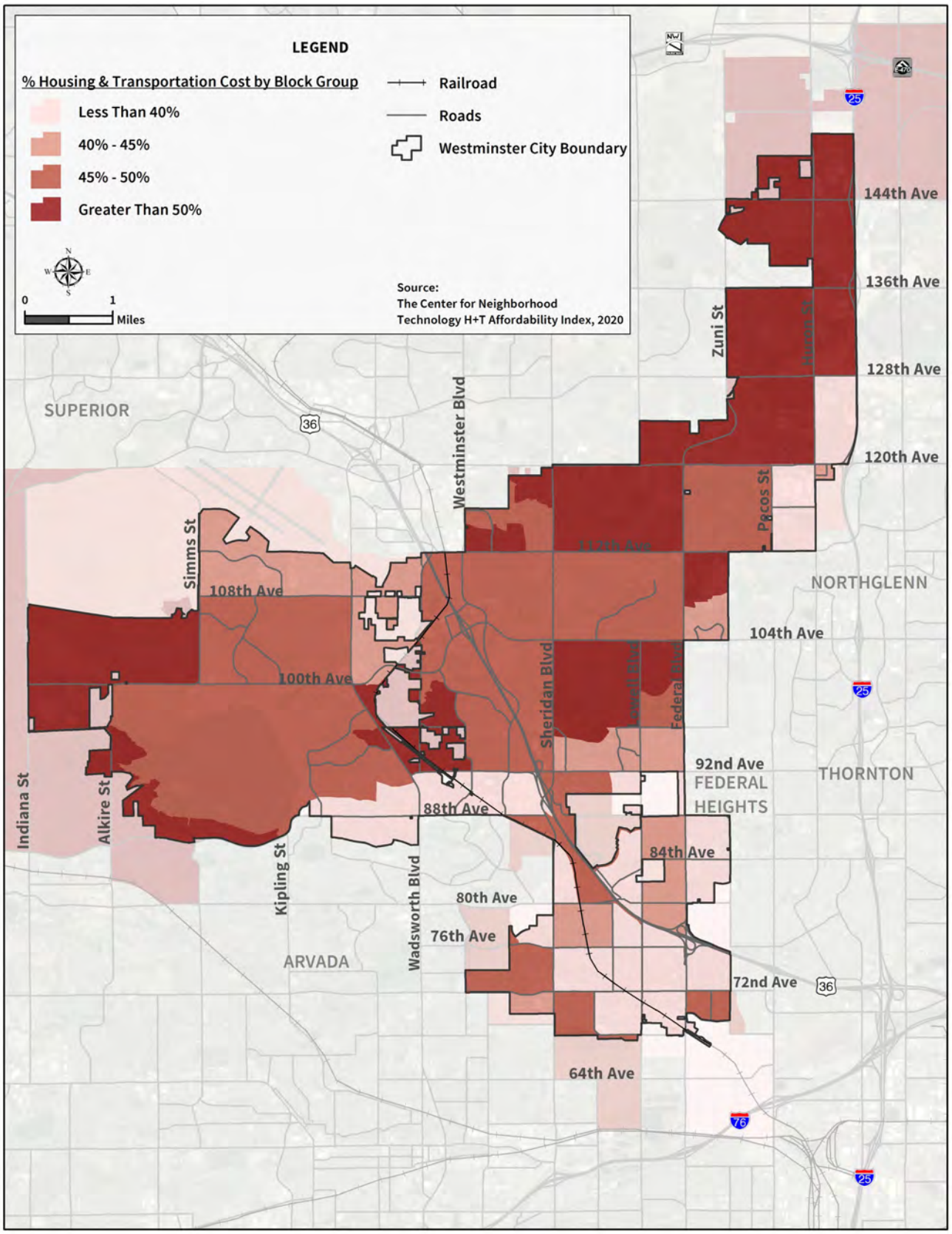


FIGURE B- 16. H+T AFFORDABILITY INDEX



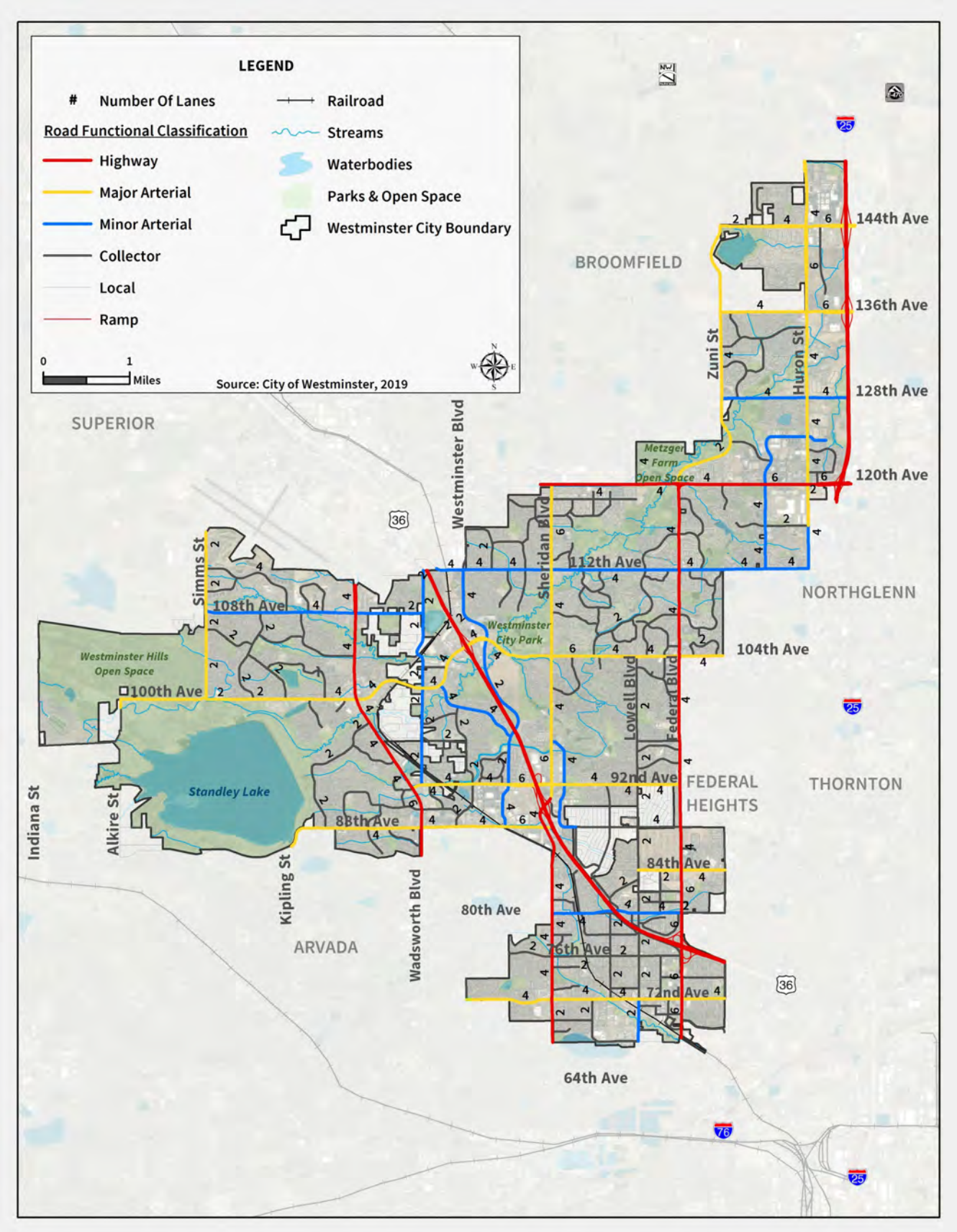
WESTMINSTER'S STREET NETWORK

Streets generally provide two important functions: access and mobility. Each street type is specifically designed to operate with certain characteristics based on the adjacent land uses, level of continuity, transportation modes served, and proximity and connections to other facilities. The functional classification of a street describes these characteristics and reflects its role in the street network and relationship with adjacent land use. A street's classification also forms the basis for access management (e.g., driveways), corridor right-of-way preservation, multimodal facility types, and street design guidelines and standards. The functional classification is typically viewed as the desired condition for a street.

Westminster's streets are classified as local, collector, minor arterial, major arterial, or highway, as shown on **Figure B- 18**. The number of through travel lanes on each street segment is also shown. The street network in Westminster has historically been designed to prioritize the efficient movement of the number of vehicles, not the number of people.

- **Local Streets** serve the highest level of access, providing direct driveway access to adjacent properties and carrying traffic to collector streets. Local streets may be limited in continuity and may be designed to discourage through traffic. Local streets are usually the most comfortable streets for walking and biking as the amount of interaction with vehicular traffic is minimal and travel speeds are low.
- **Collectors** gather traffic from local streets and connect travelers to the arterial network. Collectors provide a balance between access and mobility and retain continuity through neighborhoods. Collector streets can plan a critical role in increasing connectivity of the bicycle and pedestrian network. Collector streets are usually comfortable streets for walking and biking as the amount of vehicular traffic is minimal and traffic speeds are moderate.
- **Minor Arterials** provide for trips of moderate length and offer connectivity to streets of higher functional classification. Minor arterials provide intra-community continuity and a higher degree of land access than major arterials. With higher posted speed limits and a greater amount of vehicular traffic, minor arterials can present more stressful environments for bicyclists and pedestrians. Westminster Boulevard and 112th Avenue are examples of minor arterials providing intra-community continuity in Westminster.
- **Major Arterials** provide a high degree of mobility and serve corridor movements with longer trip lengths. While adjoining land uses can be served directly, access to adjacent properties is limited to emphasize mobility of vehicles. Sheridan Boulevard (north of US 36) and 92nd Avenue are examples of major arterials with regional connectivity in and through Westminster.
- **Highways** have the highest level of mobility, providing unimpeded high-speed regional and interstate connections and are under the jurisdiction of the Colorado Department of Transportation (CDOT). Highways like I-25 and US 36 are limited access divided highways that link major urban areas. Other state highways that extend through Westminster include Wadsworth Boulevard (SH 121), Sheridan Boulevard (SH 95), Federal Boulevard (US 287), and 120th Avenue (US 287/SH 128).

FIGURE B- 17. STREET FUNCTIONAL CLASSIFICATION



DAILY TRAFFIC COUNTS

Daily traffic volumes on a street indicates the level of traffic congestion. The amount of traffic volume that can moved along a street depends on several considerations, such as the number of lanes, the number of driveways, presence of left turns lanes, and when and how often traffic will be required to stop at stop signs or traffic signals. Current and future forecasted traffic volumes are important data used in the evaluation of current conditions as well as future corridor-wide and intersection improvements to ensure all modes of transportation can travel safely and efficiently to their destinations.

Congestion along Sheridan Blvd at 92nd Ave

The average daily traffic counts on major arterials, minor arterials, and select collector streets in Westminster are shown on **Figure B- 18**. The 2040 forecasted traffic volumes are presented later in this report. Wadsworth Boulevard and Federal Boulevard carry the highest volumes of north-south traffic through the city; 120th Avenue and 92nd Avenue carry the highest volumes of east-west traffic.

EXISTING VOLUME TO CAPACITY RATIOS

Volume to capacity ratio (V/C ratio) is a metric used to identify deficiencies in the existing street network by describing congestion on street segments. V/C ratios are calculated based on daily traffic volumes and street capacities and do not account for peak hour conditions or individual intersections. As the V/C ratio approaches 1.0, drivers experience congestion including queuing at intersections and longer delays. Streets with lower functional classifications and fewer lanes would be expected to carry fewer vehicles per day, whereas streets with higher functional classifications and a higher number of lanes would be expected to accommodate more vehicles. However, as the number of vehicles increases due to population and employment growth, many streets are starting to experience traffic congestion throughout the day because the number of vehicles is approaching the street's capacity. **Table B- 1** shows the per-lane capacities for different functional classifications. Similar to traffic counts, V/C ratios are important in evaluating current and future conditions along a street as well as implementation of improvements. The existing V/C ratios are shown on **Figure B- 19**.

TABLE B- 1. TYPICAL DAILY STREET CAPACITIES (PER THROUGH LANE)

Functional Classification	Average Daily Vehicles
Major Arterial	8,000
Minor Arterial	6,000
Collector	5,000

FIGURE B- 18 EXISTING DAILY TRAFFIC COUNTS (2018)

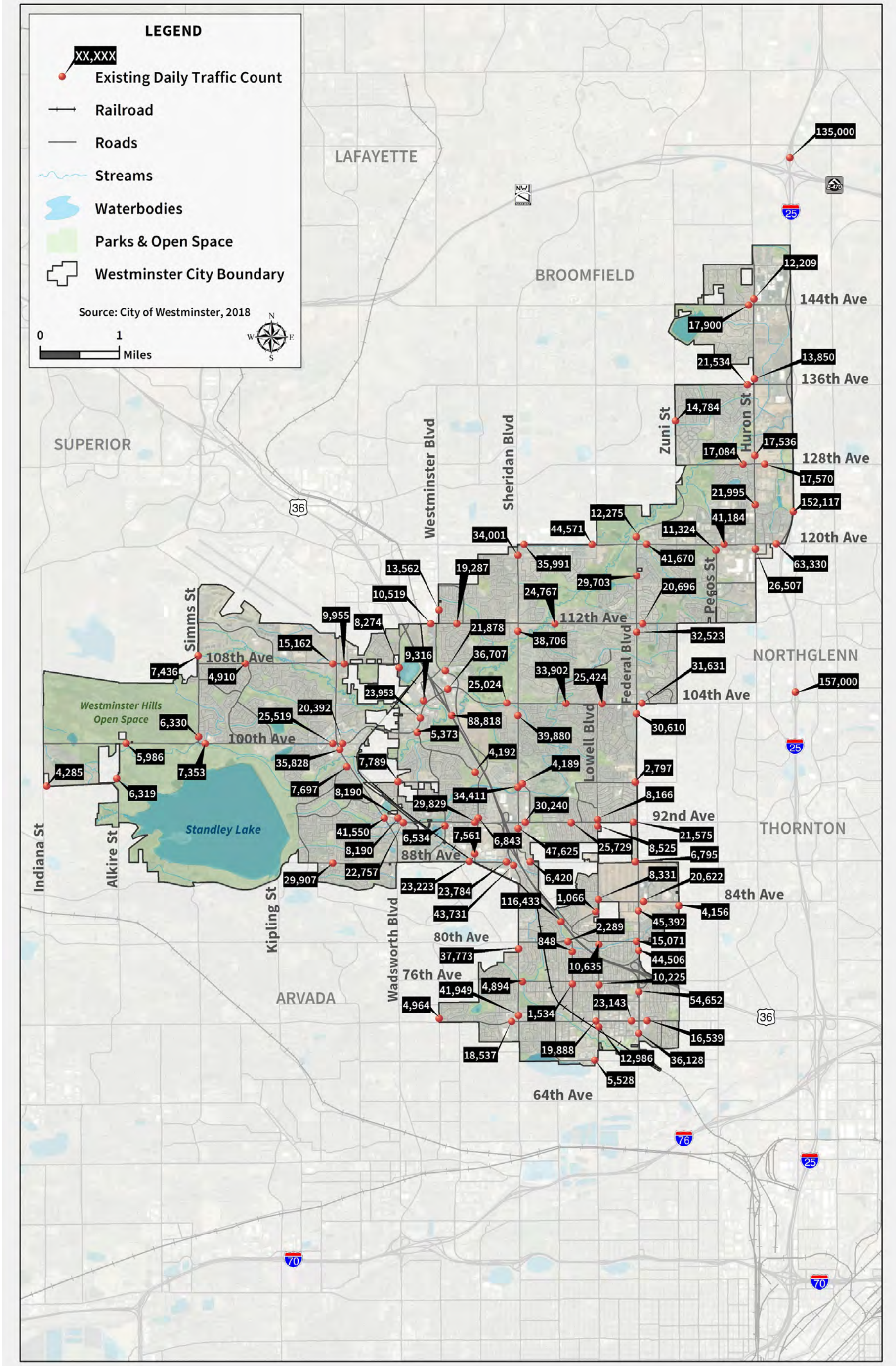
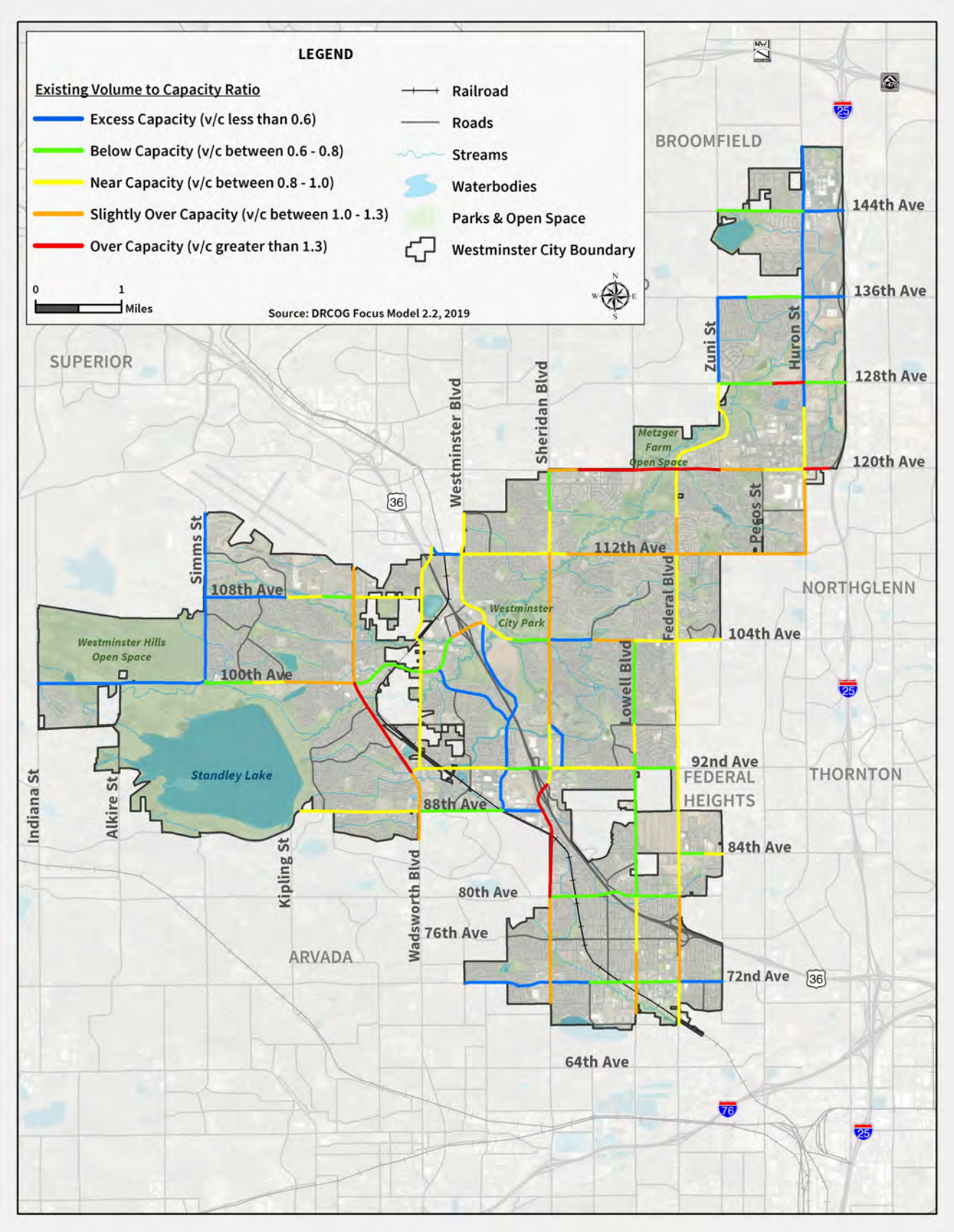


FIGURE B- 19. EXISTING VOLUME TO CAPACITY RATIOS



POSTED SPEED LIMITS

Posted speed limits in Westminster range from 20 miles per hour (MPH) on local streets such as Westminster Station Drive to 55 MPH on Federal Boulevard, and 65 MPH along US 36 and 55 MPH along most portions of I-25, as shown on **Figure B- 20**. The majority of streets in Westminster are posted as 25 MPH. Major thoroughfares such as Sheridan Boulevard are posted as 45 MPH. Access, adjacent land use, placement of crosswalks and other elements of street design can all impact speed limits along the street. It is important to design streets to balance the safety and mobility needs of all users. Higher speeds are associated with severe injury and fatal crashes, as described in the next section.

Pedestrian crossing Sheridan Boulevard

CRASHES

An evaluation of crash data provides an understanding of where conflicts and crash trends between modes of transportation occur. These data inform the development of transportation safety improvements and safety education strategies. This section provides an overview of the number and severity of crashes in Westminster.

Crash data presented in this section are from the CDOT crash database that is populated with data provided by police departments throughout Colorado. The crash data report is created bi-annually, with the last report reflecting crash data through 2017.

During the three-year period from 2015 through 2017, there were approximately 7,900 reported traffic crashes on streets and highways (including US 36 and I-25) within the city limits of Westminster. As shown on **Figure B- 21**, a comparison of yearly totals shows a decline in 2016 and 2017.

FIGURE B- 20. POSTED SPEED LIMITS

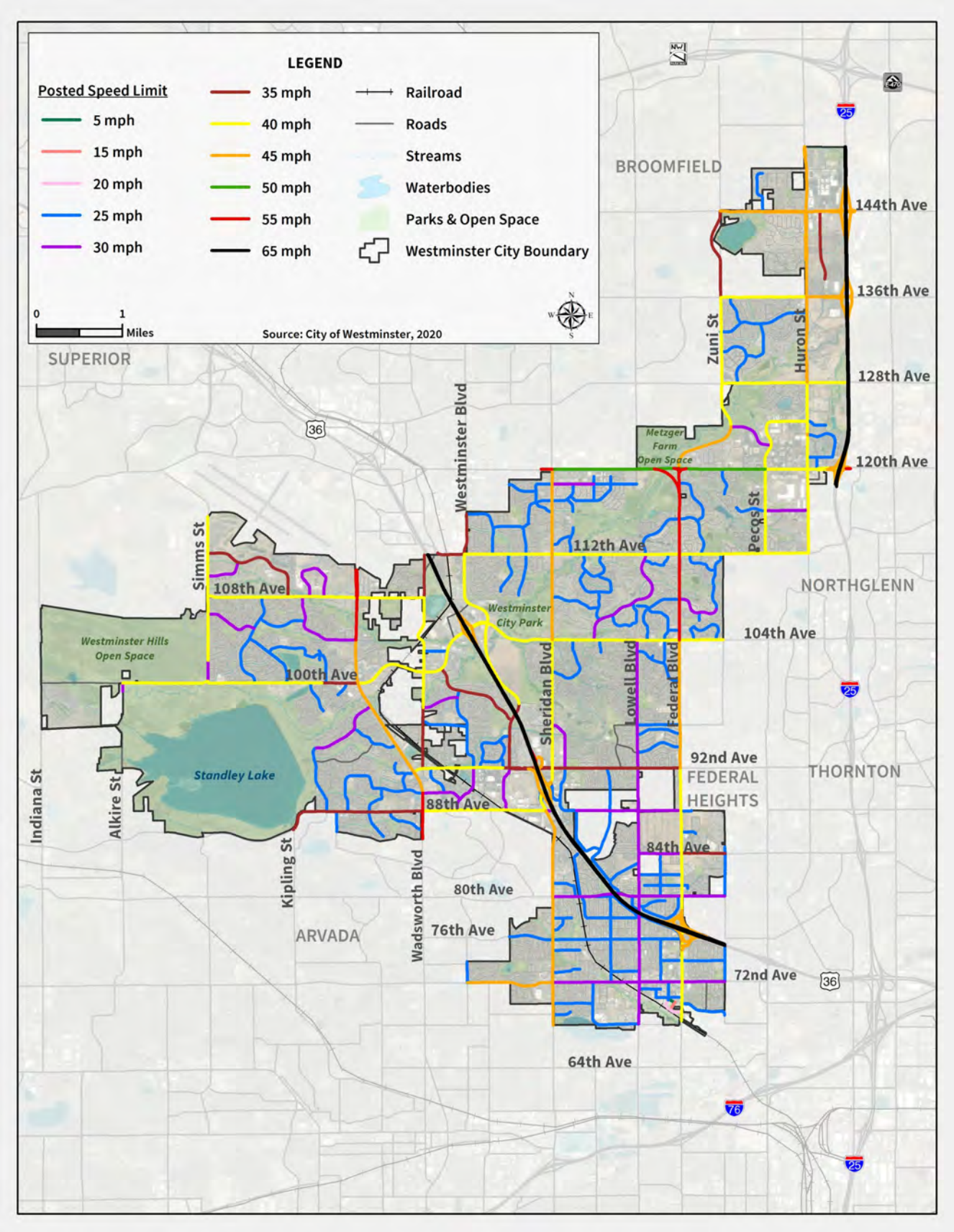
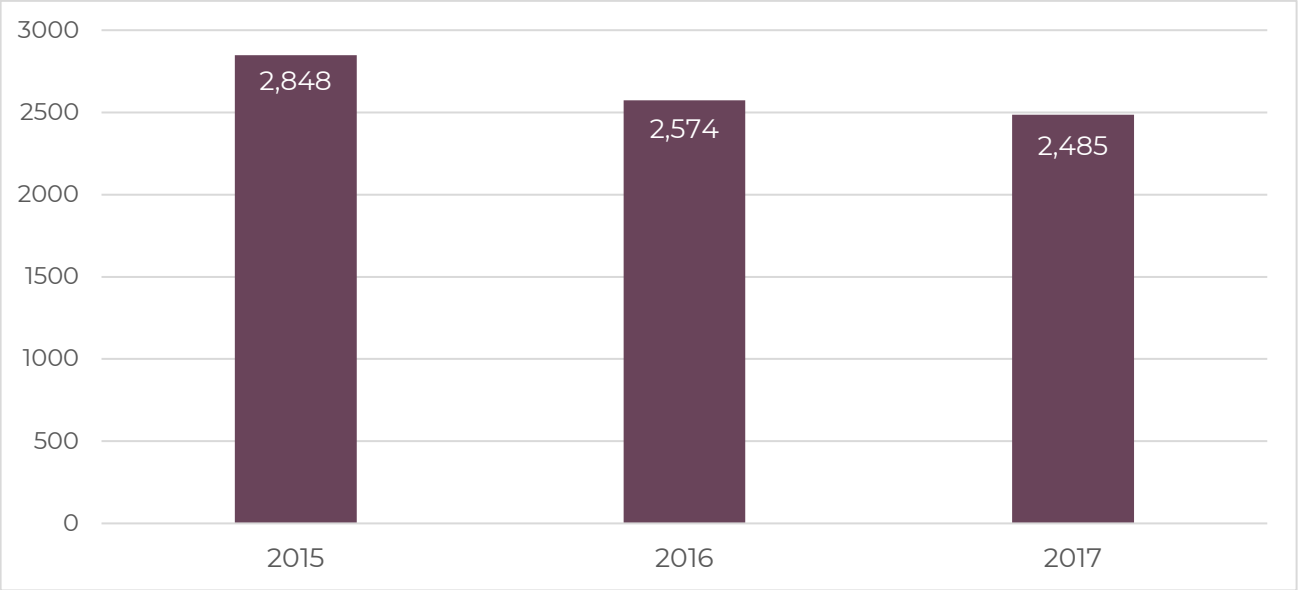


FIGURE B- 21. TOTAL CRASHES IN WESTMINSTER (2015 – 2017)



CRASH SEVERITY

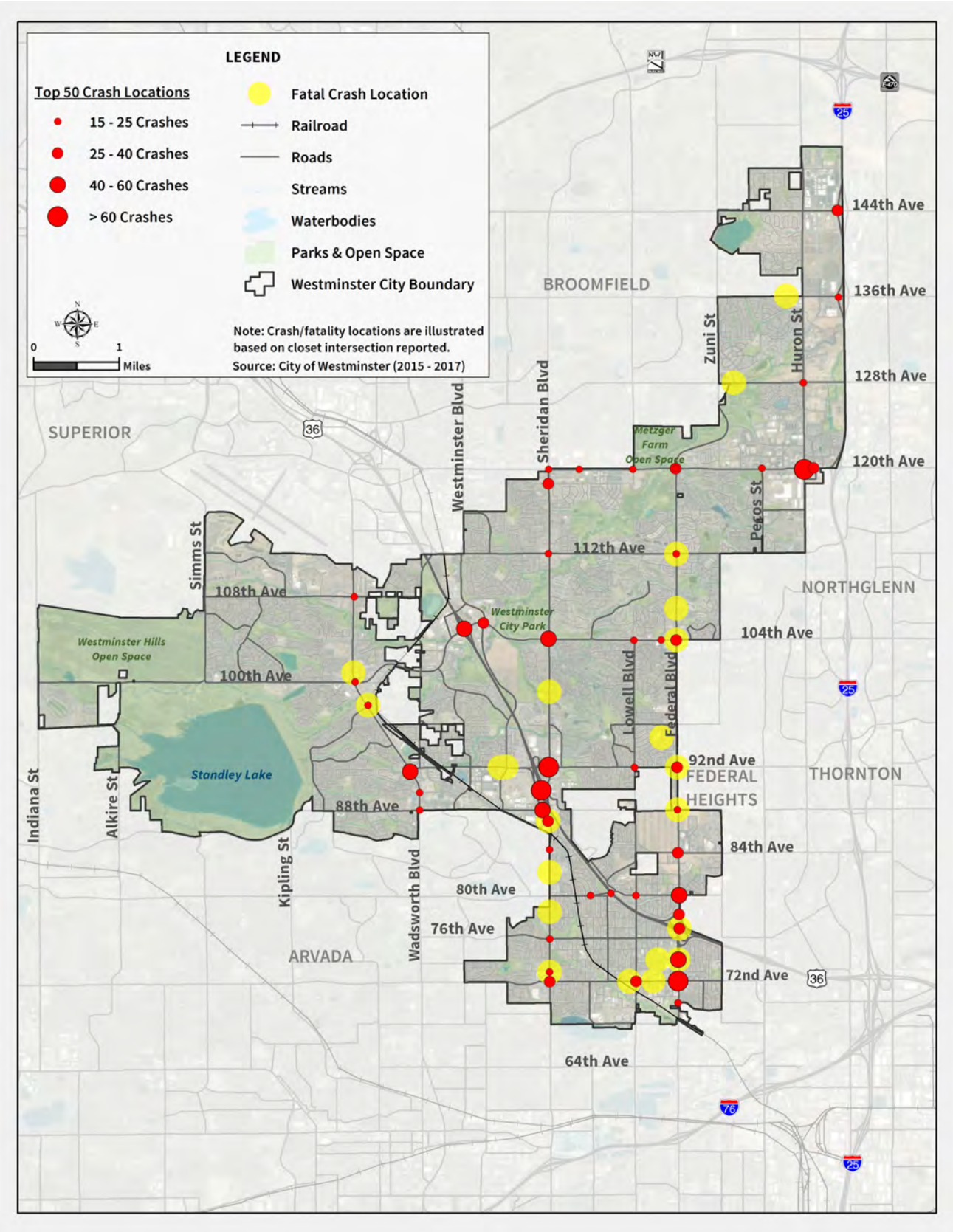
Vehicle crashes are categorized by severity: fatal, injury, or property damage only. During the three-year period (2015 through 2017) there were 22 fatalities, with the most occurring in 2017 (11). Approximately 8 percent of crashes (615 crashes) resulted in injuries, with the most injury crashes occurring in 2016. The remaining 7,200+ crashes (92 percent) in 2015 to 2017 resulted in property damage only (PDO).

The 50 intersections with the highest number of reported crashes in Westminster between 2015 and 2017 are shown on **Figure B- 22** The location of the 22 fatal crashes that occurred between 2015 are also shown on **Figure B- 22**. The top 10 locations with the highest number of crashes between 2015 and 2017 are:

- 120th Avenue and Huron Street
- 92nd Avenue and Sheridan Boulevard
- US 36 and Sheridan Boulevard
- 72nd Avenue and Federal Boulevard
- 92nd Avenue and Wadsworth Parkway
- 104th Avenue and Sheridan Boulevard
- 88th Avenue and Sheridan Boulevard
- 74th Avenue and Federal Boulevard
- Church Ranch Boulevard and US 36
- 80th Avenue and Federal Boulevard

These intersections experienced a total of 597 crashes, which is 7.6 percent of the city-wide total for these three years. The most common type was rear-end crashes with a total of 395 (66 percent of the 3-year total). There was a total of seven crashes involving pedestrians.

FIGURE B- 22. HIGH CRASH AND FATAL CRASH LOCATIONS (2015 – 2017)



BICYCLE AND PEDESTRIAN INVOLVED CRASHES

Bicyclists and pedestrians are some of the most vulnerable users of the transportation system. Between 2015 and 2017, bicyclists and pedestrians were involved in 153 crashes (1.9 percent) of all crashes in Westminster, but half of all traffic-related fatalities during the same time period involved a pedestrian or bicyclist.

Bicycle and pedestrian trips are expected to increase as more people chose active transportation options in Westminster and in the region. This growth emphasizes the critical importance in supporting the implementation of safe, comfortable, and connected facilities.

VISION ZERO

DRCOG, in partnership with jurisdictions, agencies, and advocates, is developing a regional Vision Zero Action Plan to create a shared regional vision, implementable action plan, and strategies needed to move the region toward zero deaths and serious injuries. Westminster is one of a number of agencies throughout the region participating on the Vision Zero Stakeholder Committee, to help inform the development of a plan that will:

- Reduce and eventually eliminate fatalities and serious injuries in the Denver region
- Support DRCOG's safety performance measures and targets
- Increase awareness of Vision Zero to influence safer behaviors on streets
- Provide tools and strategies to local jurisdictions and other stakeholders to encourage safety in planning and design of the regional transportation system

Vision Zero is a safety approach with the core principle that "it can never be acceptable that people are killed or seriously injured when moving within the road transport system." Vision Zero switches safety from being solely the responsibility of street users to a shared responsibility of system designers and street users. It is inevitable that street users will make mistakes, so streets should be designed to ensure these mistakes do not result in severe injuries or fatalities (Source: DRCOG).

FREIGHT TRANSPORT

DRCOG REGIONAL MULTIMODAL FREIGHT PLAN

DRCOG is developing the Regional Multimodal Freight Plan to create a shared vision, implementable action plan, and identify strategies needed to help move freight and goods more efficiently throughout the Denver region. This data-driven and stakeholder-informed initiative will identify potential infrastructure improvements and policies to facilitate efficient freight movement throughout the Denver region. (Source: DRCOG).

Westminster's and the Denver region's economic vitality and the quality of life it offers are dependent upon the ability of manufacturers, retailers, delivery services and distributors to efficiently transport their goods throughout the region. From long-haul truck drivers to package carriers, there are many freight delivery services who are reliant on the transportation system to carry out their day-to-day tasks – congestion and poor road conditions, for example, are particularly disruptive to ability to reliably transport freight. The proliferation of online shopping and smartphone apps that offer door-to-door pickup and delivery ranging from groceries to restaurant meals to dry cleaning is changing the freight industry considerably. This evolution in freight delivery is important to consider in transportation infrastructure improvements and street maintenance programs.

Though critical to the local and regional economy, heavy vehicles are more impactful to streets than passenger vehicles because the loads cause faster deterioration to streets, particularly if the street is not designed to carry heavy vehicles. Truck routes are often defined to route heavy vehicles on streets that can effectively handle the loads. The City does not currently have established truck routes and references the Model Traffic Code for Colorado for vehicle height and weight restrictions. Resources including the DRCOG Regional Multimodal Freight Plan will be used to help identify freight routes in Westminster.

A freight vehicle passing through Westminster

TRANSIT

The Regional Transportation District (RTD) provides transit service to many communities in the Denver Metropolitan Region, including Westminster. RTD's service within Westminster consists of a variety of service types that will be further evaluated during the development of the TMP, including:

- Fixed-route bus service (learn more)
- Bus rapid transit (BRT) (learn more)
- Commuter rail service (learn more)
- Access-a-Ride service (learn more)
- FlexRide service (learn more)

REIMAGINE RTD

Reimagine RTD is a two-year effort that will evaluate and forecast the changing transportation needs of the region and determine how to balance regional priorities with limited resources.

BUS SERVICE

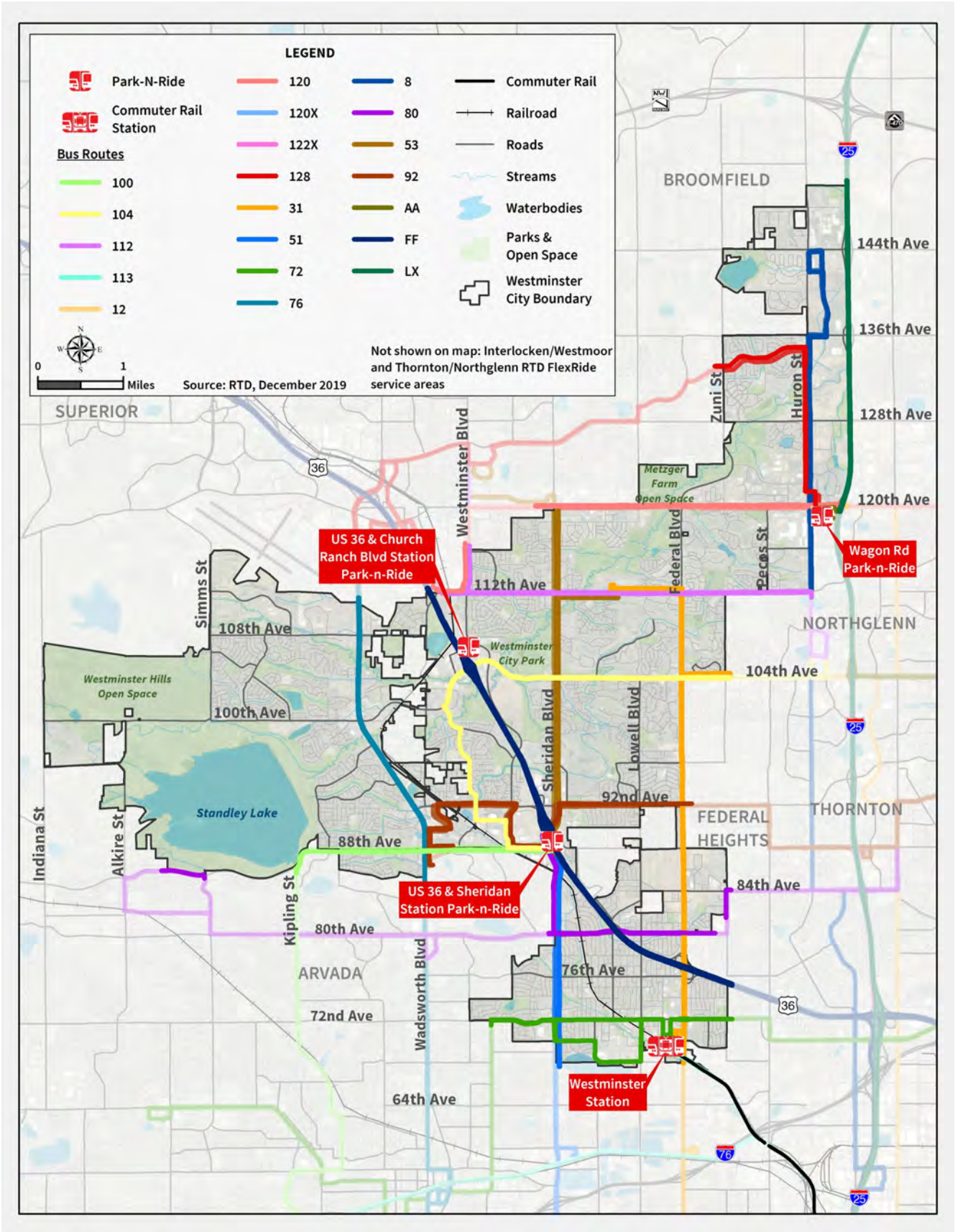
Transit service along streets and major highways in Westminster is provided by RTD. As shown on **Figure B- 23**, RTD operates 21 bus routes serving many neighborhoods and four Park-n-Rides in Westminster. Bus service in Westminster includes both express routes (along US 36 and I-25) and local and regional routes. Many of the regional routes connect Westminster with Denver and Boulder and other surrounding communities.

Passengers loading the Flatiron Flyer bus

BUS RAPID TRANSIT

The Flatiron Flyer, a BRT service, opened in 2016 providing service between Denver, Westminster, Broomfield, Louisville, Superior, and Boulder along US 36. Two Flatiron Flyer stations serve Westminster: US 36 & Church Ranch, and US 36 & Sheridan. Five of the seven Flatiron Flyer routes benefit Westminster residents, running every 15 minutes all day. Since opening in 2016, ridership has continually increased for the entire Flatiron Flyer line, making it the third highest ridership bus line within the RTD system in 2017 (Source: RTD's 2017 Boardings Data).

FIGURE B- 23. RTD BUS AND RAIL SERVICE



FLEXRIDE

RTD also provides FlexRide services in the Interlocken Westmoor area of Westminster and between the 144th Avenue and the Wagon Road Park-n-Ride. This service is open to the general public and provides reservation-based shared ride curb to curb bus service between transit stations, Park-n-Rides, and destinations such as shopping centers, businesses, and schools.

ACCESS-A-RIDE AND HUMAN SERVICES

In addition to the local and BRT regional bus service, RTD provides Access-a-Ride services for people with disabilities. Programs in Jefferson and Adams Counties also provide transportation services for older adults and people with disabilities for trips such as to medical appointments or grocery shopping.

An Access-a-Ride vehicle at the Westminster Station

RIDERSHIP

Average daily ridership for bus routes in Westminster vary depending on route type and what corridors and destinations they serve, with some stops serving more than 1,000 boardings and alightings per day, as shown on **Figure B- 24**.

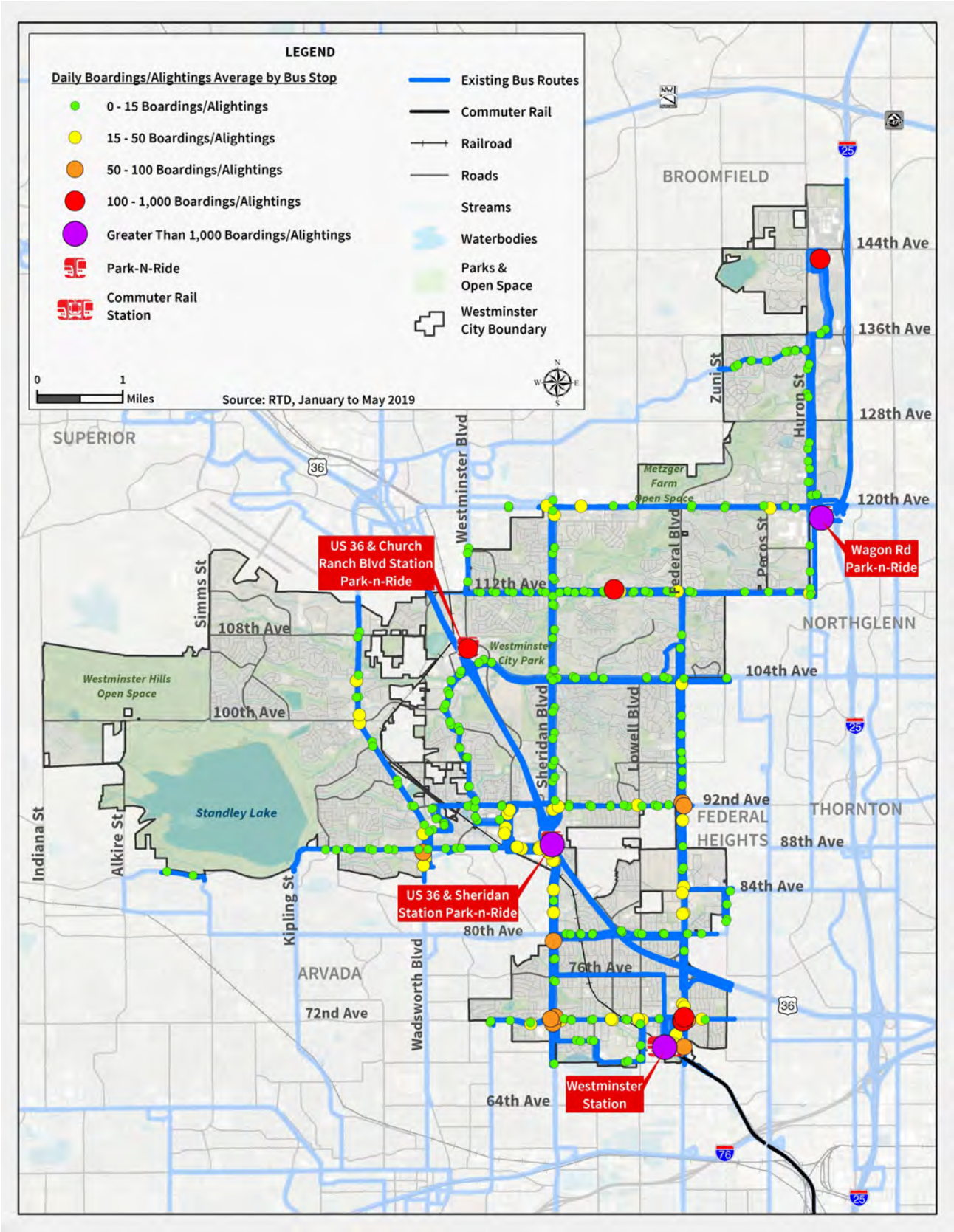
Bus stops and stations in Westminster with the highest average daily boardings and alightings include:

- Wagon Road Park-n-Ride
- US 36 & Sheridan Station Park-n-Ride
- Westminster Station
- US 36 & Church Ranch Boulevard Station Park-n-Ride
- Front Range Community College

RAIL SERVICE

The B-Line commuter rail line transports riders between Westminster Station to Union Station in Denver, providing access to major employers, services, and other key destinations. At Union Station, the B-Line connects to C, E, G and W rail lines, the University of Colorado A-Line to the Denver International Airport, as well as local and regional bus routes. Between 2016 and 2017, the B-Line reduced travel time between Westminster and Denver from 34 to 12 minutes. Average daily ridership on the B Line ranges from 1,500 to 1,800 passengers per day.

FIGURE B- 24. DAILY BUS STOP AVERAGE BOARDINGS AND ALIGHTINGS



TRANSIT FACILITIES AND PASSENGER AMENITIES

Table B- 2 identifies the amenities at the Westminster Station, US 36 & Sheridan Station, US 36 & Church Ranch Station, and Wagon Road Park-n-Ride.

TABLE B- 2. TRANSIT AMENITIES AT STATIONS AND PARK-N-RIDES IN WESTMINSTER

Amenities	US 36 & Church Ranch Blvd.	US 36 & Sheridan Station	Westminster Station	Wagon Road Park-n-Ride
Parking Spaces	396	1,310	600	1,540
Parking Utilization	21%	76%	77%	95%
Bike Racks	6	31	18	10
Bike Lockers	6	21	–	20
Bus Routes	FF1, FF3	51, 53, 80L, 92, 100, 104, FF1, FF3, FF5, FF6, FF7 BroncosRide, RunRide	31, 72, 72W	8, 12, 120, 120X, 122X, 128, AA FlexRide
Rail Lines	—	—	B Line	—

Source: RTD, https://www.rtd-denver.com/app/facilities, April 2020

WESTMINSTER STATION

Westminster Station is an important regional mobility and economic development hub. The Westminster Station is located in the southern part of the Westminster and offers over 600 parking spaces, 20 bike lockers, and electric vehicle charging stations. Approximately 870 riders board and 855 riders alight the B-Line at this station daily, and there is an average of 65 daily boardings and 56 daily alightings for local bus service from this station. The area adjacent to this major regional transit hub has become a major development of housing, office, and retail land uses as part of the Westminster Station Transit Oriented Development. The City continues to collaborate with RTD to implement station area access and connection improvements.

US 36 & SHERIDAN STATION AND PARK-N-RIDE

The US 36 & Sheridan Station and Park-n-Ride, served by over 500 buses a day including the Flatiron Flyer, continues to be an important regional transit stop in Westminster along the US 36 corridor, especially with the development of Downtown Westminster. An average of 2,005 bus riders board and 1,980 bus riders alight at this station. The station is adjacent to two highly utilized park-n-ride facilities, a pedestrian bridge over US 36, and is adjacent to the US 36 Bikeway. Through grant funding, the City will construct (beginning in 2021) a new underpass under Sheridan Boulevard between Downtown Westminster and the US 36 & Sheridan Station Park-n-Ride (west side, Denver-bound), to provide a safer and more direct

access for pedestrians and bicyclists to and from the station, Downtown Westminster and the US 36 Bikeway.

BUS STOP CONDITIONS AND AMENITIES

There are over 300 bus stops in Westminster that vary in condition as well as the different types of passenger amenities including shelters, benches, and garbage receptacles. Shelters are installed and maintained through a contract with a vendor. Over the next year, the City will be conducting a citywide inventory of bus stop amenities and conditions to gain an overall understanding of bus stop conditions including access, quality, and amenities. This data will be used also help determine the funding and resources needed to improve stops.

A bicycle parked at a bike rack at Westminster Station

FIRST AND LAST MILE

Travel to/from a transit stop or station is just as important as the transit trip. If transit riders are unable to access a stop or station due to poor infrastructure quality or missing connections, transit becomes ineffective. More communities, including Westminster, are focusing on ways to improve the first and final mile transportation options for transit users to ensure they can easily access stops and stations. RTD, in coordination with agencies and jurisdictions, including Westminster, developed a First and Last Mile Strategic Plan. Wagon Road Park-n-Ride, located in Westminster, was on the areas that was evaluated and identified in the plan for first and last mile improvements.

BICYCLE AND PEDESTRIAN FACILITIES

As the City's population increases and growth continues, a variety of transportation options available including biking and walking will become increasingly important, particularly to connect to local neighborhood centers and services, transit, employment centers, recreational amenities, and support healthy transportation choices. Westminster's bicycle and pedestrian networks are part of the overall structure of the city and the region, which includes a significant network of shared-use bicycle and pedestrian trail facilities integrated into parks, open space, and urban development.

REGIONAL ACTIVE TRANSPORTATION PLAN

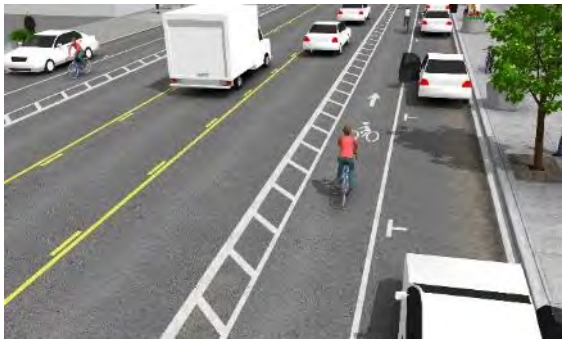
In 2019, DRCOG developed the metro area's first regional Active Transportation Plan. The Plan envisions a safe, comfortable, and connected network across the metro area, and highlights opportunities and implementation strategies to improve active transportation.

ON-STREET BIKE ROUTES

The City of Westminster's network of on-street bicycle facilities is expanding. In 2010, Westminster did not have any on-street bicycle facilities. In 2011, the City developed a 2030 Bicycle Master Plan to identify citywide bicycle facility improvements and other associated programmatic actions. Through on-going implementation of the bicycle plan, Westminster currently has an on-street network comprised of approximately 40 miles of on-street bike facilities (bike lanes, buffered bike lanes, and shared lanes). As shown on **Figure B- 25**, the on street network complements the over 150 miles of off-street network of trails.

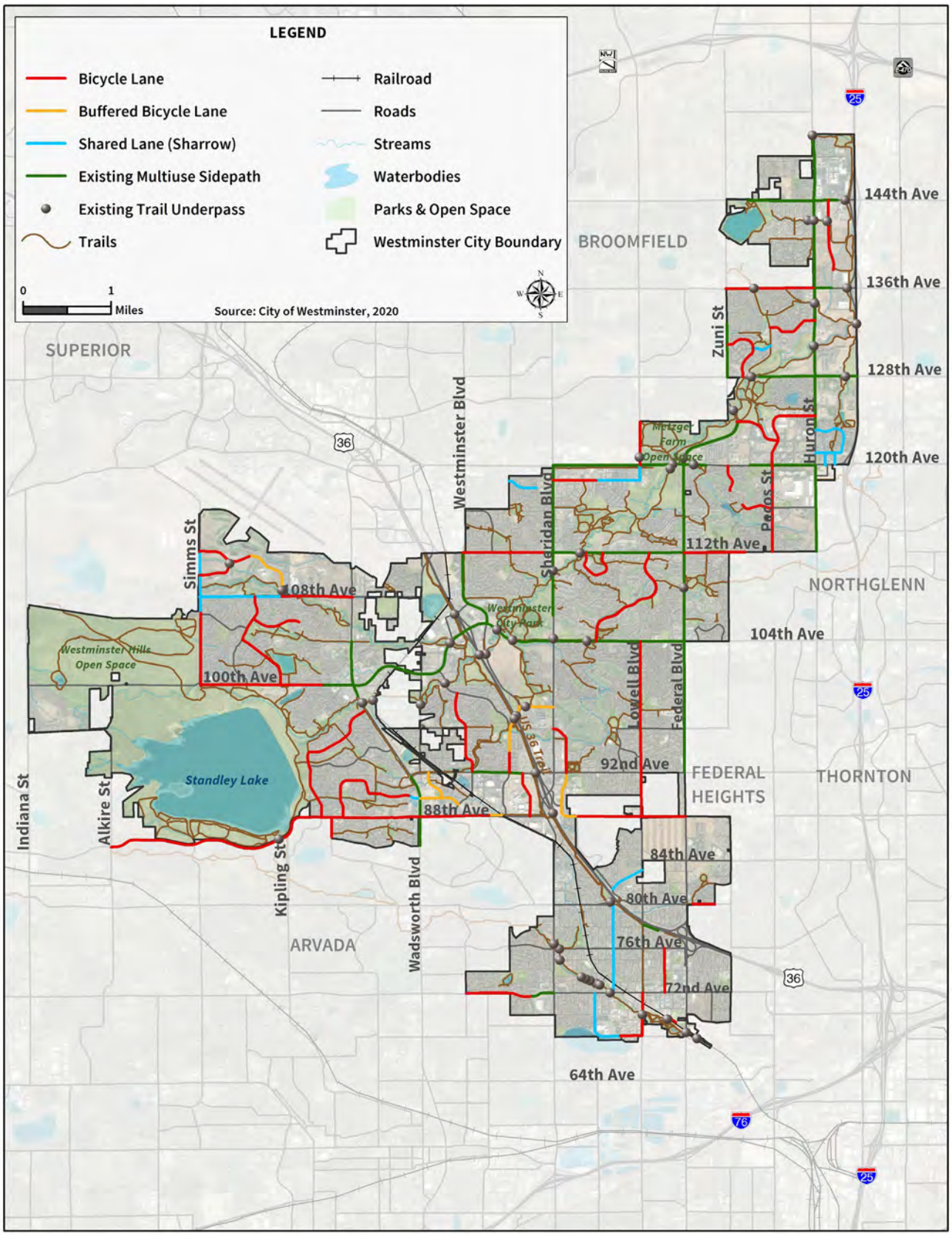
Bike lanes designate an exclusive space for bicyclists using pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes facilitate predictable behavior and movements between bicyclists and motorists.

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bike lanes provide greater distance between motor vehicles and bicyclists, which appeals to a wider cross-section of bicycle users.



Shared lanes are used by both automobiles and bicyclists and are typically delineated by shared lane markings (sometimes called sharrows) to indicate a shared environment for bicycles and automobiles. Shared lane markings send the message to drivers that they should expect bicyclists to be sharing this street with them. They also help bicyclists positions themselves in the street. Shared lane markings should be applied in situations where the difference in speed between bicyclist and motorist travel speeds is low, such as along local or collector streets.

FIGURE B- 25. ON-STREET BIKE ROUTES AND TRAILS



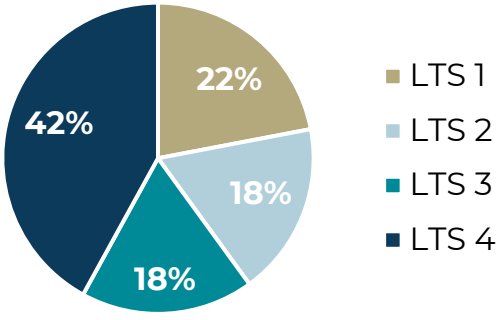
LEVEL OF TRAFFIC STRESS FOR BICYCLES


Bicyclist riding in a buffered bike lane on Yates Street

To attract bicycle riders of a wide range of ages and abilities, a bicycle network needs to include safe, low-stress, and high-comfort facilities that limits the interaction with motor vehicles on streets. The bicycle Level of Traffic Stress (LTS) tool, developed by the Mineta Transportation Institute, assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. The results of this tool help to identify potential areas of concern in a transportation network. Using street characteristics, including traffic speeds and volumes, number of lanes, and bike lane width (if applicable), the tool calculates a grade on a scale of 1 to 4, with each grade corresponding to the following levels of comfort:

- LTS 1: Little traffic stress; suitable for most all bicyclists, including children
- LTS 2: Minimal interaction with traffic; suitable for most adult bicyclists
- LTS 3: Exclusive riding zone or shared lane with low speeds; comfortable to many current bicyclists
- LTS 4: High traffic stress; only suitable for "strong and fearless" bicyclists

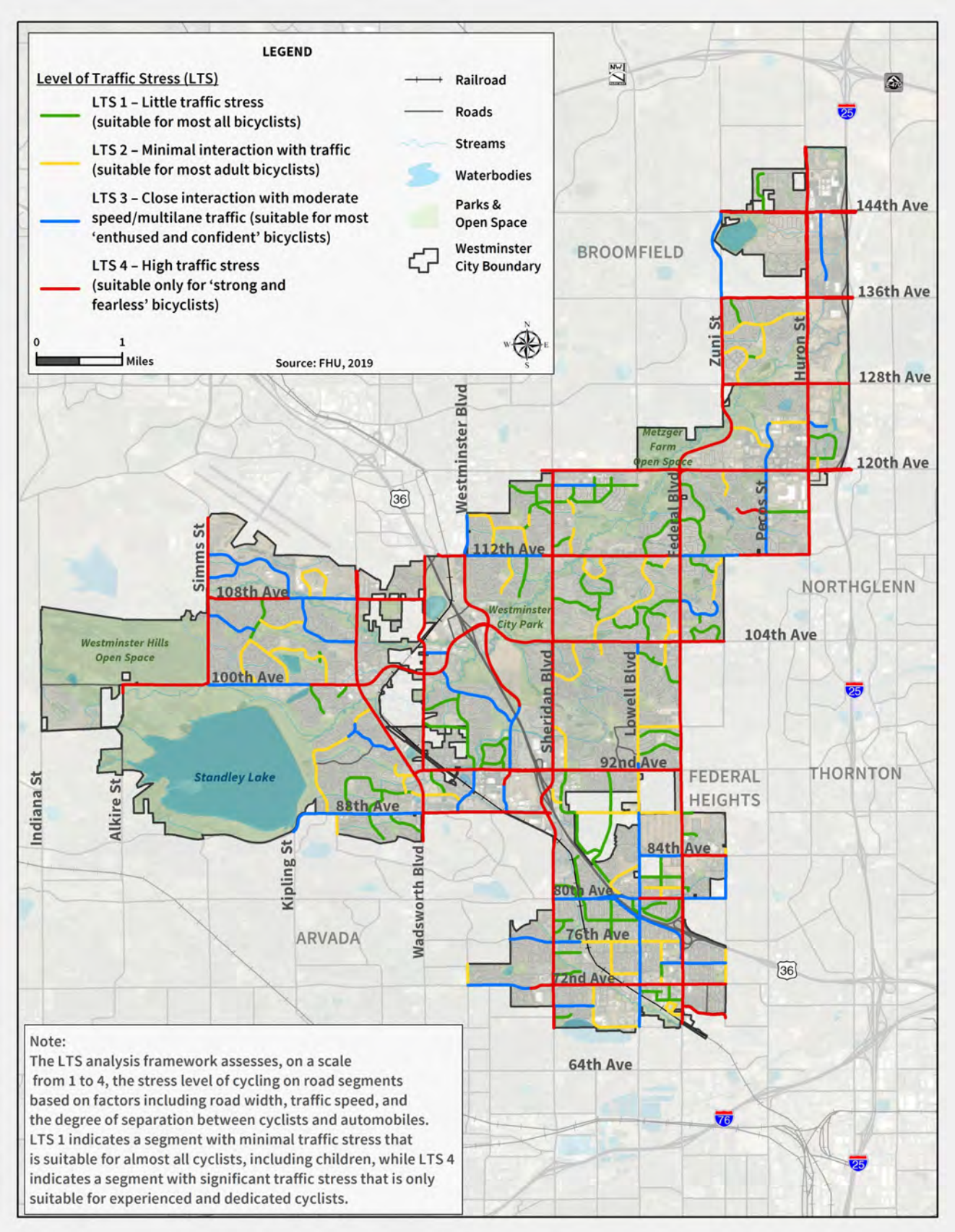
FIGURE B- 26. LEVEL OF TRAFFIC STRESS ON WESTMINSTER'S STREETS



The LTS on streets in Westminster classified as collector, minor arterial, major arterial, and highway were analyzed, regardless of whether a bicycle facility currently exists. As shown on **Figure B- 26**, Westminster's street network currently includes 40 percent of LTS 1 and 2, 18 percent LTS 3, and 42 percent LTS 4 conditions. **Figure B- 27** maps the results of this analysis.

Many of Westminster's collector streets are comfortable for bicycling today, but these lower-stress facilities are intersected by a grid of arterials with speeds and/or volumes too high to provide comfortable bicycling conditions without separated facilities. A focus on intersection improvements at these arterial crossings would enhance connectivity. Many LTS 3 facilities in the south and west portions of Westminster represent an opportunity for expanding the low-stress network, as they would require less extensive improvements than the main arterials to become comfortable for bicycling.

FIGURE B- 27. LEVEL OF TRAFFIC STRESS FOR BICYCLING



TRAIL NETWORK

The City of Westminster has a robust network of local and regional off-street trail facilities, totaling over 150 miles. These trails provide connections to local and regional parks and open space, neighborhoods, transit, and other city amenities such as recreation centers. The trail system also includes bike repair stations as well as an expanding wayfinding sign program. The Big Dry Creek Trail, for example, provides an off-street connection under US 36 connecting the southern neighborhoods of Westminster to the northern neighborhoods of Westminster. The US 36 Bikeway is major regional trail facility, providing connections between Westminster and other communities along the US 36 corridor. Connectivity along the Westminster's trail network includes 40 underpasses that provide safer arterial crossings, and wide sidewalks and landscaped areas providing space between trail users and vehicular traffic. **Figure B- 25** shows the trail network. More details about the trail network are available on the City website, in the Parks, Recreation & Libraries Plan (currently under development) and the Open Space Stewardship Plan.

A walker and biker using an unpaved trail at Standley Lake

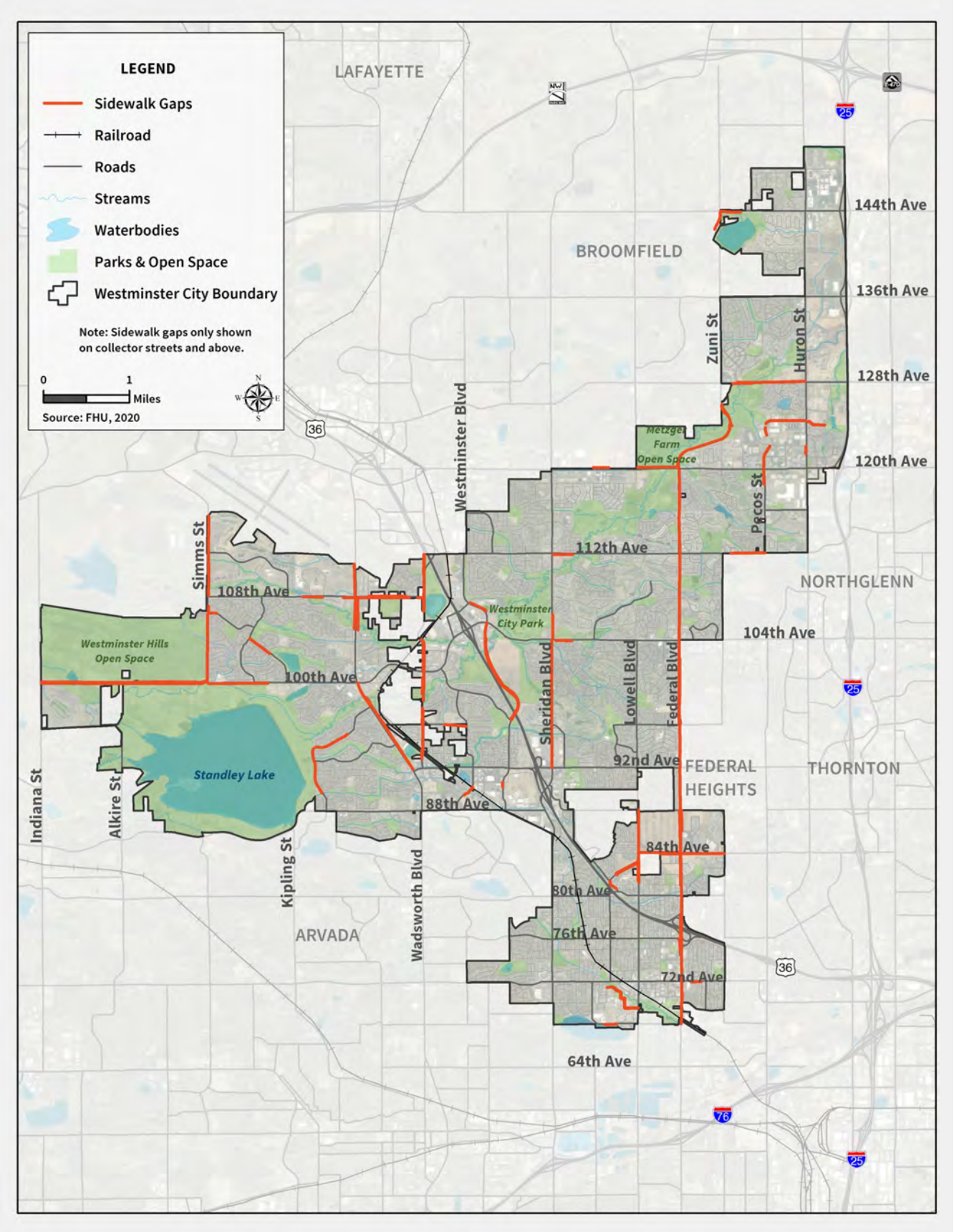
SIDEWALK GAPS

Approximately 92 percent of collector and arterial streets in Westminster have sidewalks. While sidewalks exist on the majority of streets, many do not meet current standards. Sidewalks in poor conditions or that do not meet standards can limit the ease of mobility of pedestrians and bicyclists, including persons with disabilities. **Figure B- 28** highlights those streets with missing sidewalks. Examples of sidewalk deficiencies include:

Damaged crosswalk and sidewalk

- Gaps in the sidewalk
- Missing accessible curb ramps at street crossings
- Poor sidewalk condition
- Missing or inadequate crossings
- Narrow widths

FIGURE B- 28. SIDEWALK GAPS



TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) refers to strategies, policies, and programs that help people use the transportation system more efficiently, while reducing traffic congestion, vehicle emissions, and fuel consumption. By providing other transportation options and amenities, TDM can encourage the use of other modes of transportation than single-occupant vehicles. The City continues to build internal and external TDM programs. Local and regional TDM efforts underway include:

EXAMPLES OF TDM STRATEGIES

- Discounted/subsidized transit passes
- Carpool incentives and benefits
- Bicycle racks
- Alternative work schedules/telework options
- On-site showers/changing facilities for walking/biking commuters

- In 2016, the City developed a Transportation Demand Management Plan for the Downtown area (2016) and is currently in the early stages of implementation. The plan includes strategies, policies, and programs such as transit passes and parking management programs
- The City's Comprehensive Plan (currently being updated) includes design requirements for transit-oriented development (TOD) areas to create bike and pedestrian friendly environments and encourage biking and walking. Some design requirements include visually attractive building facades, shade features, bike racks and lockers, and bike lanes.
- The DRCOG partners with cities in the region and provides TDM tools through its s Way to Go program. Way to Go provides reliable, easy, and environmentally friendly commuting options to Denver area commuters. Way to Go offers employer services, carpool, vanpool and Schoolpool programs, Guaranteed Ride Home, and annual programs, including Bike to Work Day and Go-Tober.
- Two Transportation Management Associations (TMAs) serve areas including Westminster: Commuting Solutions (US 36 Corridor) and Smart Commute Metro North (North I-25 Corridor). Current programs offered by both TMAs include TDM strategies such as:
  - Free/subsidized transit passes
  - Carpool and vanpool incentives
  - Interactive biking and walking map applications
  - Employer incentives such as the telework program
  - Advocacy and education to encourage sustainable commuting

PARKING

Different parking options are available throughout Westminster including on-street parking and private and public off-street parking (garages and open lots). The City manages 600 on-street parking spaces and over 1,900 off-street spaces as shown in **Table B- 3**.

TABLE B- 3. CITY MANAGED PARKING SUMMARY

Location	On-Street Spaces	Off-Street Spaces
Downtown Westminster Area	500 parking spaces	1,300 parking spaces (incudes the garage and off-street surface parking lots)
Westminster Station TOD Area	100 parking spaces	631 parking spaces (350 are RTD transit spaces)
Total	**600 parking spaces**	**1,931 parking spaces**

Westminster exercised forward-thinking in developing a Downtown & Station TOD Parking Plan with a goal to minimize surface parking lots and reduce parking requirements. The Downtown & Station TOD Parking Plan recommended establishing a public parking strategy to regulate parking for the redevelopment area. The Downtown & Station TOD Parking Plan sets minimum thresholds for parking by land use within Downtown that are much lower than in other areas of the city, capitalizing on shared parking between uses.

The City manages a Residential Permit Program for several areas near high schools that experience increased parking demand. The City Clerk is authorized to issue parking permits to allow on-street parking by residents along blocks designated by the traffic engineer as restricted parking areas. Restricted parking areas are defined as those blocks within one-half mile of the closest property line of a senior high school. To qualify for "restricted area" designation residents must submit a written petition by the owners or residents of approximately two-thirds of the lots with frontage on the block. Currently, there are two existing and one upcoming restricted parking areas:

- Standley Lake High School
- Pomona High School
- Hidden Lake High School (Approved – implementation in progress)

PARKING MANAGEMENT DURING MAJOR EVENTS

Westminster implements off-site parking management, with assistance from a contracted parking management company, for large events such as the Halloween Harvest Festival, which attracts over 40,000 people to Downtown Westminster. During the event, the City partners with Front Range Community College to provide shuttles between the event and three off-site locations. Additionally, free bike valet is provided, as well as designated Uber and Lyft drop-off zones.

ELECTRIC VEHICLE CHARGING STATIONS

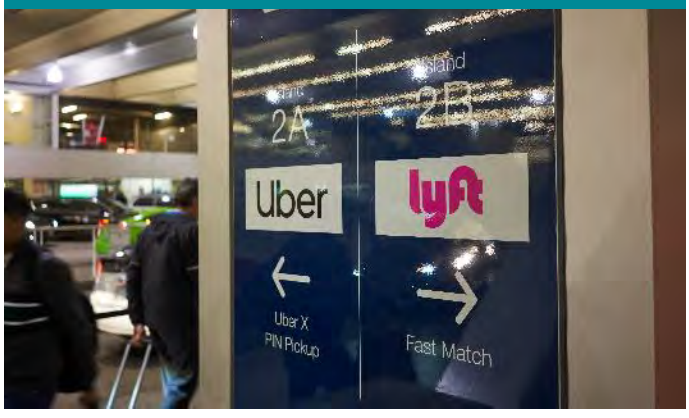
Alternative fuel vehicles, including electric vehicles, are becoming more common due to US Environmental Protection Agency (EPA) provisions designed to reduce US dependence on petroleum by accelerating the introduction of alternative fuel vehicles. In 2019, Colorado Governor Jared Polis signed an executive order to support the Colorado's transition to zero emission vehicles.

Electric vehicle charging at Westminster City Hall

To support and incentivize electric vehicles adoption, Westminster continues to seek resources and evaluate expansion of the implementation of electric vehicle charging stations throughout the city. To date, the City has received a number of grants to install charging stations throughout Westminster including in the Westminster Station Parking Garage, City Hall, Downtown Westminster Parking Garage and the Municipal Service Center. Existing charging stations are also located throughout Westminster including at shopping centers, and the Adams County Human Services Center. A current map of all charging stations in Westminster is shown on **Figure B- 29** Westminster will continue to evaluate the expansion of vehicle charging stations throughout the city, including the potential use of public-private partnerships. The City is also currently evaluating options for City fleet electrification and the infrastructure required to support the transition to an electric fleet.

MOBILITY AS A SERVICE

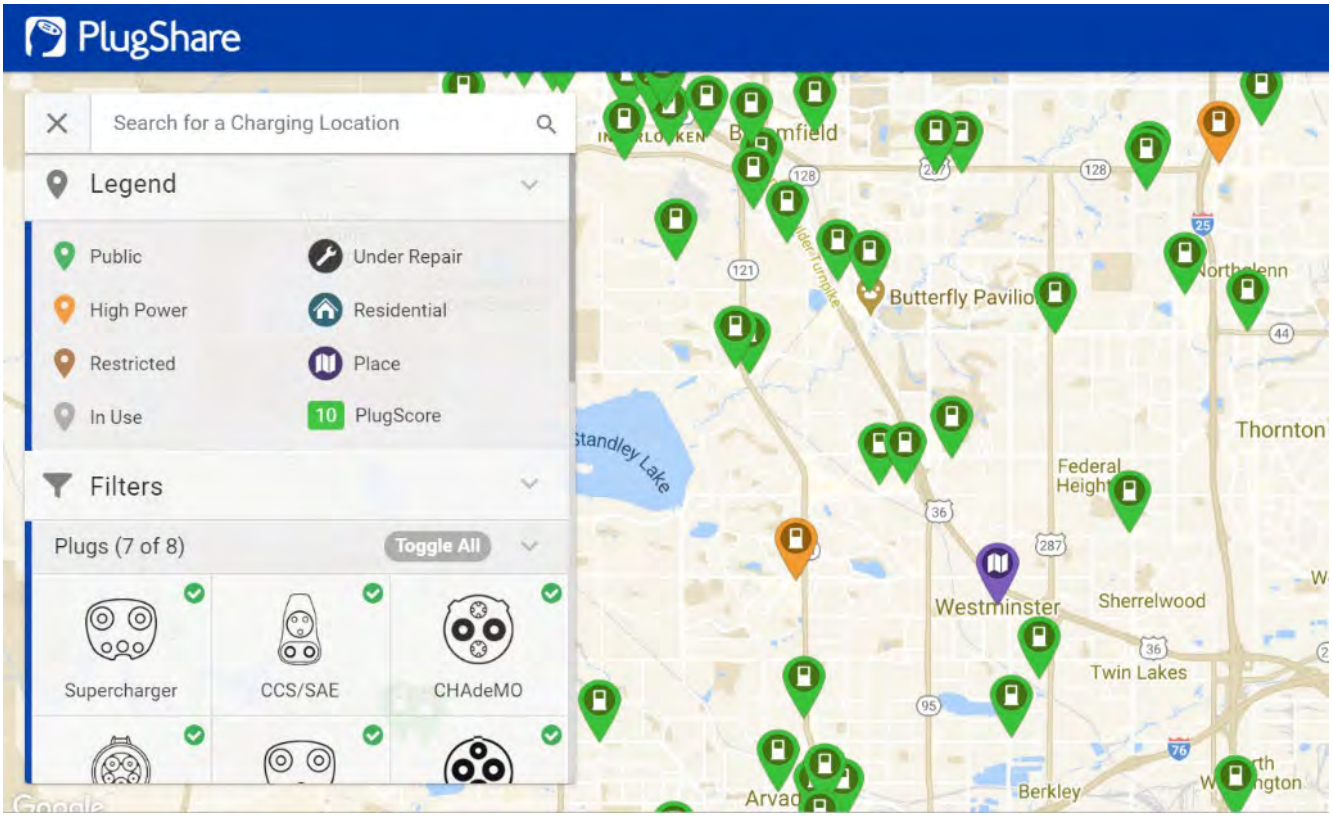
Example of a ride sourcing pick-up area



The ability to easily schedule and coordinate trips via carpooling, transit, taxi, ride sourcing (e.g., Uber or Lyft), car share, bike share, and other modes is rapidly changing the way people travel, which may result in a decrease in dependency on single occupancy vehicles and auto ownership. All these types of modes of transportation, except bike share, are present in Westminster. These services present challenges in safety as well as right-of-way, curbside, and sidewalk uses which many cities are managing through the development of policies, infrastructure improvements, and administrative solutions. Currently, the City has limited curbside management policies, including those for dockless mobility (e.g., scooters). Because these

services vary in levels of access, mobility, and costs and require different right-of-way and curbside uses, the City will evaluate this further during the development of TMP.

FIGURE B- 29. CHARGING STATION LOCATIONS IN WESTMINSTER



Source: www.PlugShare.com, April 2020.

INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS) include a wide range of technology and applications that process and share information to improve travel safety, traffic management, ease congestion, minimize environmental impact, and increase mobility. ITS improves transportation systems operations and maintenance by helping to provide timely and accurate information to operators and allow remote and automated control. Robust and reliable traffic infrastructure (e.g., traffic signal controllers, detection, communications devices) equates to safer and more efficient field operations and better overall operations. ITS tools can also be used to provide more timely information to transportation users.

Currently, the City has three staff – a transportation engineer, a transportation system coordinator, and a traffic signal technician – responsible for the continuous maintenance, operations, and expansion of the traffic and ITS infrastructure. In addition to traffic maintenance and operations and ITS duties, these staff have other roles and responsibilities, such as street lighting and design (including markings and signage). A contractor is also utilized to assist with maintenance of the traffic signal system.

FUTURE CONDITIONS

TRAVEL DEMAND FORECASTS

New development at Orchard Parkway and 144th Avenue

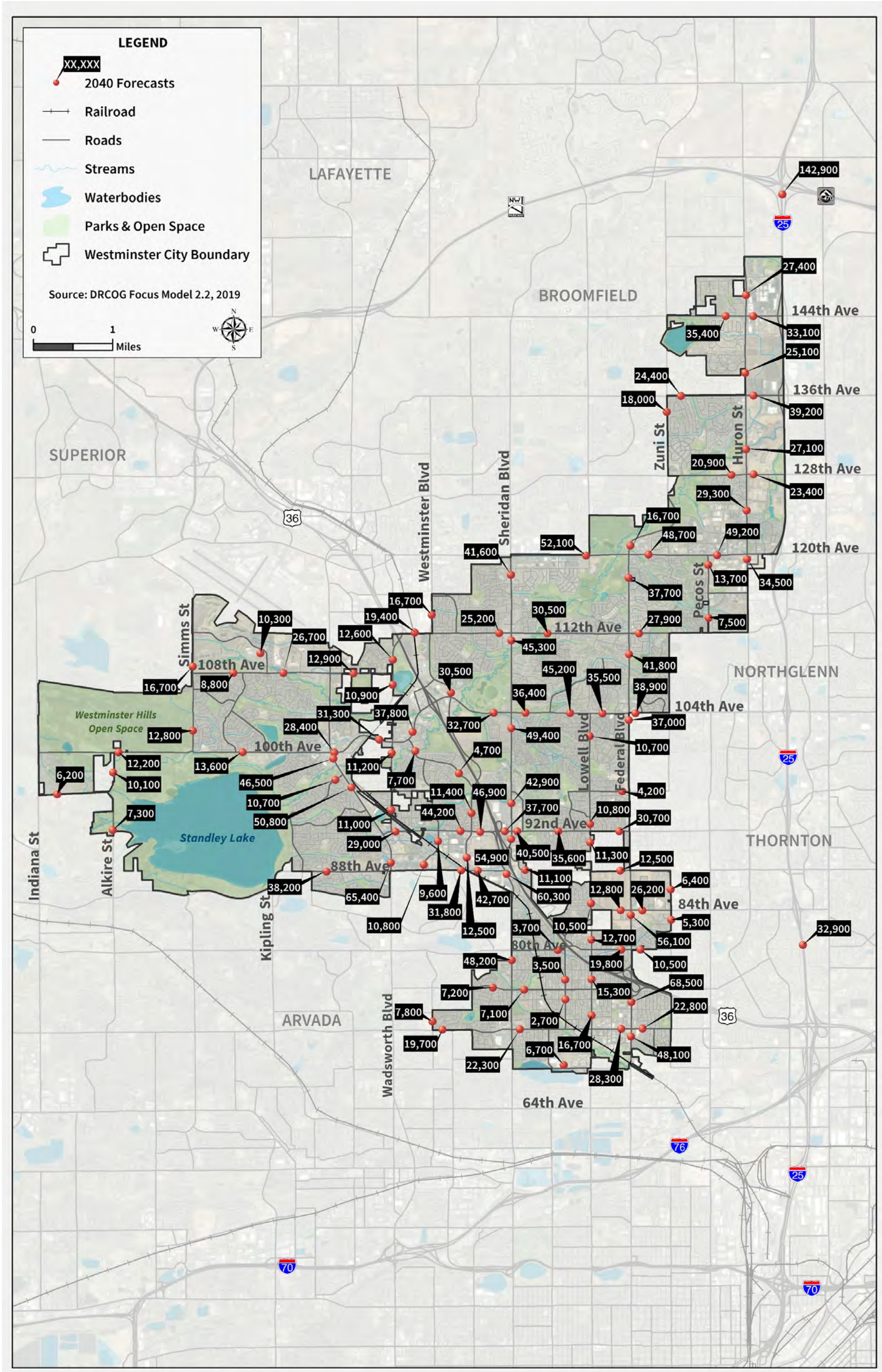
As Westminster and the region experience residential and employment growth over the next 20 years, traffic volumes are expected to increase. The analysis of future travel in Westminster is based on the DRCOG 2040 regional travel demand model. This computerized regional model accounts for anticipated growth of the seven-county Denver Metro Region and associated cities. Demographic data, including household and employment estimates and forecasts, form the basis for travel demand forecasting. The future travel demand patterns in Westminster and the metro region are based on the population and employment opportunities in the area and multimodal transportation infrastructure available for travel in the region. The DRCOG model includes those transportation projects that are expected to be funded and built by 2040. Westminster and other communities within the DRCOG region provide project updates to DRCOG to ensure the model reflects changes such as land use, funded projects, and street reconfigurations within the community.

The DRCOG model was used to develop a 2020 and 2040 refined street network within the City of Westminster to help inform the development of TMP recommendations and projects in the upcoming tasks. These refinements create baseline existing and future street networks that are used in conjunction with the employment and population growth described previously. To develop baseline travel demand forecasts for Westminster, several projects from the DRCOG 2040 fiscally constrained model were removed due to uncertainty of local funding, including: Jefferson Parkway, widening on Wadsworth Parkway, and widening on Sheridan Boulevard within the City of Westminster. Other projects were retained in the baseline 2040 model including the addition of managed lanes on I-25, widening on Huron Street, and widening of Sheridan Boulevard outside of the City of Westminster.

2040 DAILY TRAFFIC FORECASTS

The 2040 traffic forecasts that result from the future baseline street network and the household and employment growth previously described are shown on **Figure B- 30**. The model volumes have been post-processed using the methodology described in the *National Cooperative Highway Research Program Report 765* (NCHRP Report 765). This methodology compares current year model (2020) to the actual traffic counts and applies the relative difference to the forecasted 2040 traffic volume.

FIGURE B- 30. 2040 DAILY TRAFFIC FORECASTS



2040 VOLUME TO CAPACITY RATIOS

As traffic volumes increase over time, the street network in Westminster will experience more congestion. The 2040 V/C ratios are shown on **Figure B- 31**. The future street network experiences much higher demand and the volume to capacity ratios will reflect the congestion and impacts to traffic operations. By 2040, 49 miles (approximately 68 percent) of the arterial streets in Westminster are anticipated to operate with some congestion (V/C greater than 1.0). By 2040, Wadsworth Boulevard, 120th Avenue, Sheridan Boulevard, and Federal Boulevard are expected to experience even greater demand and most segments show that they will be over capacity. The congestion is expected to expand onto streets like 104th Avenue and 112th Avenue which are currently not experiencing congestion. Street segments that are over capacity may indicate a need for operational or capacity improvements, or increased investment in other modes such as transit.

Arterial streets in Westminster identified to have excess capacity are anticipated to remain under capacity in 2040. These street segments represent a potential opportunity for repurposing to better accommodate alternative travel modes such as bicycling, walking, and transit.

2040 SHORT TRIP ANALYSIS

The 2040 DRCOG model was used to identify corridors with high volumes of short trips, as shown on **Figure B- 32**. Corridors with high volumes of short trips (3 miles or less) represent potential for converting trips to bicycle trips, and corridors with high volumes of very short trips (1 mile or less) represent potential for converting trips to walking trips.

A commuting cyclist riding on the Little Dry Creek Trail near the Westminster Station

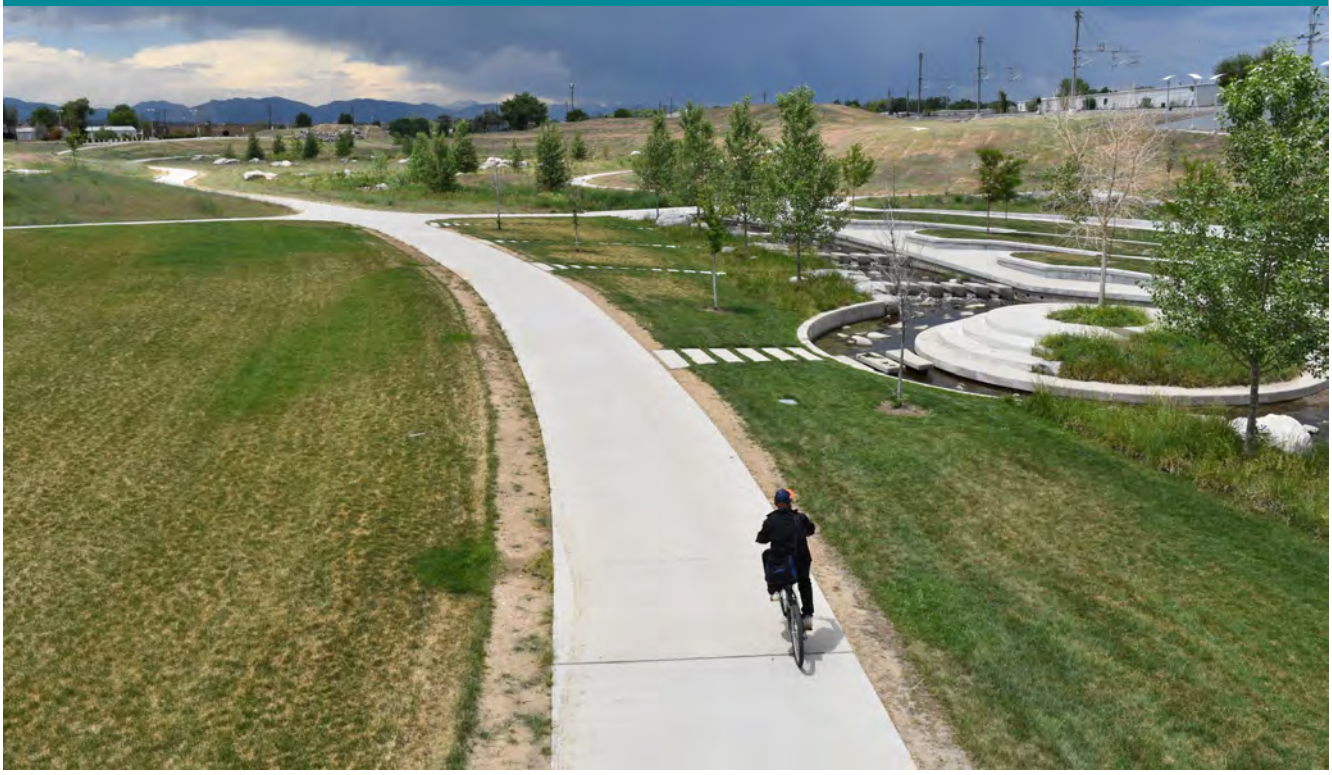


FIGURE B- 31. 2040 VOLUME TO CAPACITY RATIOS

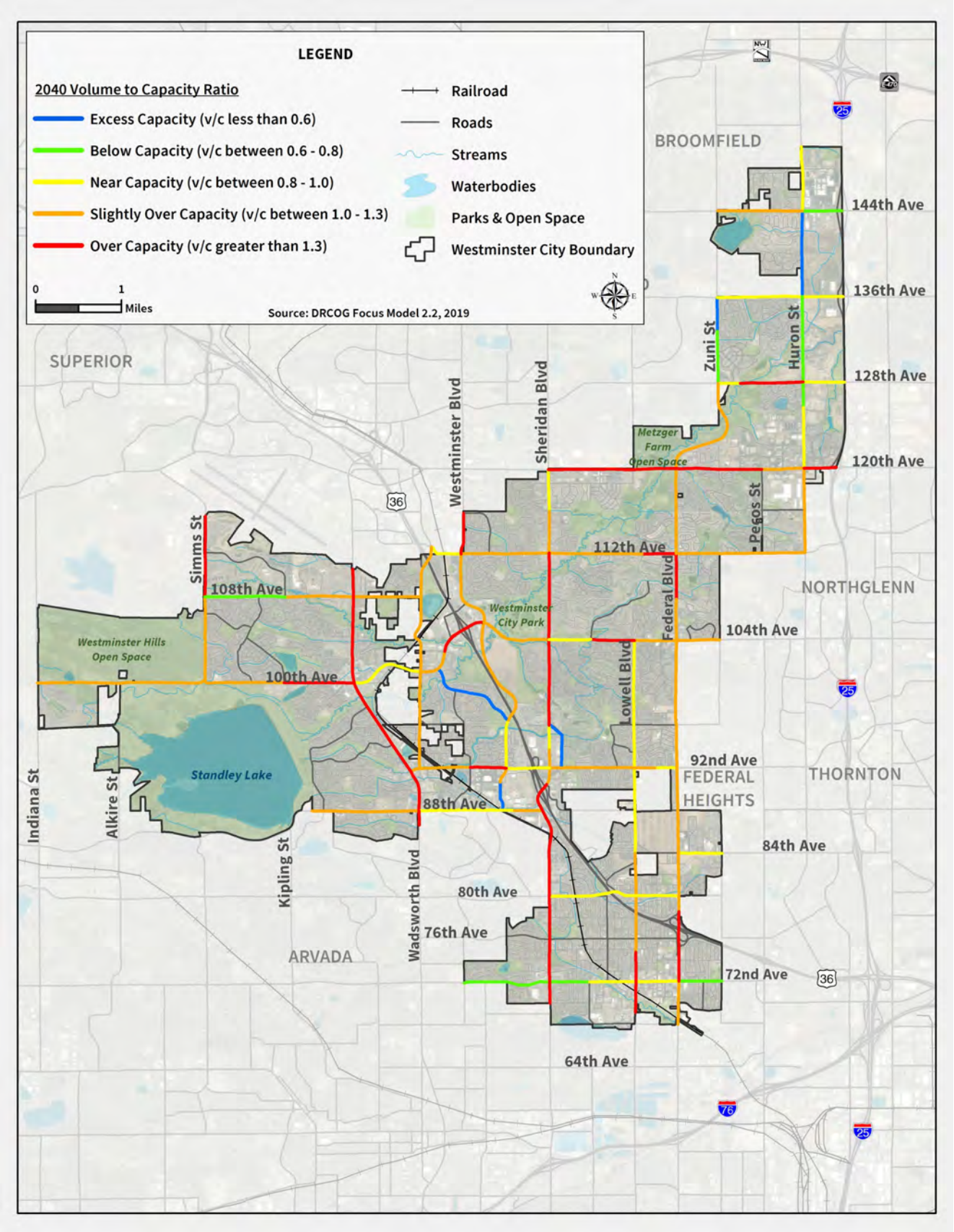
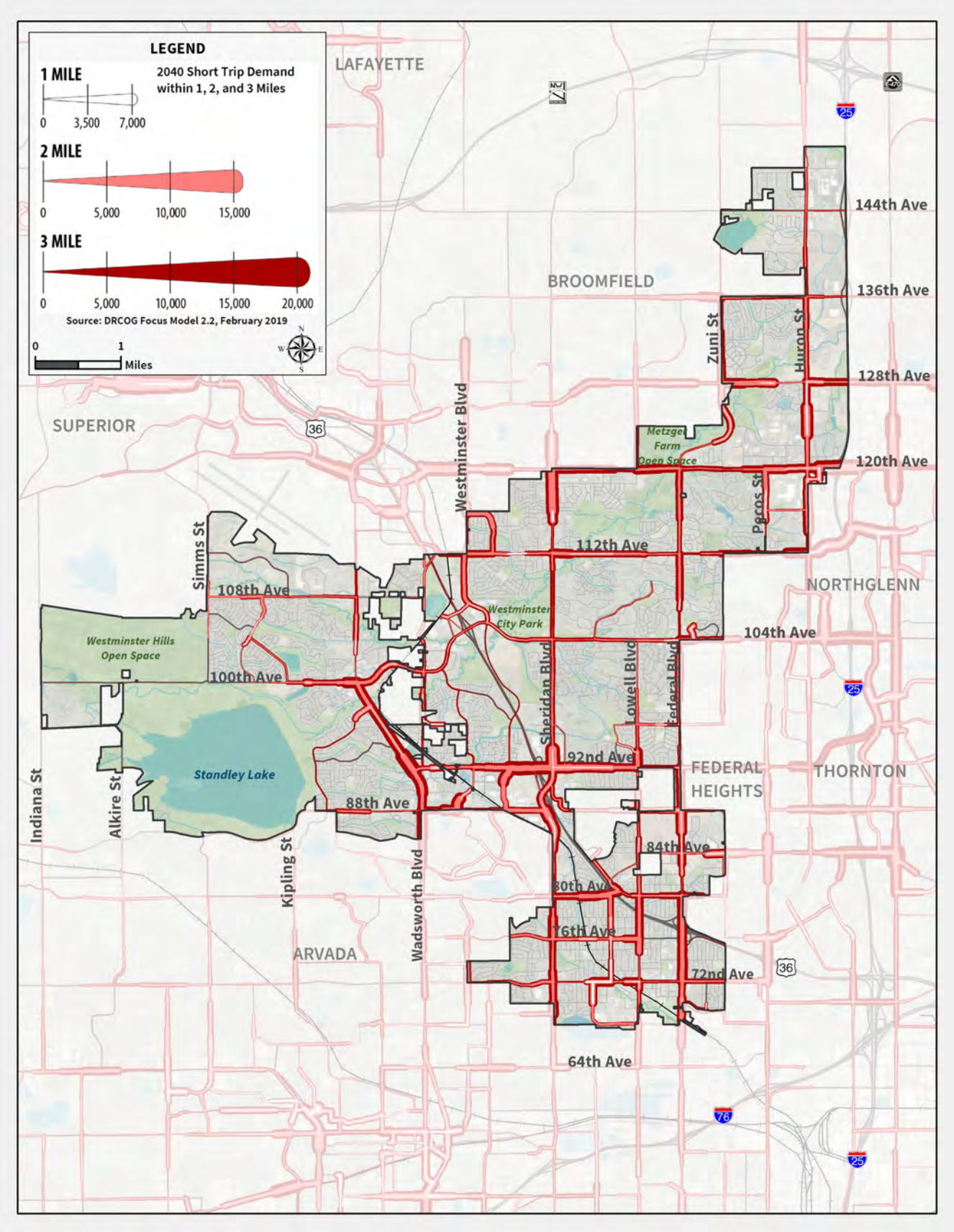


FIGURE B- 32. 2040 SHORT TRIP ANALYSIS



INNOVATION & THE EVOLUTION OF TRANSPORTATION

New transportation technologies are advancing quickly, with technological innovations in vehicles, along the transportation network, and interactions between the two. Some advanced technologies are already seeing widespread implementation to improve safety and traffic flow in the Denver Metro Region. Although the specific forms and timing of emerging transportation technologies will vary and cannot be predicted with certainty, innovations with the potential to dramatically influence transportation are certainly on the horizon. It is important for jurisdictions to evaluate how technologies best serve their community as well as prepare for emerging technologies through development of policies, programs, and infrastructure.

INNOVATION IN WESTMINSTER

The City strives to be innovative and prioritizes projects that focus on sustainable innovation. Sustainable innovation in the city balances viability, feasibility, and desirability. The City has established dedicated staff and internal committees, including Smart City and Future Technologies, to support the evaluation, creation and implementation of innovative programs that are sustainable and provide a strong return on investment.

One example of the City practicing sustainable innovation is using Capital Improvement Plan (CIP) funds annually to proactively replace structurally compromised traffic signal poles that show signs of heavy metal loss or metal fatigue. The program began after staff noted the costly emergency replacement of poles was occurring at a rate of 2 to 3 poles a year. The new signal pole and mast arm replacement program replaces about 15 to 20 poles a year, and after five years, 104 poles (66 percent) in the city have been replaced. The City anticipates the remaining 54 poles will be replaced by 2023.

INTELLIGENT TRANSPORTATION SYSTEMS

The City operates and maintains over 100 traffic signals through a number of software systems. The Colorado Department of Transportation (CDOT) operates and maintains traffic signals along Federal Boulevard, 120th Avenue, and Wadsworth Parkway. Approximately 90 percent of the city-owned traffic signals are “on-system”, meaning the field controllers are remotely connected to the central traffic signal system via a mix of fiber and wireless communications. The City anticipates that all traffic signals will be on-system and connected by the end of 2020. The City adjusts traffic signal timing along major corridors as needed, but primarily in coordination with DRCOG’s regional signal timing coordination program. As technology advances allowing signals to respond to real time traffic conditions and communicate with other systems, there is a need to upgrade the City’s hardware and software.

2030 MOBILITY CHOICE BLUEPRINT

The Metro Denver Region developed the 2030 Mobility Choice Blueprint to help communities identify how best to prepare for and invest in the rapidly changing technology that is revolutionizing transportation mobility. One objective is to connect transportation systems and vehicles with smart technologies to improve safety and operations. Learn more here.

MOBILITY AS A SERVICE

New trends in transportation are helping to increase mobility options and creating a shift in reliance on personal vehicles. Mobility as a service has grown as easy-to-schedule trips through services such as ride-sourcing services (e.g., Uber, Lyft, taxi), bike share, car share, transit, and carpooling, have increased in popularity. The ride-sourcing industry has especially grown rapidly in the past decade and is anticipated to continue to advance and play an increasingly larger role in mobility in the future. The City has limited curbside management policies and because of the variation in level of access, costs, and right-of-way requirements for mobility technologies, the City will evaluate this further during the development of the TMP.

DOCKLESS/DOCKED MOBILITY (MICROMOBILITY)

Scooters parked in downtown Denver
(Photo credit: Downtown Denver Partnership)

More cities throughout the nation, as well as in the Denver Metro region, are allowing bicycle and scooter rentals (sometimes referred to as docked/dockless mobility or micromobility) to operate within their communities to offer residents, commuters, and visitors with additional flexible and affordable ways to travel to their destinations. These mobility options consist of small human- or electric-powered vehicles, including bikes, e-bikes, and e-scooters commonly deployed by independent operators as a shared-use fleet. Bicycle and scooter rentals can be both "docked" at a station where the vehicle can be rented and returned, or "dockless" where riders can rent a vehicle where it is currently parked and then park their vehicle at their destination. Riders can use a smartphone app or other technology to locate and rent a nearby bike or scooter.

This new mobility service can benefit the community by offering another transportation option; however, it must be strategically managed. As communities have begun to see an increase in technology and dockless/docked mobility devices, there is a need to coordinate with the region and modify regulatory frameworks to thoughtfully integrate dockless/docked mobility into the existing transportation system. Through the development and implementation of the Transportation & Mobility Plan, Westminster will begin to evaluate how docked/dockless mobility can be potentially effectively and safely integrated into Westminster's transportation system and land uses, including identification of resources and policies required to manage dockless/docked mobility.

SUMMARY AND NEXT STEPS

The information presented in this report summarizes the overall understanding about Westminster's population and baseline existing and future conditions of Westminster's transportation network, including operations and services. The development of recommendations and actions for the TMP will be based on the evaluation of these conditions and additional data, community input, and industry best practices. These baseline conditions will also be used to development metrics to measure the implementation of the TMP.

TRANSPORTATION
& MOBILITY PLAN

Appendix C
Community and Stakeholder Engagement





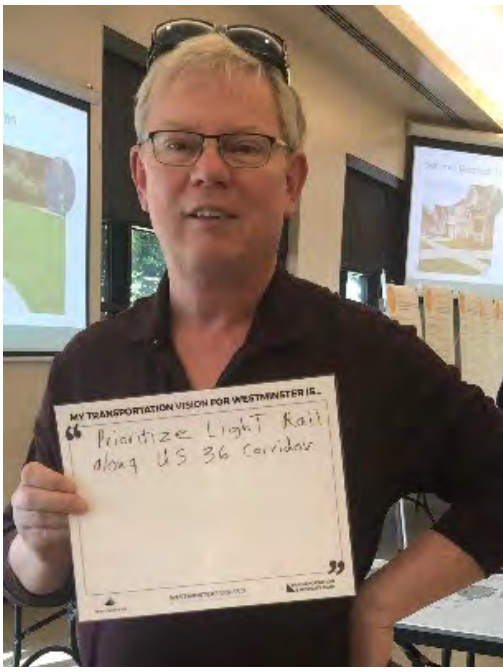
AUGUST 2021

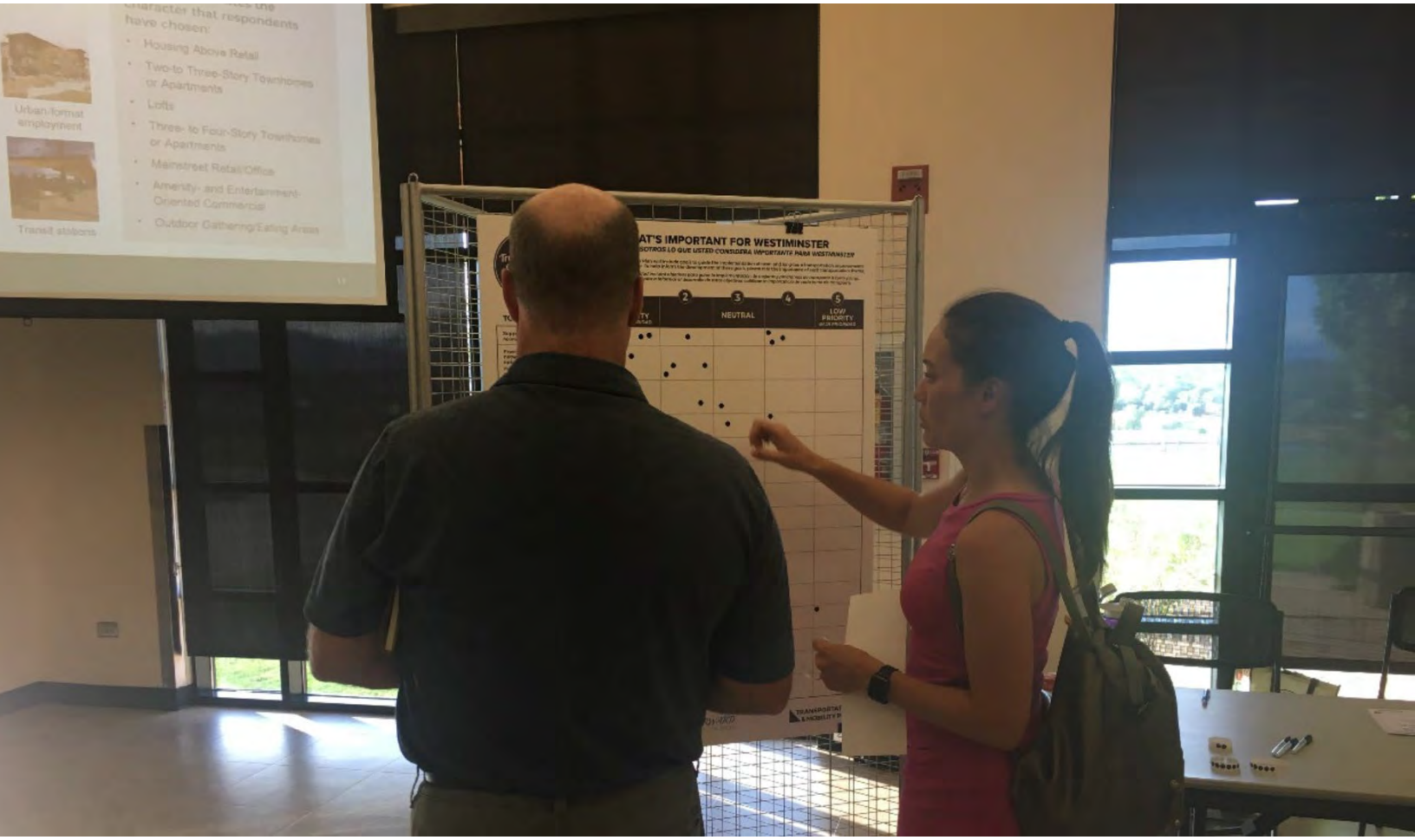
WESTMINSTER

TABLE OF CONTENTS

OVERVIEW

As introduced in **Chapter 2**, to ensure the TMP meets the current and future transportation and mobility needs of the community, outreach and engagement was conducted to gather community and stakeholder input during three phases of the plan development process, as summarized in this Appendix. The project team used a variety of in-person and online engagement tools to collect input. All online outreach activities asked for participants' optional demographic information to summarize from whom and where the project team received input. This Appendix will be updated after community input is received on the draft TMP this summer. Key community input is also included throughout the TMP to highlight how input informed the development of various plan elements.





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PHASE 1 ENGAGEMENT

HIGHLIGHTS FROM COMMUNITY ENGAGEMENT

WESTMINSTER TRANSPORTATION & MOBILITY PLAN

PHASE 1 OUTREACH HIGHLIGHTS

June – November 2019

TRANSPORTATION VISION, CURRENT CONDITIONS, AND COMMUNITY VALUES

Community input is important to help inform the development and implementation of the Transportation & Mobility Plan (TMP), ensuring the plan meets the current and future transportation and mobility needs of the community. The TMP project team has been utilizing a number of online and in-person tools to gather community input throughout the project.

The development of the TMP will be informed by community input during three phases of public engagement and outreach:

1 VALUES, ISSUES, AND TRENDS – FALL 2019

What is your vision for transportation in Westminster?

What are the transportation challenges and needs in Westminster?

2 TRADE-OFFS, STRATEGIES, AND PRIORITIES – SUMMER AND FALL 2020

How would you design our streets?

What strategies help achieve the TMP goals?

3 CONFIRMATION – LATE 2020 TO EARLY 2021

Which recommendations and project ideas are the most important?

Does the plan reflect the community needs and values?

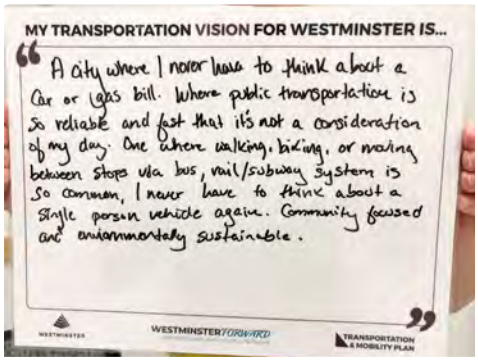
The first phase of community engagement for the TMP development process was completed between June and November 2019 in coordination with Westminster Forward. The project team received community feedback though online surveys and in-person activities at open houses and community events to understand the current transportation experience of those traveling in Westminster and the community's values related to transportation.

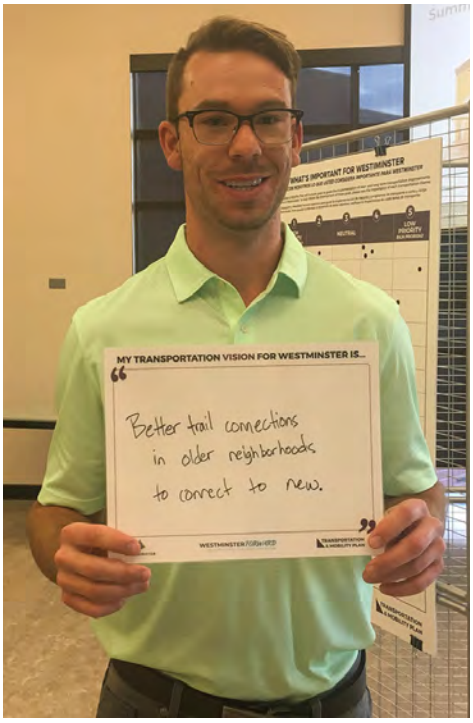
Highlights of the community input received during the Phase 1 activities are summarized on the following pages; a more detailed summary of community input received throughout the project will be provided in the final TMP.

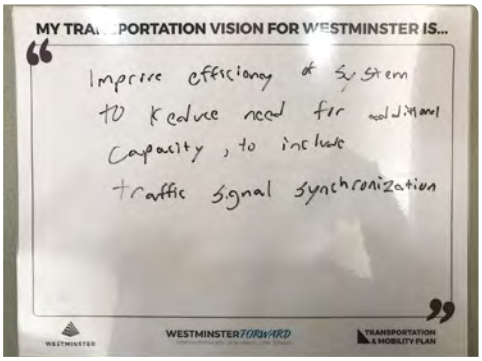
TRANSPORTATION VISION FOR WESTMINSTER

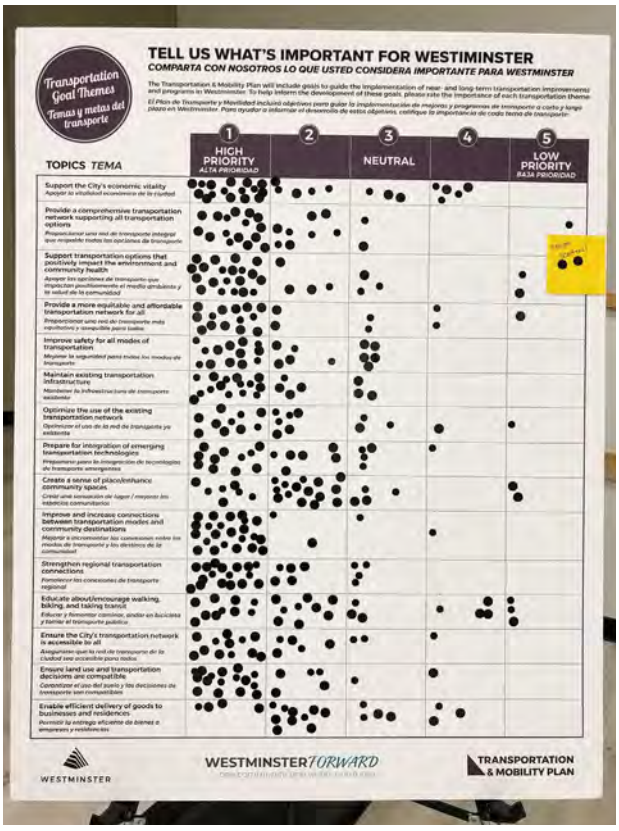
The community was asked to provide their vision for transportation in Westminster both through online and in-person activities. This input informs the development of the TMP vision and goals.

Examples of some of the vision statements received from participants include:









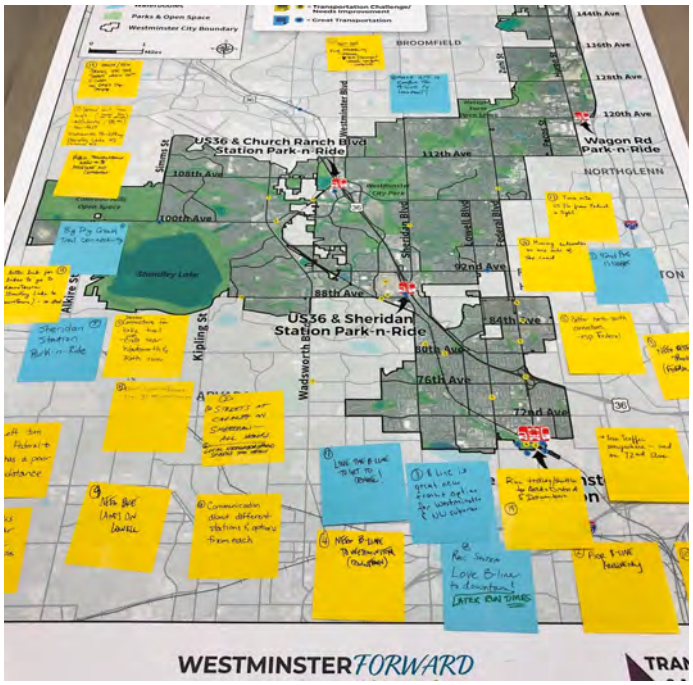
TRANSPORTATION GOAL THEMES AND COMMUNITY VALUES

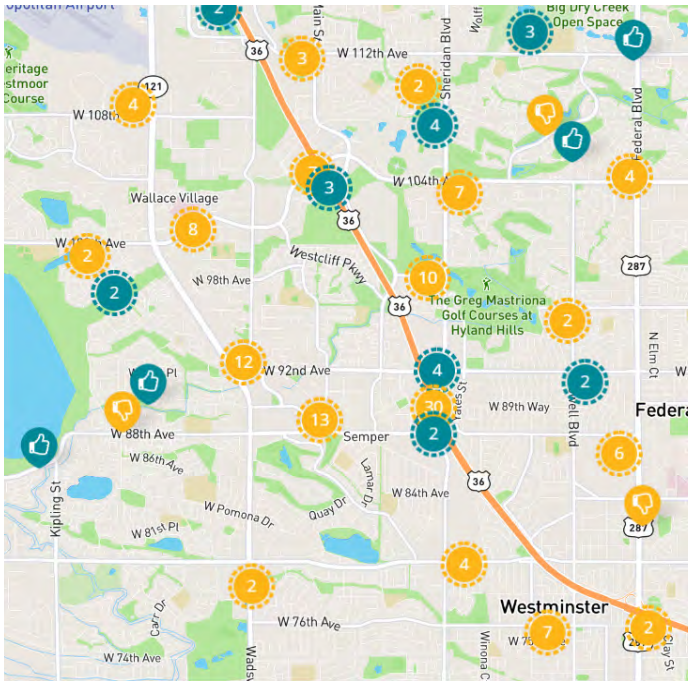
The community was asked to rank 15 transportation themes through online and in-person activities to help inform the development of the TMP goals and recommendations. The themes included topics around creating a multimodal transportation network, supporting the economy and environment, improving transportation safety, maintaining the transportation system, preparing for emerging technology, and improving connectivity and accessibility. Over 1,000 ranking responses were received and the highest-ranked themes include:

- **Strengthen regional transportation connections**
- **Support transportation options that positively impact the environment and community health**
- **Improve and increase connections between transportation modes and community destinations**
- **Provide a more equitable and affordable transportation network for all**

TRANSPORTATION CHALLENGES AND OPPORTUNITIES

Through in-person and online mapping activities, the community was asked to share their experience of traveling around Westminster, including identifying those areas that are challenging or opportunities to improve transportation. This input informs the development of the TMP Current and Future Conditions Report, goals, and recommendations. Nearly 200 responses were received. Themes from the input received are summarized below:





STREETS

- The biggest transportation and mobility challenge identified respondents was **traffic congestion and delays**
- Most people **drove alone** in Westminster with approximately 7 percent of respondents **carpooling** everyday
- Many respondents envision a city with improved efficiencies, including **improved traffic signal timing on major corridors**
- Vehicle **speeding** is a concern for a number of respondents
- Major roadways experience congestion when local businesses, like Ball, have shift change

WALKING

- **Twelve percent** of respondents indicated they walk or roll (e.g., wheelchairs, scooters, mobility devices) around the city
- There is a desire **for improved access to schools** such as the addition of sidewalks and crosswalks
- It is a priority to survey respondents to **feel safe** no matter what travel mode is being used
- Many respondents indicated their appreciation for **the open spaces and parks** within Westminster and would like to see more direct connections to these amenities

BICYCLING

- Over 30 percent of respondents **ride a bike once a week or more**
- Respondents envision a city with a **great bike system** with on-street and off-street **trail facilities** as well as **bike parking**
- Many respondents desire **grade-separated crossings** of major streets

TRANSIT

- Nearly 6 percent of survey respondents indicated that they take transit every day; another 14 percent take **transit once a week or more**
- Many respondents envision a city with **more frequent and quality transit service** and **improved access to stops and stations**
- Many residents rely on transit **connections between Westminster, Denver, and Boulder**
- **Transit service frequency** and hours are a transportation challenge for many

COMMUNITY COMMENTS

LOCATION-SPECIFIC COMMENTS

Through in-person and online mapping activities, community members were asked to share their experience of traveling around Westminster, including identifying those areas that are challenging or opportunities to improve transportation. The location-specific comments are listed below, sorted by travel mode/primary topic.

Bicycle-Related Comments:

- No bike lanes on 88th contributes to the death-wish bike commute to & from the park-n-ride from the west. 88th is a car race-way with no awareness or concern for bikes. I have seen some gut-wrenching close calls between bikes and cars on 88th. This is exacerbated by bike wanting to & trying to head south at Lamar.
- Would be great to have better bike path connection from older neighborhoods to open space
- "Crossing this is so painful! And when I have my bike, it's not a good road/sidewalk combo. When I'm crossing north, I have to press the pedestrian crossing button because it doesn't register that I'm there. Once I had to wait for 3 light changes before I realized that.
- Also, when you're turning left into Madison Hills, the left turn should be a flashing yellow."
- Love big dry creek trail. Great for families to bike.
- Buffered bike facilities between Wadsworth and new downtown
- Why did the bike lanes just painted on West 100th stop before the commercial area?
- Love biking option to Standley Library.
- A signal box completely blocks the view of cyclists coming toward this intersection at Pierce.
- Need a trail connection from Hyland Village to the US 36 Bikeway
- I wish the bike lane didn't have to cross church ranch. it's a dangerous intersection as it is and very few respect bikes in this area.
- A bike rack at the Annex and/or the south side of the MSC would be appreciated.
- Bike lanes on Pierce would be great.
- Biking on Westminster Blvd. is harrowing without bike lanes or even sidewalks.
- "3 schools/school zones with no bike shoulder or sidewalks.

- Old Wadsworth blind hill too
- Bike lanes on Yates are great
- Better connections for bike trail, just ends near Wadsworth and 76th now
- Construction/Signal timing scary to ride bike in area (88th).
- Better link for bikes to go to downtown (Standley Lake to downtown) - on street
- Need bike lanes on Lowell
- Below/above grade crossings make the bike network in westminster a real treasure!
- 36 bike lane should go under or over church ranch. Dangerous crossing
- Completely agree with the other comment at this location - this "bike crossing" is a nightmare and super sketchy and dangerous. The car right-merge is incredibly scary and horrifying. Very uncomfortable and inconvenient to the park-n-ride and the Boulder/Denver trail. It is the opposite of pedestrian friendly and, regardless of a future underpass, needs to be addressed ASAP to help avoid the inevitable tragedy. Same goes for pedestrians, crossing Sheridan here is very, very bad.
- There should be a wide 12 ft bike path connecting this neighborhood to sherdian/92nd and the 36 bike path.
- "There are no ""way"" signs as you travel south from the US36 bike trail under 80th avenue and enter South Westminster.
- Current ""bike"" signs painted on Bradburn Blvd. encourage bicyclist to travel on a narrow 2 lane residential street and compete with local traffic.
- In 2009 CDBG funds were spent to narrow Bradburn and widen the east sidewalk from 3' to 8' with the intention that this would be a pedestrian/bike trail connection as in North Westminster. This trail was not plowed by the city."

Pedestrian-Related Comments:

- No sidewalk on either side of road from 92nd to 98th on Old Wads
- Love trails
- Poor pedestrian environment. Need to slow down traffic.
- Trails to connecting City Park to Westfield Park are great
- No sidewalk on the east side of Pierce in this area on both sides of the train tracks is a bummer and unsafe.
- There is no way for a person in a wheel chair to transfer from the Westbound US 36 RTD stop to the 104 RTD line. There is no sidewalk that connects to the 104th ave intersection.

- This whole side of 88th going east as well as this side of this intersection are TERRIBLE for pedestrians. There is no sidewalk and no cross walk, and the signal is way too short.
- It would be a nicer experience if a trail followed the Bull Canal through this area, rather than the path that follows I-25. This could be like the "High Line" in Aurora
- Complete walnut creek trail. Bikers and walkers need to go through the railroad underpass here. I'm not brave enough to even try it.
- The multiple School Zone signs here demonstrate that the priority is to protect students. A neighboring city is focused on revenue generation and uses undersized signs without lights.
- Need a better way to access the RTD parking garage coming from the West side of 88th. Have to go way out and around which wastes tons of time.
- Also, Wadsworth not designed for walking for the many seniors in the area.
- bike/walking trail has to cross both 88th and Sheridan here. Poor planning. Needs to have under or overpass.
- The worst pedestrian/bike crossing! I have to make three crossings when there should be just one to get to the park and ride. The lights are also poorly timed for pedestrians. Cars coming along Sheridan southbound turning onto 88th do NOT stop for bikes and it's dangerous at night.
- Nice trail system here. As a runner I dislike the concrete. 1: harder on runners and the "soft" surface is narrower than promised and heavily banked which causes injuries. 2: bicyclers go faster and most pass without warning. How about a rule/law requiring announcement, clearance or limited speeds?
- We need a safer route for bikes and pedestrians between Broomfield Park N Ride and Jefferson Academy.
- It would be nice and safer to have a pedestrian crossing of Pierce somewhere in this area.
- Wholeheartedly agree with the other comment regarding pedestrian safety heading east on 88th. No sidewalk is a big problem and disappointing. It does no favors for bikers either who are trying to get to the park-n-ride. 88th is a raceway with speeders, aggressive drives, no bike lanes, etc. I would add that bikes heading west on 88th often want to head south on Lamar super sketchy and unsafe.
- Bike/pedestrian crossing of Wadsworth on 88th and, essentially crossing Wadsworth anywhere that there is not an underpass, is as horrifying or more so than crossing Sheridan. A literal frogger situation - so sketchy and dangerous, a real turn-off and obstacle to alternative transportation.
- Wonderful open space and trails nearby

- We love walking and biking on the FHL trail.
- No pedestrian paths from T.C. not good!
- Big Dry Creek Trail connectivity
- Missing sidewalks on one side of the road
- Difficult to access 80th Avenue; Poor walkability; 81st/Tennyson unsafe walkaway conditions"
- There should be a 12 ft side path like on 104th that goes under 104th on the west side of Sheridan and runs parallel until the 92nd/Sheridan shopping area. To allow for better bike/pedestrian connectivity here
- Under pass is for bike/ped path is great!
- Need 12ft side bike/ped path on Sheridan to connect to shopping district
- Nice wide sidewalk on east side of Bradburn. Unfortunately trees, shrubs, and parked cars are allowed to interfere with foot traffic.
- Living on the north side of 112th Ave., I feel that crossing 112th to get to the BDC open space on the south side of the street is precarious even using a crossing walk because of the high traffic, # of lanes to cross, and high speeds on 112th. Adding a sidewalk to the tunnel that goes under 112th would be a great addition for these neighborhoods to safely access the BDC open space.
- The opportunities to walk, bike and play in the BDC OS/City Park area are fantastic. Great place for families and gatherings.
- Great trail access to various parts of the city including underpasses. well done!
- Dangerous crossing at railroad for pedestrians and bikes, there are no sidewalks and cars fly through using this as a short-cut from Wadsworth Pkwy. There is also no shoulder for bikers, when there is a biker the entire road backs up from 92nd to 98th.
- Love this underpass!! I can't wait until the parks are done, this is such a nice walk to break up the work day!
- I love the trails here! They make getting to work so much easier. Please don't build anything here

Transit-Related Comments:

- Lots of workers here with no transportation from Wads or Broomfield PnR
- Great to get to Downtown Denver or Boulder
- Communication about different stations and options from each.
- Nice to get to Boulder or Downtown Denver

- A center mounted bus stop is needed to harness the existing expressway service along I-25 that currently does not stop between 120th Ave and Hwy 7 in Broomfield. This stop should be located near 144th Ave, or somewhere between 136th and 144th since significant future growth and development is planned on both the Thornton and Westminster sides of I-25. This is a "Focus Area" for City of Westminster.
- Grateful there are transportation options to and from the Airport from 112th and Sheridan, just wish it was quicker (presently takes 1.5–2hrs vs 35–45mins in car) and more convenient (less changing of buses or trains).
- Poor transit connections.
- Love frequent buses!!
- Need better East-West Transit Service
- Need more frequent transit and better pedestrian environment along Wadsworth
- Love the B-Line to get to Denver!
- Needs B-Line to Westminster (Downtown)
- Needs light rail not toll lanes.
- There should be an express lane for buses
- This bus shelter area is completely dark at night – a light pole or other light source should be added for the safety of any of the retail employees or patrons of this area.
- I hate how far this bus top is from the regional bus stops for 36
- We just lost the 76th ave. east/west connection between Sheridan & Federal. Now you have to walk up to 92nd or down to 72nd ave to travel east/west. There is no Sat/Sunday/Holiday transportation and it's almost impossible to get to church!
- Add Bus Rapid Transit along 120th
- Light rail is great. It would be better if it ran later during the week.
- Location was poorly thought out. Never rode likely never will. Should be further north and easier access to 36.
- I believe there is NO public transportation on Lowell and yet it’s a main artery of Westminster
- Excellent bus service to the airport.
- Parking for this bus stop is a nightmare. 1) there are no stop signs where the traffic lanes cross in the lot, making it really dangerous (I’ve seen MANY close calls here where neither car knew to stop/yield) and 2) the lot fills up early most weekdays, but crossing 36 to park in the big lot takes about 10 extra minutes. Additional parking on this side would help a lot of people catch their bus and decrease congestion on the bridge.

- Poor design of Westminster Station. Try hauling airport baggage up those steps. Also, safety issue at night with 'homeless' camping/sleeping at street in front of the parking garage. RTD 'service' to Westminster is a joke. G line gets 15 minutes between trains, B is hourly and ends hours earlier than G. Have to leave night ball games before they end if crazy enough to use light rail.
- RTD's plan to extend Bus #112 to the N light rail line is great!
- No bus service on Sheridan on the weekends north of 92nd Avenue.
- No bus service to Wagon Road park and ride station without a transfer except directly along Huron or 120th.
- RTD Bus station
- For the future, please add a shuttle bus between Downtown Westminster and the Promenade that goes along Westminster Blvd.
- Biking to the bus and from the bus is difficult at best coming from the west, i.e. on 88th. The Park-n-Ride parking lot and entrance is an obstacle course, confusing and not easy. Then, crossing Sheridan is high-risk, uncomfortable and not well-marked or clear with often toxic and unkind drivers surpassing the speed limits. This is true for walking from the bus and heading west – unclear sidewalks & Sheridan and 88th are truly terrifying & unsafe – a(nother) biker/ped death waiting to happen.
- Westminster Station
- Westminster Station is a great facility
- Sheridan Station Park-n-Ride
- There is a focus of light rail over buses, not good. Buses can get to places others can't.
- Extend lightrail to Downtown
- Good RTD bus options to get downtown – either to Denver or Boulder – Flatirons Flyer
- Have church Ranch line go to Wadsworth
- Better north-south connections, esp. Federal
- Need better transit (Federal Blvd)
- Run trolley/shuttle to Arts District and Downtown
- Public transportation needs to be accessible and convenient.
- B-Line is great new transit option for Westminster and NW suburbs
- "Rail System
- Love B-Line to downtown!
- Later run times"
- Poor B-Line frequency

- Many of the bus routes in this neighborhood have been cancelled with the launch of the Light Rail station. Unfortunately, you can't get to the Light Rail station efficiently without a car.
- The 128 route is changing next year so it will no longer travel along 134th/132nd. Residents in Amherst, Quail Creek, Quail Crossing, etc will lose bus service. There's a growing number of seniors in these neighborhoods who will eventually need alternatives to driving as they age in place.
- There is currently no connection to Westminster Station to encourage visitors to visit this historic neighborhood. I have not seen any plan for this need to be addressed in the near future.
- Continue light rail, even incremental

Safety-Related Comments:

- Dangerous intersection with kids crossing frequently and confusion from pedestrians and drivers on if they are to stop or not.
- The blinking left turn arrows on east/westbound 92nd create frequent accidents and is hazardous for cyclists and pedestrians.
- Dangerous trying to merge onto Sheridan as traffic in the left lanes are merging right to go to Walmart.
- 98th is used as a shortcut. People make dangerous left hand turns onto Sheridan here during high traffic times. Both ends of 98th could benefit from a light.
- Dangerous using the crosswalk here. Cars are moving fast.
- Dangerous trying to merge onto Sheridan during high traffic times.
- So many accidents at this intersection.
- Speeds have been increasing past two years – frequent 40+ MPH traffic.
- speeding since the new higher bridge over Hwy 36 was built.
- This light is a so very dangerous for people traveling east on Yarrow to wither go East on 92nd and/or North on Wadsworth. Not enough time for the traffic to get through.
- Dislike street racing at night and aggressive drivers at 5:00.
- The red turn arrow when solid is backing up traffic to where someone will end up getting rear-ended because the lanes trying to go straight are swerving around the line stopped at the red arrow.
- Traffic calming needed or speed enforcement
- "Speed limit too high (lower from 45 to 25) Wadsworth Blvd/Pkwy; Stanley Lake HS; Pomona High School; accidents esp. between HHS; too fast

- Dangerous curve under train track on Old Wadsworth
- Left turn from Federal to 84th has a poor sight distance
- "Streets at capacity on Sheridan - all hours
- Local neighborhood speeds too high"
- This intersection needs to be improved. Very dangerous/confusing. I know there is plans to re-route under Sheridan to the RTD lot! Lets make that happen!
- If we have to have toll lanes then at least enforce them! People fly in and out of them constantly. This morning had someone zip into the toll lane at a double white, directly in front of a police officer and nada. Then plot was car after was imitating it because there was clearly no consequence
- Lower the speed limit on the whole of Wadsworth Blvd! There are two schools along here and folks get used to booking it during the summer, that once the fall hit it was terrifying trying to cross the street!
- Eastbound traffic through the light on 90th has to make an immediate lane change in order to continue east. It's difficult in the best of situations, and could be dangerous for pedestrians and cyclists.
- This needs a silent crossing, not just for the quiet, but to make it more difficult for people to make bad decisions and drive around the guard.

Traffic and Roadway Related Comments:

- "Wolfe/81st:Trucks use this street when 80th is closed, has caused car damage."
- The Federal on-ramp to eastbound 36 is crazy! It starts as 2 lanes, merges into one lane, re-widens to lanes for the ramp meter and then merges back into one lane on to 36. The 2 lane configuration should be extended from the Federal Blvd intersection to the ramp meter.
- Allow u-turn movement for northbound Sheridan at 92nd. It is very hard for patrons to access the businesses in this area.
- Restripe Wads Pkwy to 3 lanes each direction by removing or narrowing the shoulder, like it is further south.
- Need to allow U-turn from Westbound 92nd at Eaton
- Lowell is very deficient for the 2,350 housing units planned at Pillar of Fire
- Restripe Lowell south of 72nd to four continuous lanes as this transitions from a residential area north of 72nd to an industrial area south of 72nd.
- 88th Avenue needs to connect across US 36

- Create a westbound left turn from 92nd Avenue to the existing ramp from eastbound 92nd to US 36.
- Need to build the other half of Westminster Blvd
- Restripe Wads Pkwy to 3 through lanes each direction by removing or narrowing the shoulders like it is further south
- Realign 70th Ave east of Federal to meet up with Westminster Station Drive.
- 112th from Westy Blvd west, across US 36 to Arista needs to be 4 lanes, including at the railroad crossing.
- I'm disappointed that you made 100th 1-lane in each direction. You left a dead lane in the center of the road instead of using that lane for traffic.
- traffic from w/bound 80th to n/bound Sheridan cannot make a legal lane change to the left-turn lane at 81st.
- terrible roadway since the water/sewer improvement project.
- Weird intersection given the "s" bend in 100th. Can be very difficult to make a left turn from eastbound 100th at Sims due to amount of traffic and difficult sight lines.
- Left turn signal from southbound Wadsworth Blvd to eastbound 92nd too short. Removing the right turn only lane from westbound 92nd to northbound Wadsworth Blvd was a BAD idea.
- Why, oh why, when this intersection was redone a few years ago was the portion of Sims just south of the intersection with 128 not made a little wider so that folks wanting to turn right onto 128 from Sims were not forced to wait behind one vehicle waiting on Sims for a green light to make a left turn from Sims onto westbound 128?
- New lane assignments are terrible, why did we go from two lanes to one?
- Both Sheridan and 112th work well within Westminster
- "New and newer connections - West Blvd. and Westcliff- Direct access to where you need to go, i.e. shopping areas"
- Get intersection straightened out
- Turn onto US 36 from federal is tight
- Great improvement (lighting, transportation implem.)
- 92nd Avenue is great
- You should be able to turn left here
- Lights on Sheridan should be synched to traffic lights
- Lights don't facilitate good flow of traffic
- Aside from the old light at 92nd & lowell this corridor really moves well. nice work.

- allow flashing yellow left turns at this light to alleviate light runs when light timer is too short due to pedestrian traffic which is high here with bikers, retirement home members, and rtd users.
- There are times that it is nearly impossible to take a left hand turn from Perry St. onto West bound 104th ave due to no traffic light and the added congestion of traffic.
- Timing of lights should be improved. When going the speed limit, you must stop at nearly every light on 104th between 36 and Federal when traveling eastbound in evenings.
- less traffic everywhere and on 72nd Avenue
- Horrible congestion both am and pm
- Congestion both am and pm drive time
- Traffic lights for southbound Sheridan are not timed from 92nd through the lights on both sides of US 36. If coming from 92nd Avenue westbound, it can take 12 minutes to enter US 36 eastbound due to light timing. This is 12 minutes of unnecessary idling. Please improve signalization.
- Traffic signal for shopping center results in queuing along southbound Federal that spills back into the 104th intersection, making eastbound 104th have no through-put when the green cycle comes, then causing back on 104th as far back as Lowell.
- Eastbound 108th Avenue (west of Wads Parkway) has extensive back ups when the employers in Westmoor and Ball let out. With the major expansion of Ball and the additional building at Trimble this will get much worse. 108th should be 4 continuous lanes plus turn lanes.
- Coordinate signal timing on Federal so there is synchronization. Stopping every 1/2 mile seems silly - esp when there are no cars on the cross streets.
- Backs up and isn't timed with outer lights to flow efficiently.
- There is a constant flow of traffic along Church Ranch heading to US36. For those of us that need to cross over two lanes to get to the other side before the next light, this right turn is a nightmare. Without a yield sign, I have to either force my way into traffic and rush two lane changes (which makes me a hazard), or stop at the turn to wait for an opening (which … everyone off behind me).
- The traffic here is getting really busy. Many times during the morning rush hour the traffic is backed up 104th, from Sheridan, as far as the entrance to the Windings on Perry St. This is causing additional traffic to go through the surrounding neighborhoods in order to get through the light, at 104th and Sheridan, in less then 3 light cycles.
- Time these lights to be longer during rush hour to allow more cars to get through this busy area.

- When not even one vehicle can make the turn without it turning red.... There's a problem and it's been this way for years.
- Extremely heavy traffic between Federal and Lowell in the early am.
- Wadsworth gets more and more congested.
- high traffic congestion will get worse with redevelopment of Mall property and high density units
- Left turn lanes backup into Sheridan making congestion in this area worse.
- High congestion 100th and Wadsworth bypass
- Traffic on 108th has increased significantly over the years. Should consider a traffic light at intersection of Johnson St and 108th.
- Traffic congestion
- new high density = more traffic, Downtown Westminster
- "New high density = increased traffic, 104th and Sheridan
- The 112th and Westminster Blvd Intersection is very tough to navigate between 4:30 PM and 6:30 PM.
- New high density = increasing traffic
- Increase driving speed limit. continue 40 mph speed limit all the way through to Sheridan
- excessive stop sign placement. 6 stop signs, some of which are in medians, currently make this confusing.

Other Comments:

- Westbrook is great.
- Love College Hill Library! Wonder community outreach, getting kids involved and wonderful knowledgeable staff.
- Need more streetlights along Pecos (like the new solar powered ones)
- Will transform South Westminster

VISION IDEAS

The community was asked to provide their vision for transportation in Westminster. The following responses were received:

- "Less cars and more options to get around. Get Westminster connected to Denver like Arlington, VA is connected to DC. Reduce single drivers and make public transit economical and easy.
- My vision is a well thought out plan that doesn't throw new developments up haphazardly without thinking about the utility and transportation support needed for all of the new residents.
- My vision is proactive, not reactive."
- Provide more clear information on light rail use. I had an easier time understanding the light rail information in Munich Germany reading a different language then I had trying to decipher RTD's route maps.
- Increase the speed limit on W. 92nd Ave. So that the speed everyone currently drives can be better regulated with signal timing and safety.
- Focus on adding to the light rail and putting multi family close to the highway. Add wide sidewalks in that area as well. Street expansion needs will be greatly reduced!
- More walkability and bike-ability. Safer, easier, clearer and more convenient for bikers and pedestrians. More bike lanes, more multi-use trails, and public transit options and promoting development that encourages less need to drive (i.e. neighborhood retail, grocery, etc). Slower car speeds, more traffic slowing, and more crosswalks.
- Decreased traffic congestion through added lanes to roads. RTD ridership is documented to be declining, in spite of the money spent on it; the reality is people don't like to use transit because it is not convenient. While there's nothing wrong with bike lanes and transit, make these additive; don't sacrifice driving lanes for these
- More accessibility through public transportation. Bus routes need to be added/extended and begin and end in logical locations with other transportation connections. Collector buses should be available to transport person to the B train.
- "RTD does not adequately serve all the needs of Westminster, it more often serves the needs of big business and strong politicians in the South metro area. Westminster needs an intra-modal bus service similar to Boulder for it own purpose of building a stronger connection of a geographically disjointed community.
- Westminster should consider converting streets to light rail corridors and partnering with local business and developers to connect the Westminster station to 92nd and Sheridan."

- More bike lanes and off-street biking, more bus lines, more train lines, lower speed limits for cars
- As I am getting older (aren't we all) I need better options for transportation. I envision easily accessible covered bus stops and affordable transit. Easy parking (i.e. parking garages) in high business areas. More parking where groups gather (like Historic Westminster)
- Make it more convenient and fast to take public transportation than driving cars. Try to design transportation around walkability and public transportation and less around cars.
- City should do pre-planning of the transportation needs before adding more residential and commercial structures. The new Downtown Westminster (88th and Sheridan) is being built in an area already dealing with major traffic flow problems.
- Move traffic onto major thoroughfares. Expand lanes where we want to move traffic to neighboring cities. Main artery congestion has increased spillover into neighborhoods and creates unsafe areas for outdoor activities during peak traffic times. Interim, opt for longer, timed lights in the direction of majority flow. i.e., PM times; northbound on Sheridan, from 36, eastbound on 104th to federal, westbound from 36, westbound from 25 on 104th to Federal.
- Historic Westminster, Bradburn on 120th, downtown, Prommenade are all so disjointed. At least link them together with some sort of local transit.
- Lightrail hours need to be expanded and the arrival/departure needs to be moe often.
- The lightrail needs to be finished. We paid, now its time for RTD/Westminster to follow through.
- Multi-modal transportation options and a noise ordinance to eliminate unnecessarily loud vehicles.
- More regular mass transit along Hwy 36 and Wadsworth with options for connections to large neighborhoods and office parks
- A network of clean and safe bike and walking trails.
- I want to see better pedestrian environments, protected bike lanes, and frequent transit service.
- I would like to see a transportation system that is viable for seniors and handicapped to have 7-day/week transportation around the Denver/Matro area.
- A complete, safe, accessible network of walks should be the highest priority, particularly in under-served and more economically challenged neighborhoods where this is needed most due to lack of cars and even bicycles.

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OTHER COMMENTS RECEIVED BY EMAIL

- Regarding the Transportation & Mobility Plan, I'd like the plan to include a plan to get rid of the empty and nearly empty RTD buses that run all over Westminster. I'm not referring to the express buses that run up and down US-36 and I-25. I'm referring to the ones that tool all over town such as on 104th/Church Ranch, Federal, Wadsworth, Sheridan, and 92nd. These buses are empty or nearly empty most of the time, and that wastes energy, causes congestion, and wastes taxpayer dollars. Those buses will get even fewer riders once self-driving cars become commercially available in a few years. We'd be far better off replacing those big empty and nearly empty buses with vans, or better yet, give people vouchers for ride sharing. Either of those options would be less expensive, use less energy, and smaller vehicles cause less congestion. Any plan to increase ridership on those buses is bound to fail because the bus sucks. The bus sucks because the bus is a slow way to get around, and it has no privacy. Too often the bus has smelly passengers, drunks, and sometimes there are crimes committed on the bus. The bus usually doesn't go to/from where the passenger needs to go to/from, and consequently there is some other mode of transportation that one needs to use such as walking, which sucks. And then there is inclement weather one must contend with getting to/from the bus stop and waiting at the bus stop, which also sucks. So we're not getting out of our cars. Please get those empty and nearly empty RTD buses off Westminster's streets.

- I just received the current Westminster City Edition for Oct/Nov 2019. I've read with interest all the articles on creating safer roads, Westminster Forward. and transportation and mobility. I have a specific concern I wish to share. I realize there are many problems and projects involved with these subjects, but here is my concern. I live in the Gallery at the Ranch Condominiums on Decatur Street. The auto and truck traffic on Decatur Street is heavy. The speeding is a danger. Decatur Street could easily be renamed - Westminster International Speedway. I fear there will be a fatal accident at some point. We have a good amount of pedestrian traffic in the area. Lots of folks walking their dogs or just out for an evening stroll. They are at risk. The school buses pick-up and drop-off children on Decatur Street near 116th. Lots of children live in the large apartment complex just to the north of us. Isn't there a noise ordinance in the city? So many of our local speed demons love the noise their vehicles generate when they accelerate. We even have a few motorcycle dare devils within the population that provide us with a variety of noises and dangers. Fortunately this is not a 24/7 problem, but it does occur almost every day at one time or another. Is there a solution for me and my neighbors? I would love to see a couple speed bumps.

- As a senior living in Westminster, I would like to see a senior bus like they have in Broomfield.
- It would be appreciated if one or more crosswalks could be placed on 112 Ave somewhere between Federal and Huron.
- I am under contract on a home along Sheridan Blvd in Westminster, and I was reviewing your Current and Future Conditions Report to learn about any future plans to expand Sheridan that might impact the home. The Report at pages 50-51 indicates that there may need to be some improvements by 2040. Can you tell me if there are any current plans for that segment of Sheridan? If not, should I expect that there could be plans in the next ten years?
- I wanted to raise an issue that has not yet been addressed in the plans for trail and bike lane improvements near our house. We live near the corner of 108th and Simms, and have to navigate about 60 yards of the sloped dirt road shoulder to reach the Westview trail from our house. Considering the increased traffic in the area over the past few years, this north east corner of the intersection can be dangerous when we are walking or running to that trail. My request is to either pave the east shoulder for a bike lane, or add a short extension to the existing trail along Simms, just north of 108th. If you can add this to your planning, it would be greatly appreciated, and more appreciated if we can get it built in the spring next year. Feel free to contact me if you have any questions or comments on this much need, tiny extension of an excellent little trail.
- In northpark our streets are in terrible shape. They need paving. Please put it on the top of your agenda.
- In all the planning, Westminster didn't plan on making Independence a highway...for those of us that our back yard backs up to Independence, the noise from all the traffic now is sometimes unbearable...we can't even eat outside, because of traffic, in the morning, we wait sometimes for 5-10 minutes to get out of our cul de sac...you should of consulted us as to you building 12,000 homes in Candeles...as to maybe putting up a brick wall for silence and privacy...you raised our water rates for all the new subdivisions that you allowed, but we older residences pay the price...which should've been higher for new subdivisions... we don't mind a small increase, but, my water has doubled and I'm still alone and haven't changed anything.

PHASE 2 ENGAGEMENT

HIGHLIGHTS FROM COMMUNITY ENGAGEMENT

Westminster Transportation & Mobility Plan
Phase 2 Summer 2020 Community Engagement Highlights

Community input is important to help inform the development and implementation of the Transportation & Mobility Plan, ensuring the plan meets the current and future transportation and mobility needs of the community. Each of the three phases of the plan development process includes community outreach and engagement, designed to build upon the previous phases' activities.

COMMUNITY ENGAGEMENT ACTIVITIES OVERVIEW

The second phase of community engagement of the plan development process was completed August 24 – September 17, 2020. To follow social distancing guidelines and to ensure the safety of the public and project team during the pandemic, the project team gathered community input through two online surveys, both available in English and Spanish. Participants could provide their contact information at the end of the first survey for a chance to win a Grubhub gift card. The surveys were also designed to provide educational information about planning for transportation improvements including links to external resources if the participant wanted to learn more about a transportation concept.

The surveys gathered community input on:

- The Transportation & Mobility Plan goals
- Draft strategies to help achieve the goals
- Transportation improvement trade-offs considering factors such as funding availability, safety, community goals and street type
- Docked and dockless mobility
- Street design and transportation improvement trade-offs (optional survey)

The project team is currently completing a detailed analysis of the input received. Highlights from the initial evaluation of results are shown in the following pages. A more detailed summary of community input received throughout the project will be provided in the final TMP.

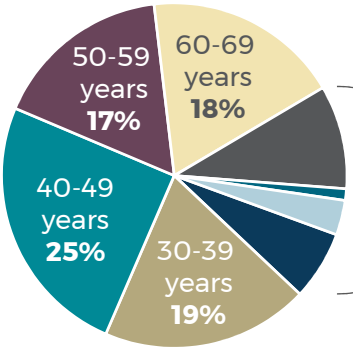
SURVEY PARTICIPATION

WHO WE HEARD FROM

Data based on responses received from the Goals, Strategies and Trade-offs survey

What is the age of the survey participants?

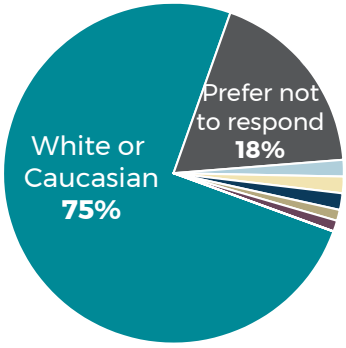
Responses: 185



- 70-79 years: **10%**
- 80 years+ : **1%**
- Prefer not to state: **3%**
- 19 years or younger*: **0%**
- 20-29 years: **6%**

What is the races of the survey participants?

Responses: 192



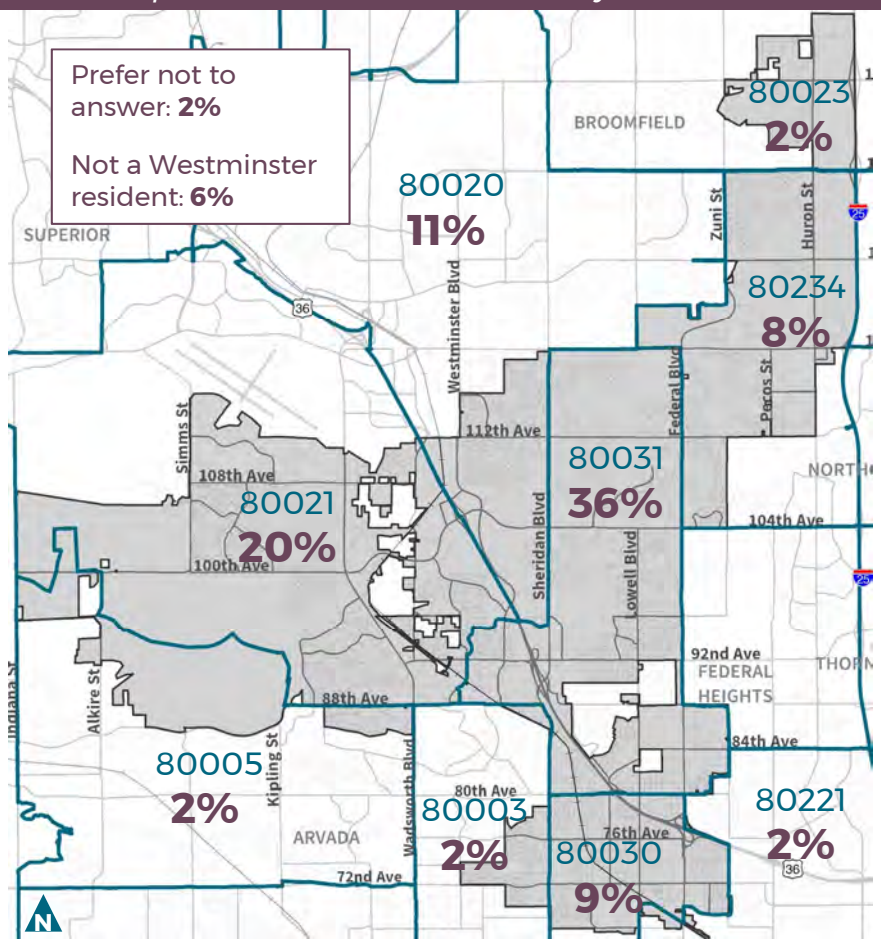
- Native Hawaiian or other Pacific Islander: **0%**
- American Indian or Alaskan Native: **1%**
- Asian or Asian American: **2%**
- Black or African American: **2%**
- Another race: **2%**
- Other race (specified): **1%**

Hispanic, Latino or Spanish Origin:
Cuban: 1%; Mexican, Mexican American, Chicano: 3%, Puerto Rican: 1%, another Hispanic, Latino or Spanish origin: 2%, prefer not to state: 15%, other (specified): 2%, not of Hispanic, Latino or Spanish origin: 78%

**Due to COVID-19 impacts to the 2020-2021 academic environment, TMP youth engagement is being reevaluated. Note: The demographic questions, included as part of the Goals, Strategies and Trade-offs survey, were indicated as optional. Approximately 60-70 percent of participants responded to the optional questions. The above is a snapshot of some of the demographic responses. Other questions included mode of transportation most frequently used.*

WHERE WE HEARD FROM (residence zip code)

Data based on the 331 responses received from all surveys



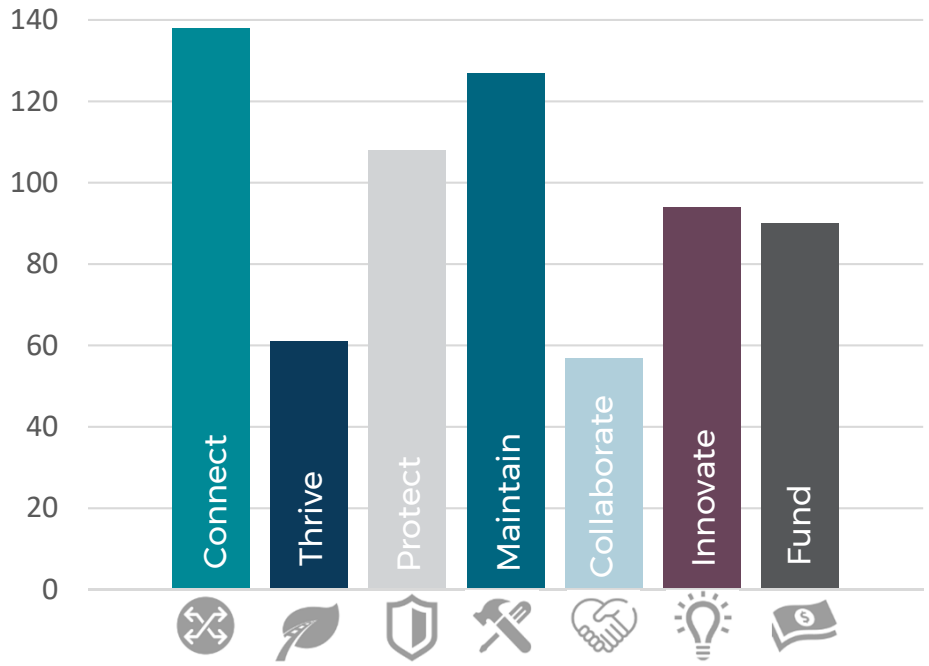
WESTMINSTER

TRANSPORTATION & MOBILITY PLAN

TRANSPORTATION & MOBILITY PLAN GOALS

Data based on the 675 responses received from the Goals, Strategies and Trade-offs survey

Participants were asked to select up to three goals they think are important for Westminster's transportation future and that resonate most with them.



Participants were asked to explain why they choose those goals (perhaps a personal story or connection).

147 open-ended responses* were received and the top themes are:

- Importance to provide safer streets for all modes of transportation, especially bicyclists and pedestrians
- More improved connections are needed between modes and between neighborhoods and other destinations
- Westminster needs an improved local transit service
- Maintenance of roads and sidewalks is important
- Implement transportation improvements that support a healthier environment
- Transportation improvements are needed to address traffic due to growth
- Funding is important to improve transportation, but there are concerns about funding resources
- Collaboration with partners will be key for successful implementation and funding of transportation improvements

**Some of the open-ended comments received included comments about water rates and city funds, as these were a top community concern at the time of the TMP engagement. Open-ended responses are currently being further evaluated by the project team.*

DRAFT STRATEGIES TO ACHIEVE THE GOALS

The Transportation & Mobility Plan vision and goals will be supported by actionable strategies and recommendations. Some examples of the draft strategies that will be included in the plan were provided and participants were asked to select the draft strategies they think would be most effective to help achieve the goals.

Participants were asked to select up to three strategies they think would be most effective for Westminster to achieve the CONNECT goal.

- **22%** Implement transportation improvements that enhance the safety for all users, regardless of age, ability, or mode of transportation
- **20%** Create a safe and accessible pedestrian network (e.g., sidewalks, crosswalks) that is comfortable and convenient for walking
- **19%** Require new development to integrate multimodal transportation improvements
- **17%** Improve access and connections to transit stops and stations
- **16%** Build a safe and connected on- and off-street bicycle network
- **6%** Other (please describe)*

Participants were asked to select up to three strategies they think would be most effective for Westminster to achieve the THRIVE goal.

- **26%** Require new development to provide safe and accessible sidewalks that connect to adjacent bus stops and community amenities
- **24%** Improve transportation options that support public and environment health and enhance the quality of life
- **18%** Use streetscaping (e.g., landscaping, art, seating, etc.) to provide visual appeal along streets
- **18%** Incorporate transit stops into the design and function of adjacent land uses
- **8%** Create a strong sense of entry into the city at key locations along major transportation corridors
- **6%** Other (please describe)*

Participants were asked to select up to two strategies they think would be most effective for Westminster to achieve the PROTECT goal.

- **34%** Implement improvements and programs that reduce and eliminate traffic deaths and severe injuries of all transportation modes
- **32%** Improve streets to enhance safety and comfort for all transportation modes
- **24%** Meet or exceed transportation infrastructure design standards including the those that support accessibility
- **10%** Other (please describe)*

**Open-ended responses are currently being evaluated by the project team.*

DRAFT STRATEGIES TO ACHIEVE THE GOALS, CONTINUED

Participants were asked to select up to two strategies they think would be most effective for Westminster to achieve the MAINTAIN goal.

- **40%** Maintain multimodal transportation infrastructure and facilities to ensure safe and reliable travel for all modes
- **27%** Implement transportation demand management (TDM) programs that encourage and incentivize the use of transportation modes other than driving alone
- **24%** Ensure developments provide adequate vehicle and bicycle parking
- **9%** Other (please describe)*

Participants were asked to select up to two strategies you think would be most effective for Westminster to achieve the COLLABORATE goal.

- **44%** Coordinate with other agencies, such as the Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), Denver Regional Council of Governments (DRCOG), and adjacent communities, to implement regional transportation improvements
- **24%** Coordinate with public and private partners to improve the access and connections to transit stops and stations
- **24%** Pursue partnership and funding opportunities to expand and improve the transit network and service
- **8%** Other (please describe)*

Participants were asked to select one strategy they think would be most effective for Westminster to achieve the INNOVATE goal.

- **44%** Pursue creative partnerships and funding sources to implement innovative transportation technologies
- **41%** Explore emerging technologies to advance the local and regional transportation system
- **16%** Other (please describe)*

Participants were asked to select up to two strategies they think would be most effective for Westminster to achieve the FUND goal.

- **33%** Require new development to provide multimodal transportation improvements to accommodate trips generated by the project
- **30%** Utilize partnerships to maximize funding and shared-resource opportunities to improve transportation
- **28%** Pursue new, sustainable, and innovative revenue resources to fund transportation improvements and programs
- **9%** Other (please describe)*

**Open-ended responses are currently being evaluated by the project team.*

TRANSPORTATION IMPROVEMENTS TRADE-OFFS

Participants were asked what they think is more important in designing the streets in Westminster. For each category, they were asked to indicate on the sliding scales which street network feature is more important to them, and were asked to consider factors such as the Westminster's vision and goals for transportation, potential limitations in funding, street types and widths, safety, connections, and accessibility. The average of the responses received are represented by the location of the teal circle on the scale bar.

Street Design

Design streets to decrease travel delay for vehicles (with potential impacts to other transportation modes)

Design streets that provide safety for all modes (with potential delay for vehicles)

Design streets to focus on the movement of vehicles (cars and freight)

Design streets for the movement of all transportation options (cars, biking, walking, freight and transit)

Transit Network

Frequency (transit arrives often throughout the day along key corridors)

Coverage (the transit network is spread-out throughout the city, but may arrive less frequently)

Microtransit (small on-demand shuttles like RTD's FlexRide)

Fixed route (transit travels along specific corridors and serves designated stops)

Quality service (transit service is reliable and frequent)

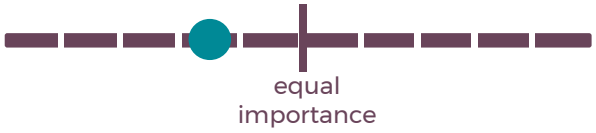
Quality Infrastructure (stops and stations have shelters, seating, and real-time information, etc.)

TRANSPORTATION IMPROVEMENTS TRADE-OFFS, CONTINUED

Participants were asked what they think is more important in designing the streets in Westminster. For each category, they were asked to indicate on the sliding scales which street network feature is more important to them, and were asked to consider factors such as the City's vision and goals for transportation, potential limitations in funding, street types and widths, safety, connections, and accessibility. The average of the responses received are represented by the location of the teal circle on the scale bar.

Bicycle Facilities

Off-street trails

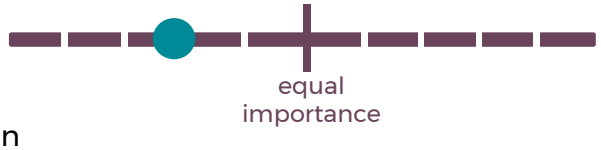


On-street facilities (such as bike lanes)

Bicycle facilities (e.g. bike lanes or shared lanes) along local streets

Bike facilities (e.g., bike lanes) along major streets

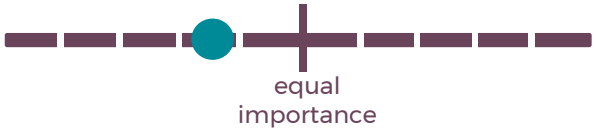
Separated bicycle lanes (A portion of the street is dedicated to separated/ protected bicycle facilities with less interaction between vehicles and bicycles)



Shared bicycle lanes (Bicycles and vehicles share the use of the street with more interaction between vehicles and bicycles)

Pedestrian Facilities

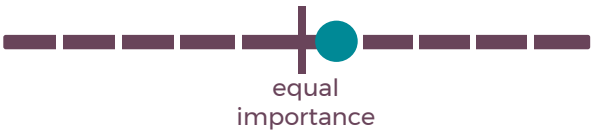
Completing gaps where sidewalks are missing



Improve sidewalk conditions

Technology and Innovation

Tried and true (use existing technological resources with reasonable upgrades to maintain and operate the transportation system)

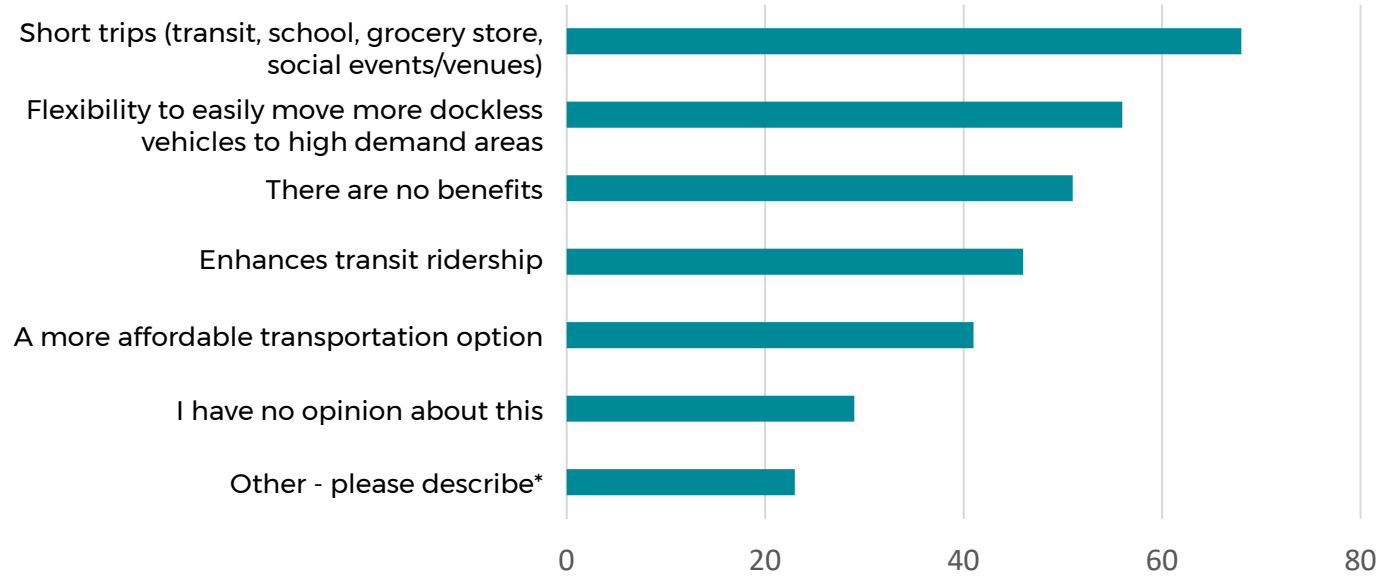


Leader in innovation (explore and integrate sustainable, cost-effective and innovative technology to improve the transportation system)

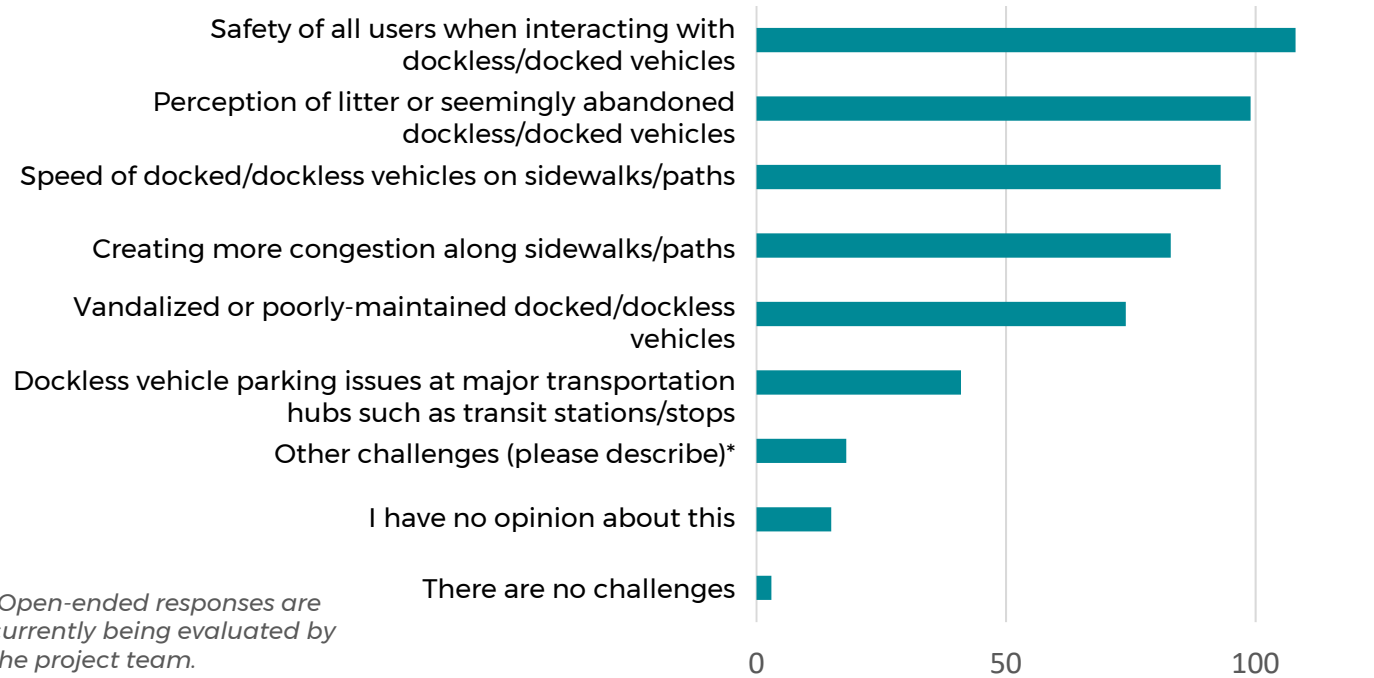
DOCKED AND DOCKLESS MOBILITY

The city will continue to evaluate how new transportation modes and technology, such as docked and dockless mobility, could be effectively and safely integrated into the transportation system. Community input is important to help inform considerations for these types of potential transportation improvements. Participants were asked to provide their input on anticipated benefits and challenges of docked/dockless mobility, their experience using this type of mobility option, and the likelihood of them using this option in Westminster.

Participants were asked to indicate from the options provided what they believe would be the greatest potential benefits of docked or dockless mobility in Westminster.



Participants were asked to indicate from the options provided what they believe would be the greatest potential challenges of docked or dockless mobility.



**Open-ended responses are currently being evaluated by the project team.*

DESIGN YOUR STREETS *(OPTIONAL SURVEY)*

27 participants

MAJOR ARTERIALS

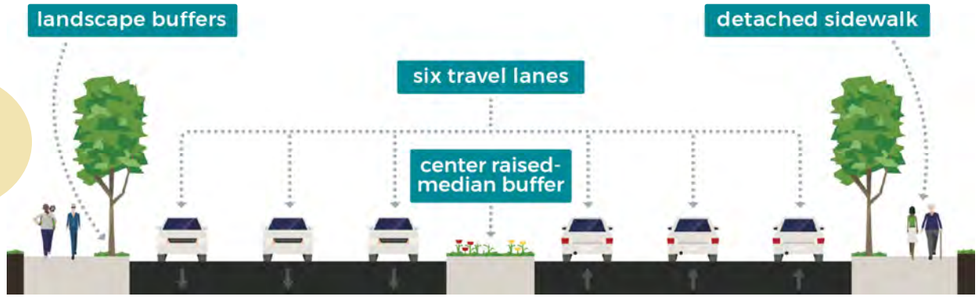
(Examples: Sheridan Boulevard, Huron Street and 92nd Avenue)

Participants were asked to choose their preferred street design scenario from the examples for each street type and were asked to consider the Transportation & Mobility Plan vision and goals as well as potential constraints such as funding availability and limited street width.

Scenario A

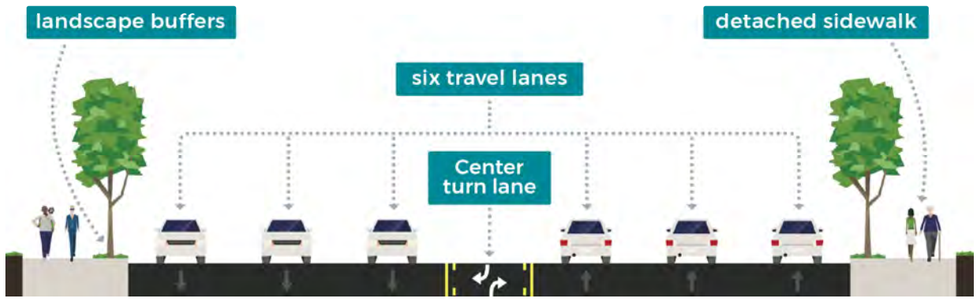
Includes six travel lanes, center raised-median buffer, landscaped buffer, and detached sidewalks for pedestrians

Rank #3



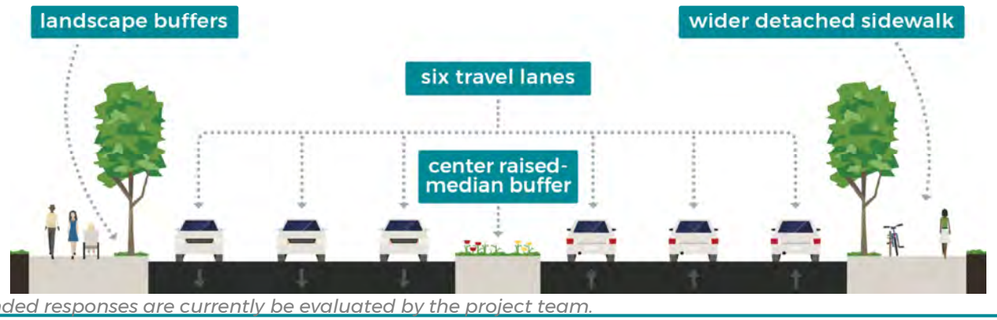
Scenario B

Includes six travel lanes, center turn lane, landscaped buffers, and detached sidewalks for pedestrians



Scenario C

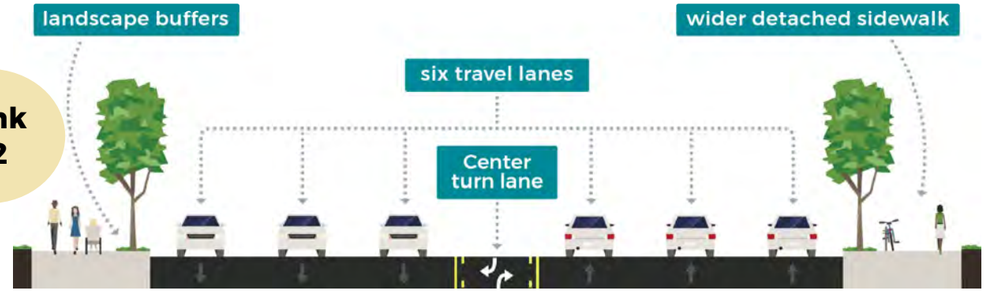
Includes six travel lanes, center raised-median buffer, landscaped buffer, and wide detached sidewalks for pedestrians and bicyclists



Scenario D

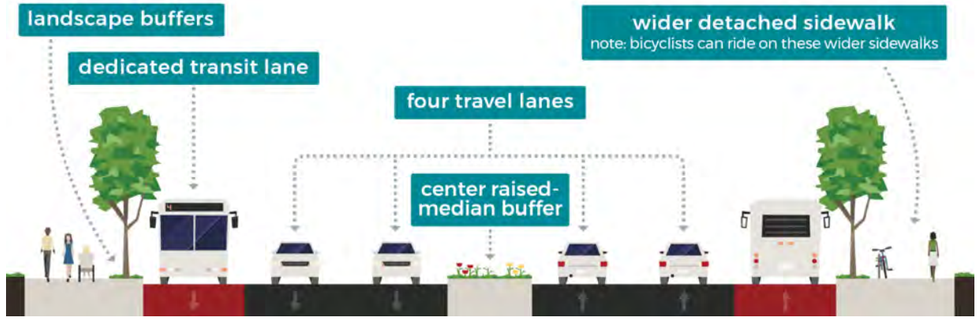
Includes six travel lanes, center turn lane, landscaped buffer, and wide detached sidewalks for pedestrians and bicyclists

Rank #2



Scenario E

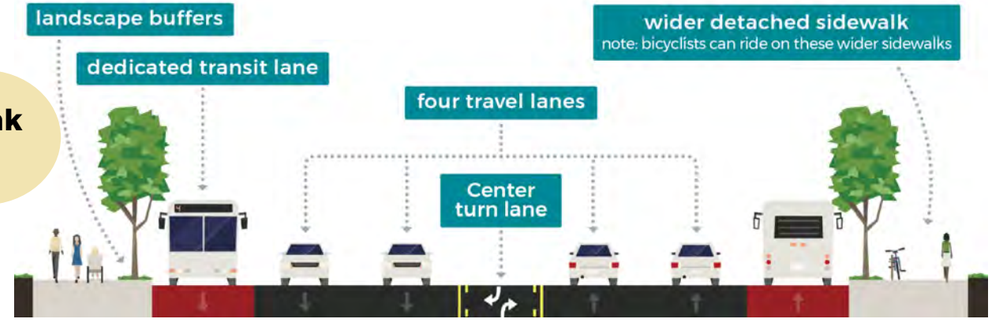
Includes four travel lanes, dedicated transit lanes, center raised-median buffer, landscaped buffers, and wide detached sidewalks for pedestrians and bicyclists



Scenario F

Includes four travel lanes, dedicated transit lanes, center turn lane, landscaped buffers, and wide detached sidewalks for pedestrians and bicyclists

Rank #1



Note: Open-ended responses are currently be evaluated by the project team.

DESIGN YOUR STREETS, CONTINUED *(OPTIONAL SURVEY)*

27 participants

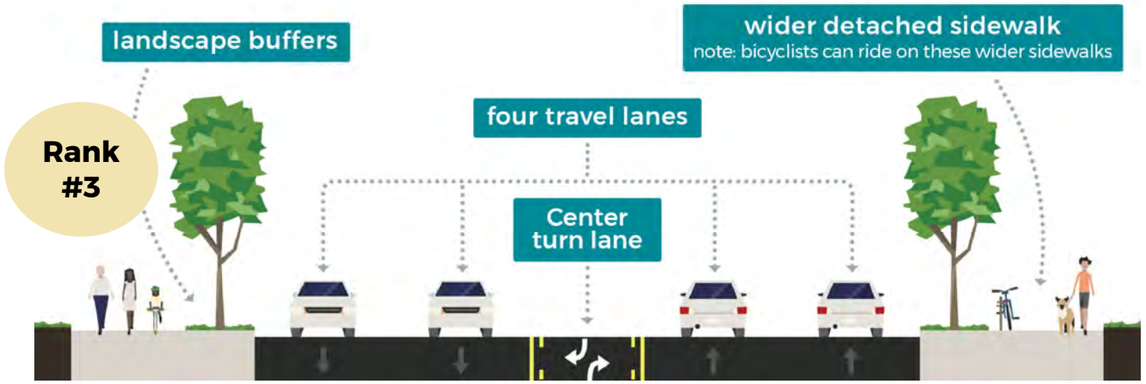
MINOR ARTERIALS

(Examples: Westminster Boulevard and 112th Avenue)

Participants were asked to choose their preferred street design scenario from the examples for each street type and were asked to consider the Transportation & Mobility Plan vision and goals as well as potential constraints such as funding availability and limited street width.

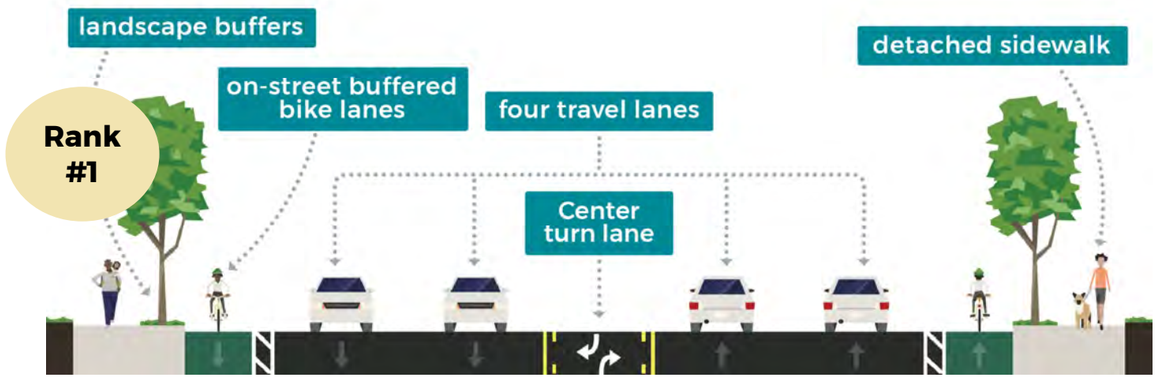
Scenario A

Includes four travel lanes, center turn lane, landscaped buffers, wide detached sidewalks for pedestrians and bicyclists



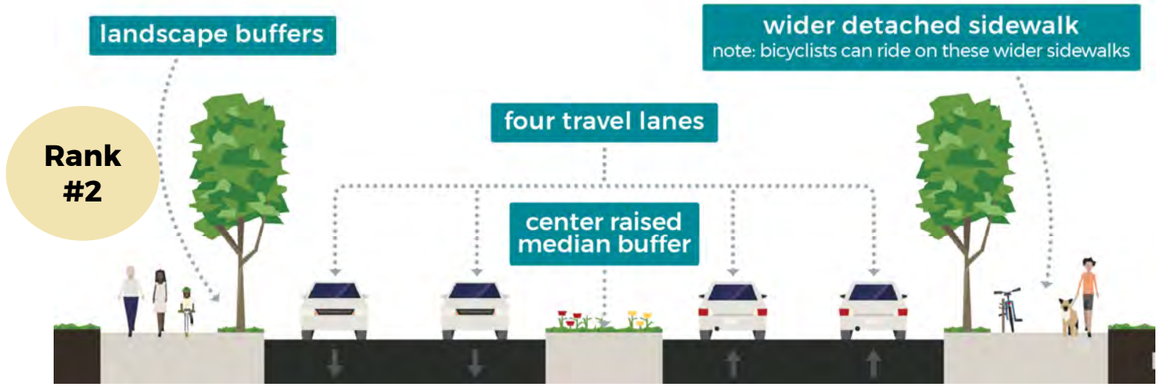
Scenario B

Includes four travel lanes, center turn lane, buffered bicycle lanes, landscaped buffers, and detached sidewalks for pedestrians



Scenario C

Includes four travel lanes, center raised median buffer, landscaped buffers, and wide detached sidewalks for pedestrians and bicyclists



Note: Open-ended responses are currently be evaluated by the project team.

DESIGN YOUR STREETS, CONTINUED *(OPTIONAL SURVEY)*

27 participants

COLLECTOR STREETS

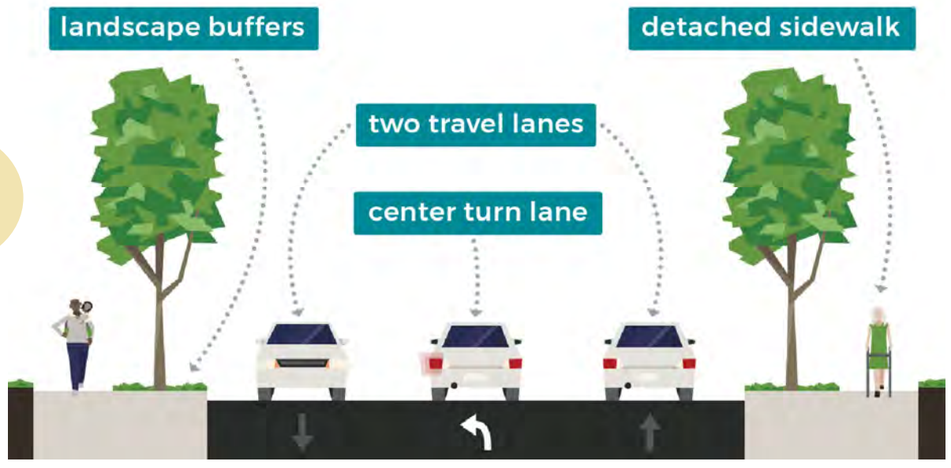
(Examples: Lowell Boulevard, Yates Street and Pierce Street)

Participants were asked to choose their preferred street design scenario from the examples for each street type and were asked to consider the Transportation & Mobility Plan vision and goals as well as potential constraints such as funding availability and limited street width.

Scenario A

Includes two travel lanes, a center turn lane, landscaped buffers, and detached sidewalks for pedestrians

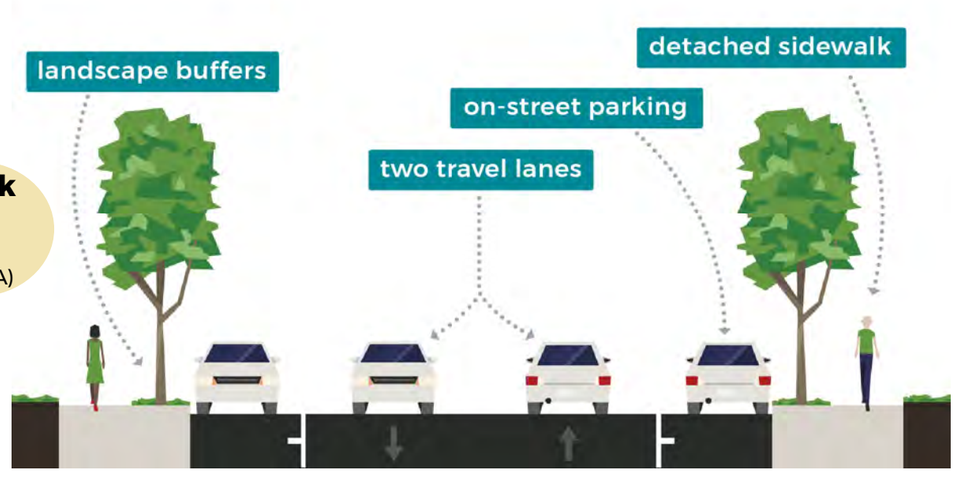
Rank #2 (tied with B)



Scenario B

Includes two travel lanes, on-street parking, landscaped buffers, and detached sidewalks for pedestrians

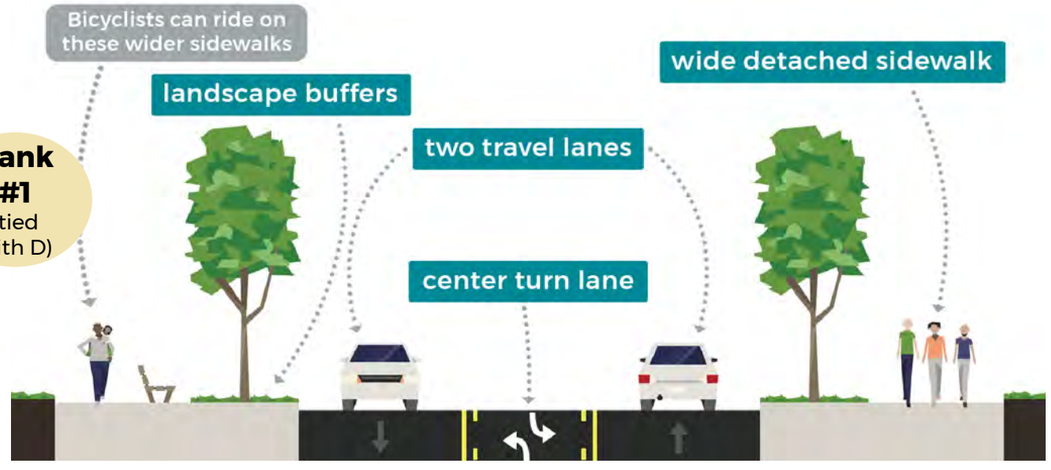
Rank #2 (tied with A)



Scenario C

Includes two travel lanes, a center turn lane, landscaped buffers, and wide detached sidewalks for pedestrians and bicyclists

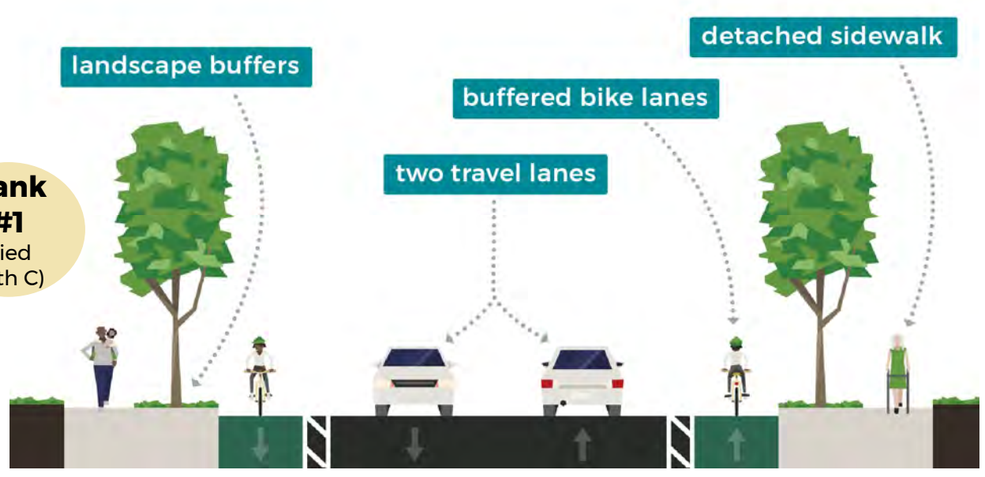
Rank #1 (tied with D)



Scenario D

Includes two travel lanes, buffered bicycle lanes, landscaped buffers, and detached sidewalks for pedestrians

Rank #1 (tied with C)



Note: Open-ended responses are currently be evaluated by the project team.

DESIGN YOUR STREETS, CONTINUED *(OPTIONAL SURVEY)*

27 participants

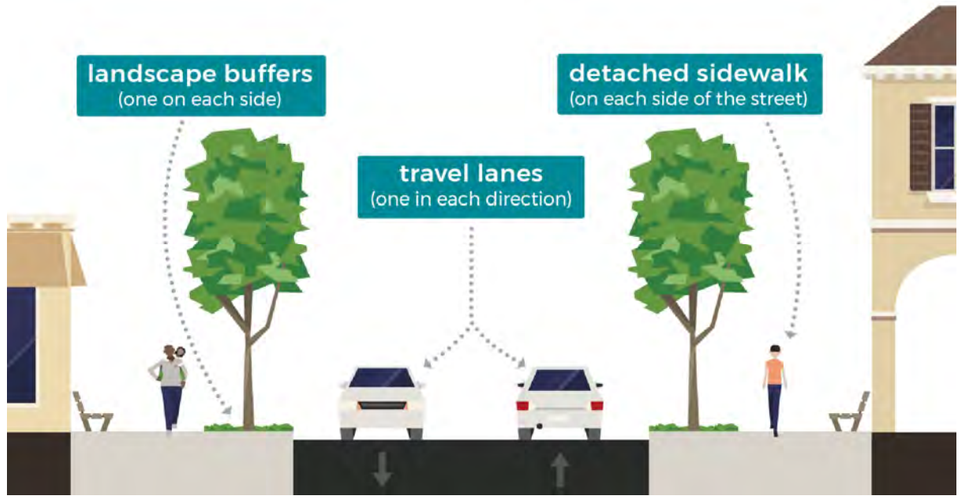
MAIN STREETS

(Examples: streets in Downtown Westminster, Bradburn Boulevard and portions of 73rd Avenue)

Participants were asked to choose their preferred street design scenario from the examples for each street type and were asked to consider the Transportation & Mobility Plan vision and goals as well as potential constraints such as funding availability and limited street width.

Scenario A

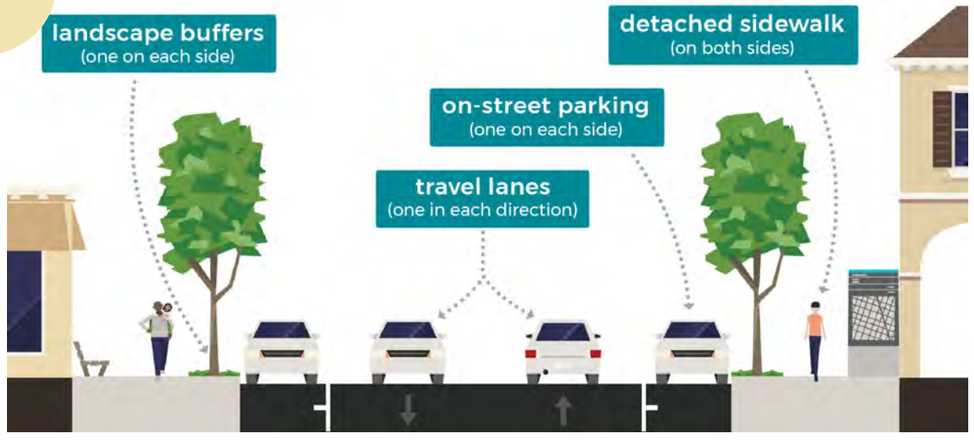
Include two travel lanes, landscaped buffers, and detached sidewalks for pedestrians



Scenario B

Include two travel lanes, on-street parking, landscaped buffers, and detached sidewalks for pedestrians

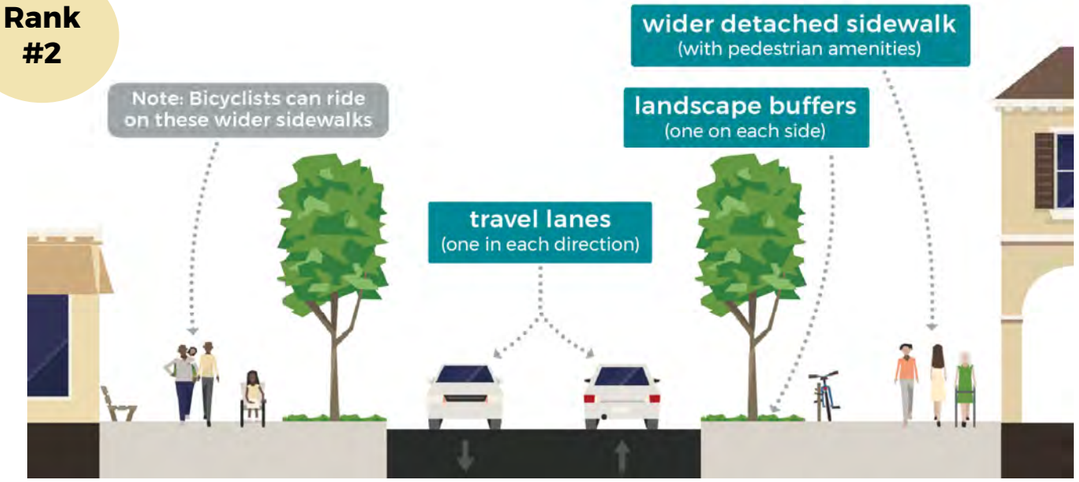
Rank #3



Scenario C

Include two travel lanes, landscaped buffers, amenities, and wide detached sidewalks for pedestrians and bicyclists

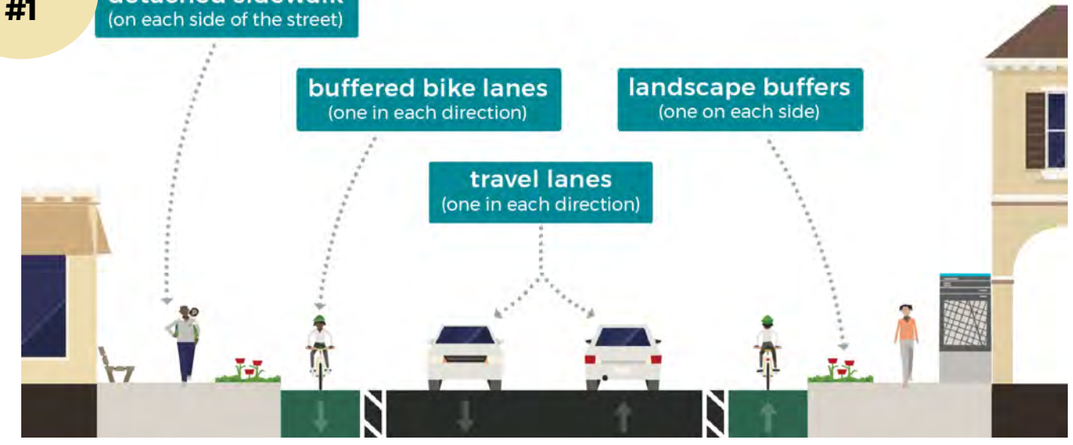
Rank #2



Scenario D

Include two travel lanes, buffered bike lanes, landscaped buffers, and detached sidewalks for pedestrians

Rank #1



Note: Open-ended responses are currently be evaluated by the project team.

PHASE 3 ENGAGEMENT

COMMUNITY INPUT ON DRAFT TMP

Westminster Transportation & Mobility Plan

Phase 3 Summer 2021 Community Engagement Highlights

Community input is important to help inform the development and implementation of the Transportation & Mobility Plan (TMP), ensuring the plan meets the current and future transportation and mobility needs of the community. Each of the three phases of the plan development process includes community outreach and engagement, designed to build upon the previous phases' activities.

COMMUNITY ENGAGEMENT ACTIVITIES OVERVIEW

The third and final phase of community engagement of the plan development process was completed June 28 - July 19, 2021. Input was gathered through an online survey, available in English and Spanish. Community member and stakeholder comments were also received by email and input received during meetings with organizations, agencies and City Boards and Commissions. Participants could provide their contact information at the end of the survey for a chance to win a gift card.

The survey gathered community input on each of the 11 chapters and Appendix D (Corridor Profiles and Projects) in the draft Transportation & Mobility Plan. The first question for each chapter asked participants to indicate their level of agreement with a chapter or specific chapter content; the second question was available for open input about the chapter. Optional demographic questions were also asked to summarize from whom and where the project team received input. Highlights from the results are shown in this report. All comments received on the draft TMP are shown in Appendix C: Community and Stakeholder Engagement.

SURVEY PARTICIPATION

120 survey participants

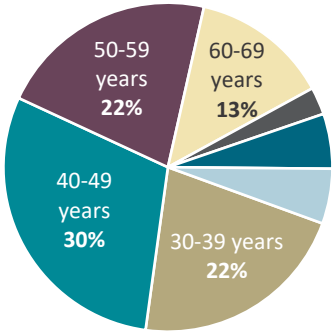
315+ comments

Number of participants and comments includes those participants that provided input through email or during meetings.

WHO WE HEARD FROM

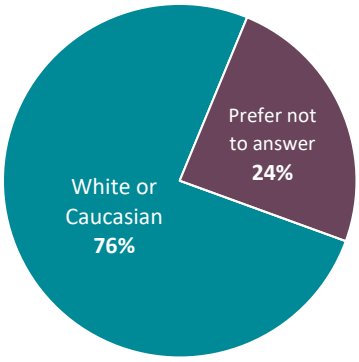
Data based on the 37 responses to these questions. These questions were indicated as optional.

Age of Survey Participants



- 70-79 years: **3%**
- 80 years+ : **5%**
- Prefer not to state: **5%**
- 19 years or younger: **0%**
- 20-29 years: **0%**

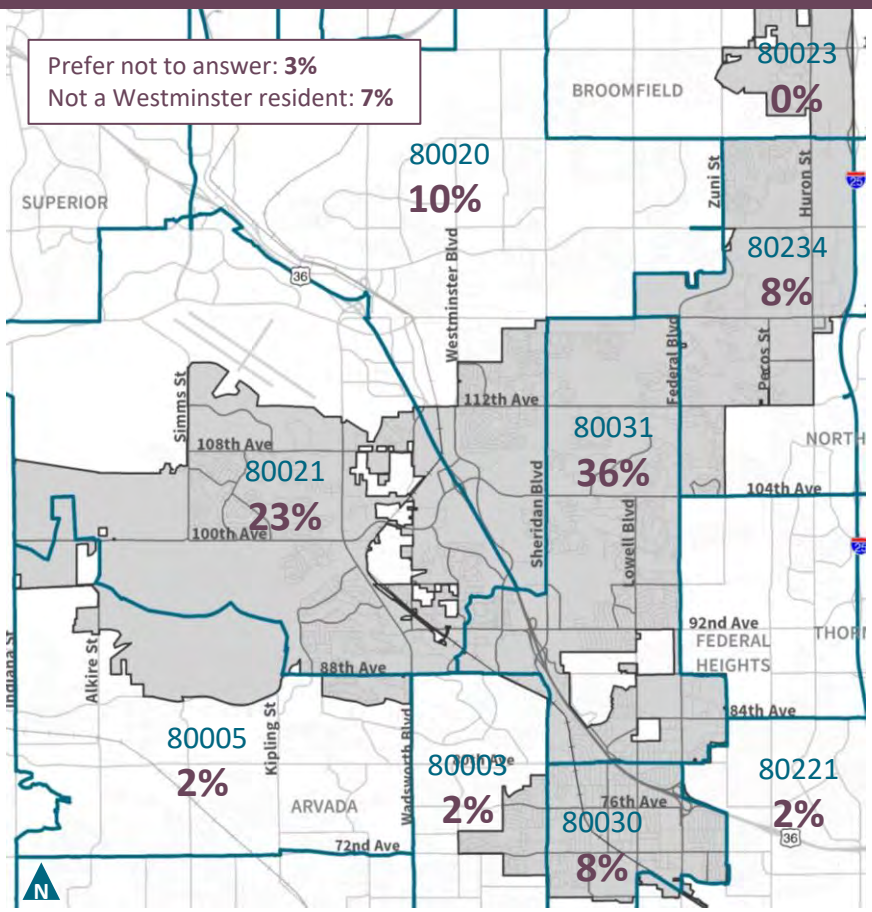
Race of Survey Participants



Hispanic, Latino or Spanish Origin:
Mexican, Mexican American, Chicano: 8%, Puerto Rican: 8%, prefer not to state: 83%

WHERE WE HEARD FROM (residence zip code)

Data based on the 116 responses to the question in the online survey. Zip code data shown below does not reflect community members or stakeholders that provided comments through email or during meetings.

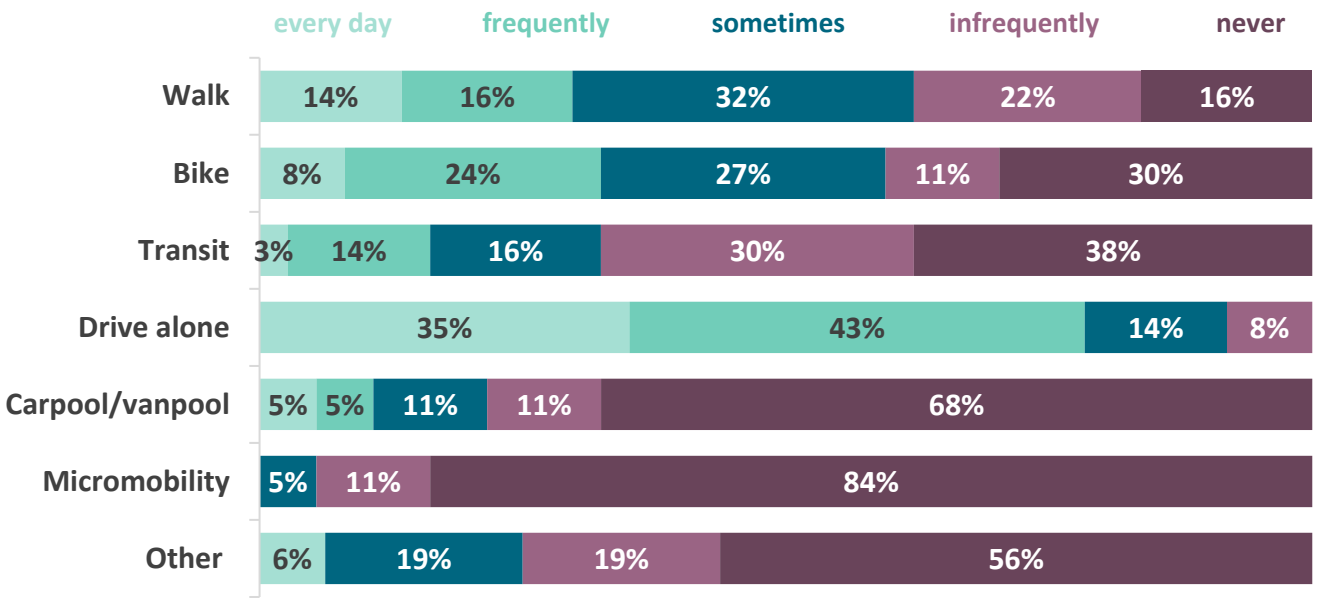


Note: Percentages may not total to 100% due to rounding.

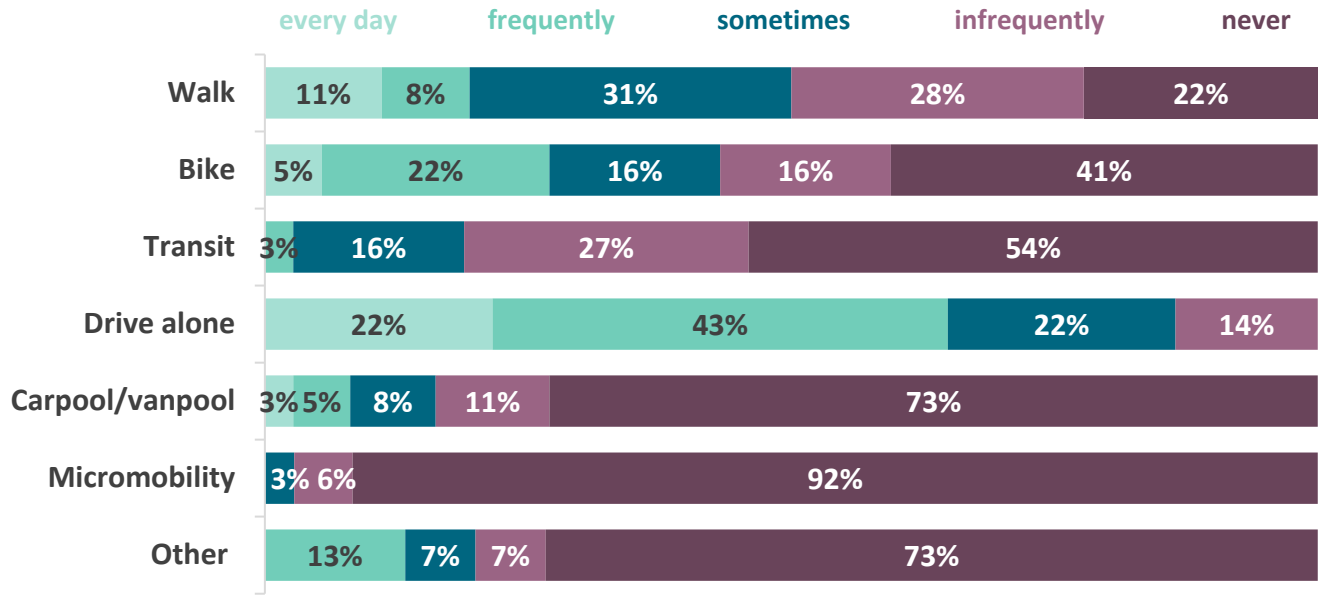
HOW PARTICIPANTS TRAVEL

Data based on the 37 responses to these questions.

Participants were asked how often they would use the following transportation modes, *before social distancing guidance was in place*, to get to/from work, school, errands, and social activities.



Participants were asked how often they *currently* use the following transportation modes to get to/from work, school, errands, and social activities.



Note: Percentages may not total to 100% due to rounding.

OPEN-ENDED COMMENTS THEMES

Data based on the 316 open-ended questions and comments to the plan.

Participants commented on the Transportation & Mobility Plan through per-chapter open-ended questions in the online survey and comments provided through emails and during meetings. These comments were evaluated and used to inform revisions to the plan, as needed. The comments were categorized into the following themes.

A short description can be found after each the category title, as well as a breakdown of comments in support of or concerns that were expressed about the plan or specific plan content. All comments received on the draft plan are listed in Appendix C: Community and Stakeholder Engagement.

CORRIDOR IMPROVEMENT PROJECTS — 26%

Transportation improvement suggestions along corridors or at intersections.

GENERAL EDITS — 13%

Edits to the formatting, text, or clarification needed.

TRANSIT FACILITY/SERVICE — 11%

56% in support
of increased transit service and transit stop improvements.
44% concerned
about quality of transit service and accountability to complete transit projects.

BICYCLE FACILITIES — 10%

36% in support
of increased bicycle facilities and design suggestions.
64% concerned
about connectivity or lack of use.

GENERAL PLAN — 10%

56% in support
of the plan's clarity and vision.
44% concerned
about accountability and the plan's clarity.

IMPLEMENTATION — 7%

71% in support
of the plan's implementation strategies.
29% concerned
about accountability, resources and timeline.

PEDESTRIAN FACILITIES — 5%

50% in support
of increased pedestrian facilities.
50% concerned
about connectivity or lack of use.

STREET IMPROVEMENTS — 4%

46% in support
of multimodal street improvements.
54% concerned
about design not addressing specific mode needs or had improvement recommendations.

DEMOGRAPHICS & EQUITY — 3%

Suggestions for where to increase equity considerations in the plan.

OTHER — 10%

Outreach (2%)
Environment (2%)
Micromobility (2%)
Parking (2%)
Development/Growth (2%)
Technology (<1%)
TDM (<1%)

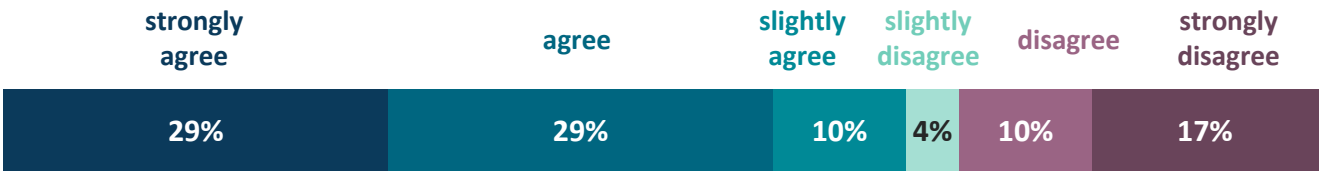
Note: Percentages may not total to 100% due to rounding.

CHAPTER 1: INTRODUCTION

Data based on the 48 responses to this question.

Chapter 1 describes the need for Westminster's Transportation & Mobility Plan, the process for developing the plan, and offers an overview of the current conditions of the transportation system in Westminster.

Participants were asked if the introduction clearly defines why Westminster should have a transportation plan to address the current and future transportation and mobility needs of the community.

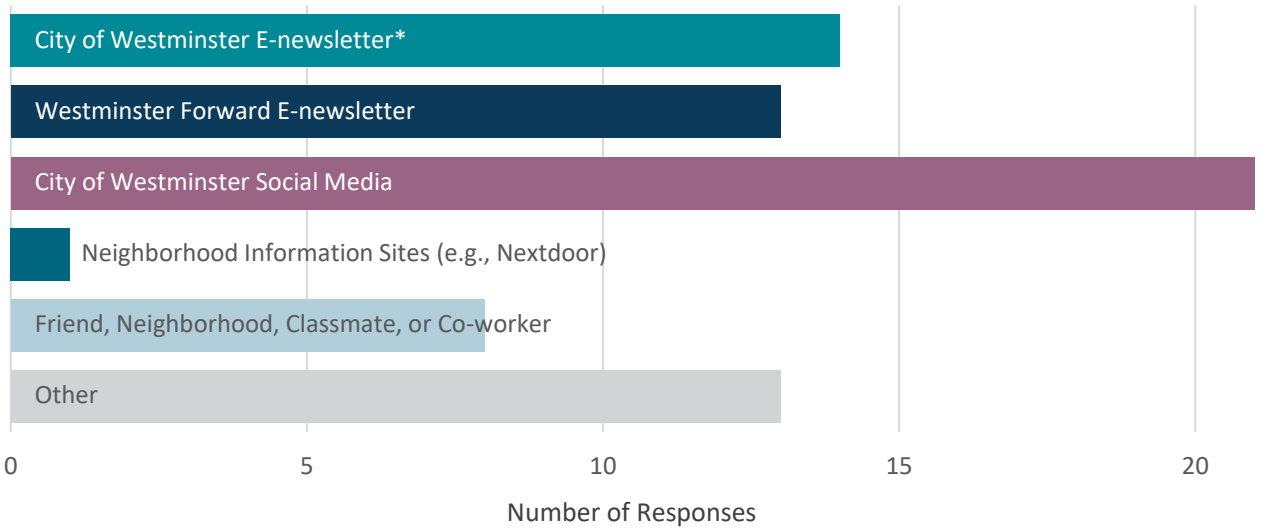


CHAPTER 2: COMMUNITY AND STAKEHOLDER ENGAGEMENT

Data based on the 70 responses to this question.

Chapter 2 describes the community engagement process and how the community input was used to inform the development of the Transportation & Mobility Plan.

Participants were asked how they heard about opportunities to provide input during all phases of the development of the Transportation & Mobility Plan.



**The Weekly was only available during TMP community outreach Phases 1 and 2.*

Note: Percentages may not total to 100% due to rounding.

CHAPTER 3: VISION AND GOALS

Data based on the 38 responses to this question.

Chapter 3 presents the Transportation & Mobility Plan vision and seven goals as the foundation of the plan, to ensure the plan and implementation of the plan meet Westminster's transportation and mobility needs, as well as to support other local and regional goals.

Participants were asked if the vision and goals represent what should be achieved to meet the transportation and mobility needs of Westminster.

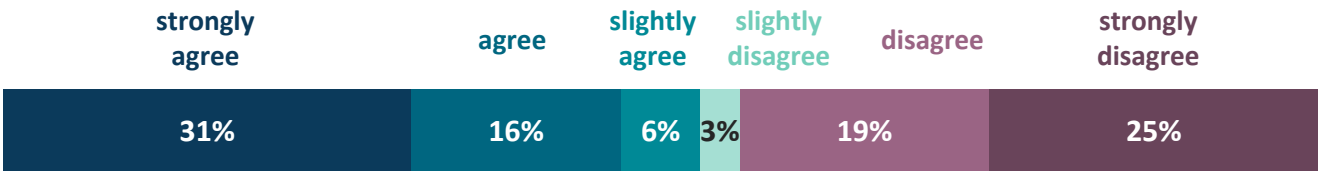
Note: No questions were asked regarding Chapter 4: Modal Plan Development of the TMP.

CHAPTER 5: MULTIMODAL STREETS PLAN

Data based on the 32 responses to this question.

Chapter 5 focuses on how to maximize the existing transportation system's capacity, improve operational efficiency of moving people and freight, and address critical safety issues along corridors and at intersections. The plan also includes dedicating space for transit, bicycle and pedestrian travel modes.

Participants were asked if the recommendations in Chapter 5 and associated street projects in Appendix D will address the safety, reliability and connectivity needs for all modes of transportation along corridors and at intersections in Westminster.



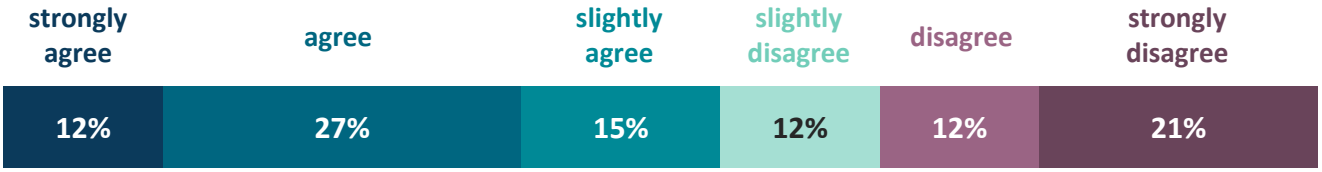
Note: Percentages may not total to 100% due to rounding.

CHAPTER 6: TRANSIT PLAN

Data based on the 33 responses to this question.

Chapter 6 describes how the City of Westminster, in coordination with partners, can play a role in enhancing transit service and improving transit rider experience, keeping in mind that transit service in Westminster is provided by the Regional Transportation District (RTD).

Participants were asked if the transit recommendations included in Chapter 6 and the associated transit improvement projects in Appendix D will improve the reliability of transit service and quality of transit facilities in Westminster.



CHAPTER 7: BICYCLE PLAN

Data based on the 34 responses to this question.

Chapter 7 includes Westminster's future bicycle network that will provide safer and low-stress bicycle facilities (e.g. bike lanes) and will improve multimodal connections between neighborhoods and destinations.

Participants were asked if the recommendations included in Chapter 7 and associated bicycle improvement projects in Appendix D will provide a safer and more connected bicycle network in Westminster.

Note: Percentages may not total to 100% due to rounding.

CHAPTER 8: PEDESTRIAN PLAN

Data based on the 31 responses to this question.

Chapter 8 is comprised of a network of over 100 projects that include completing sidewalk gaps, providing improved pedestrian access to key destinations like schools and transit stops, and improving the safety of street crossings.

Participants were asked if the recommendations included in Chapter 8 and associated pedestrian improvement projects in Appendix D will increase the safety, accessibility and connectivity for pedestrians in Westminster.

CHAPTER 9: TRANSPORTATION-SUPPORTIVE PROGRAMS AND TECHNOLOGY

Data based on the 28 responses to this question.

Chapter 9 provides an overview of key programs and technology that the City, in coordination with partners, should evaluate, expand and integrate to support Westminster's transportation system and to ensure successful implementation and the on-going operations and maintenance of existing transportation improvements as well as those improvements identified in the TMP.

Participants were asked if the programmatic and technology recommendations presented in Chapter 9 are important for the City and partners to continue to explore or expand for potential integration into Westminster.

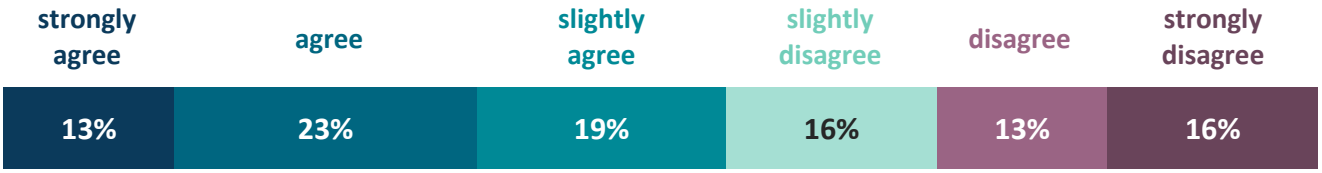
Note: Percentages may not total to 100% due to rounding.

CHAPTER 10: STRATEGIES AND ACTIONS

Data based on the 31 responses to this question.

Chapter 10 presents the strategies and near-term and future actions to provide a comprehensive multimodal transportation system for Westminster and to ensure improvements and investments along corridors and at intersections are successfully implemented.

Participants were asked if the recommended strategies and actions presented in Chapter 10 will address the transportation and mobility needs of Westminster.



CHAPTER 11: IMPLEMENTATION AND NEXT STEPS

Data based on the 26 responses to this question.

Chapter 11 describes the early actions and next steps for the City, in coordination with partners, which should begin over the next few years to implement the Transportation & Mobility Plan.

Participants were asked if the early actions identified in Chapter 11 are the important first steps the City and partners should prioritize and begin initiating.

Community Comments Received on the Draft Transportation & Mobility Plan

The following comments were received from community members and organization/ agency staff through the online input survey (open June 28-July 19, 2021) or email, in addition to those comments provided during meetings with agency staff.

Comment	TMP Chapter Appendix Comment References	Commenter Category
I am glad to see Westminster focus on the need to connect non car based forms of transportation. You have already made great strides on connecting the Dry Creek bike path to other bike paths. Now you need a way for bicyclists to safely navigate the Wadsworth corridor.	1	Community member
Too much money has been wasted on new development. Time to slow down and reevaluate the whole master plan.	1	Community member
Also, the city needs to do more to combat climate change.	1	Community member
The rationale for a transportation plan should include stronger links to climate change and the role of the transportation system in GHG emissions	1	Undefined/ Anonymous
Reformatting some text would make it easier to read on mobile devices.	1	Undefined/ Anonymous
There is a typo in the third paragraph under the heading: "The Need for a Transportation Vision and Plan for Westminster."	1	Community member
FlexRide on pg. 16 may need some more explanation. A lot of people don't understand how it works and where it serves.	1	Community member
This is unclear (comment refers to the daily population change graphic on page 12, Chapter 1)	1	Agency/ Organization
Sources? (comment refers to graphics shown on pages 16-17, Chapter 1)	1	Agency/ Organization
What is the mode share compared to crashes? (this comment refers to the crash data graphic on page 16, Chapter 1)	1	Agency/ Organization
Page 15- Use brighter colors to more clearly show the trail and parks/open space areas.	1	Community member
More description on past performance is missing. We spent $26 million in grants, where? Some discussion of projects would be very helpful.	1	Community member
Extremely leading and vague	1	Community member
Everything is too fluffy and not direct, wasting time and losing engagement from the reader.	1	Community member
The walk, bike, and transit scores stated are extremely generous.	1	Undefined/ Anonymous
Overall, the plan and intro are great.	1	Community member
The Current and Future Conditions Report is a valuable compilation.	1	Community member
It's important that cars--especially single occupant vehicles--be the distant last priority of this plan. I appreciate that the plan makes an emphasis on all modes, safety, and equity. I think there could be even more language that demonstrates the priority of moving people above moving vehicles.	1	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
Road conditions on some major arteries is poor (see Wadsworth, 92nd Ave).	1	Undefined/ Anonymous
Standley Lake is an underutilized resource that should be connected to the new downtown.	1	Undefined/ Anonymous
Why are you continuing to waste taxpayer monies? RTD was a multi billion dollar waste with low to no riders. Enough! You guys are killing us middle class taxpayers!	1	Community member
Also, the plan does not really outline our relationship with RTD to separate their failings versus that of the city.	1	Community member
There needs to be a push from the city to demand RTD live up to their commitments and complete the B-Line to Longmont, this should include withholding all taxes and fees until the project is completed.	1	Community member
The plan must include rail to the new downtown.	1	Undefined/ Anonymous
Stop growing the government! Grow businesses! Grow taxpayers! Stop growing those things that take away our liberty, freedom, and property! Enough already with the leftist nonsense agenda that has destroyed every town to date!	2	Community member
It was a very thorough explanation of the engagement that took place. I would have appreciated more involvement from the community. Perhaps a public advisory board that included the perspectives of vulnerable and underserved populations, but overall, it was a diverse stakeholder group. Thank you for including Mile High Connects. The graphic on pg.25 that showed the overlap of all of the Westminster Forward planning efforts was great!	2	Community member
I personally found participation challenging. I heard about the Westminster Forward effort early on and signed up for updates, but I didn't receive any information about opportunities to participate until more than halfway into the community engagement effort and missed out on opportunities like "design our streets" because I didn't hear about it until I saw it in the plan. I think that's reflective of city government's approach that only caters to those who actively and relentlessly seek to engage rather than eliciting engagement from a broader audience. This results in a lot of misinformed policy driven by the vocal minority. The chapter lacks detail about participation. From Appendix C it appears that the community engagement phase was very limited in its reach and diversity. The more affluent areas and the people who frequently drive outside Westminster seem to have an outsized voice in shaping the plan. If equity and safety are prioritized these voices are not steering the ship in the right direction. I understand that minorities, low-income, and other underserved populations are hard to get engagement from, but it seems that the team didn't try hard enough.	2	Community member
I was involved in your initial outreach attempts and applaud your efforts. It is key to involve citizens who take local transit and use bikeways to balance the pro fossil fuels only lobby.	2	Community member
The city and councilors do not listen to constituents or return emails.	2	Undefined/ Anonymous
I live in Westminster and commute by bike through Arvada. I have found the Arvada engagement process easier to find and easier to participate in, despite not having an Arvada address.	2	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
I am 81 and I do not have the "balance" to ride a bike. I also live in an aging community (NPE) where most residents do not use bikes. Goals must include seniors who do not ride bikes and have trouble dealing with bike lanes (e.g. narrow streets like Lowell Blvd.) when driving. Older residents still need to use their cars to get around, shop for groceries, etc. and too many bike lanes present a problem for them.	3	Community member
Would like more bike lanes	3	Community member
I'm glad equity is included in visons and goals but hope it will be in the execution of the plan. Equity means understanding older adults need close-in parking as many are unable to ride bikes or stand for the periods of time public transit requires. They drive and pretending people don't require parking now and in the future is just incorrect.	3	Community member
The vision should include stronger reference to transportation system that improves public health and reduces contribution to climate change	3	Undefined/ Anonymous
We don't live in Boulder for a reason. Please stop moving toward that.	3	Community member
Your vision is to make the city poor, increase government and make residents depend on you. Straight to destruction! Leave US alone and get out of our pockets!!	3	Community member
Goals are too vague, can't apply metrics to meet or concrete outcomes. As an example, the community asked for bicycle/ pedestrian separation for safety and the goal is "protect" and "Thrive"? Similarly, improve local transit service i.e. improve the bus service became "comprehensive multimodal transit network"?	3	Community member
I am especially interested in the innovate aspect of the vision and goals. I think as we think of the future we have an opportunity to set Westminster up for success by providing excellent transportation options, and where we can by thinking outside of the normal and going for new ideas	3	Community member
Having participated in the process, this appears to be in line with what I ranked items.	3	Community Member

Comment	TMP Chapter Appendix Comment References	Commenter Category
I think these are great goals. There's a lot of overlap, but I agree with the community's assessment that connect, protect, and maintain should be the top priorities. You will make a lot of headway with the other goals and best improve residents lives and prosperity by pursuing those three the hardest. I am very wary of "fund" not because projects don't need funding but because funding often drives projects that don't align with values. We chase "free money" to do something with marginal effect and squander the city match money that could have gone to higher priorities. There should be an explicit step in the grant preparation process where staff, council, and some citizen advisors take a hard look at how well a project aligns with our values and priorities to make sure we're not just chasing dollars. I do see value in relooking our funding mechanisms and finding ways to align more revenue generation from the users of transportation system. That was the idea behind gas tax. This can also be a driver for mode shift by making the financial cost for single occupant vehicles much higher than other modes, and in so doing reduce the burden on our transportation network and generate funding for multi-modal transportation improvements.	3	Community member
We NEED additional transportation infrastructure to accommodate the high growth of our city. Making it safer and connect to surrounding areas is key to implementation.	3	Community member
It would have been nice to be able to give input in 2019 and 2020. I've lived here 20 years and there was no significant outreach.	3	Undefined/ Anonymous
People don't walk in this area. It's too spread out. It isn't an urban area where it's worth walking to things because the distances are huge and the places we go for what we need are never going to be walking distance. I'm never going to take a bus when I need to get groceries or go out for a meal.	3	Community member
Font too small (comment refers to the text at the bottom of page 31, Chapter 4)	4	Agency/ Organization

Comment	TMP Chapter Appendix Comment References	Commenter Category
"Page 32- The first paragraph implies that the City has not been a strong advocate for pedestrian and bike usage. I take strong exception to that characterization. Under my leadership at Director of Community Development, the City did the following to enhance pedestrian and bicycle safety: a) The minimum street ROW was widened greatly to increase the setback from back of curb to ROW line from 17 feet to 30 feet. We mandated 8 foot wide sidewalks on both sides of major roadway, set back at least 12 feet from the back of curb. Those setbacks improved pedestrian safety and virtually eliminated the snow plow debris from landing on the sidewalk. The non-sidewalk area was required to be landscaped, thus improving the bike and pedestrian experience. b) Westminster was one of the first Denver area cities to embrace new urbanism. Bradburn was the first with several to follow. These developments provide much more robust pedestrian and bike connectivity and safety than conventional residential developments. 3) The City mandated that new residential developments have wider, detached sidewalks which provides a shaded tree canopy and more pleasant and safer pedestrian and bike environment. 4) I relentlessly pursued the construction of dozens of underpasses to improve bike and pedestrian safety. 5) CD required developers to install miles of trails. 6) Staff facilitated many pedestrian friendly commercial areas such as Bradburn, the Orchard, Shops at Walnut Creek and Downtown. No other suburban metro City has such a track record. 7) Several streetscape projects in Historic Westminster provide safe and attractive pedestrian and bicycle experiences. As a result of these and other policies, Westminster has wider landscaped areas along arterial streets and many more new urban developments than its peer cities of Thornton, Broomfield and Arvada. Why aren't these achievements acknowledged?"	4	Community member
Let the bicyclists and others pay if they want this!! Stop robbing US who don't want this!!!	5	Community member
Adding bike lanes to major streets is ridiculous. Every travel lane you take away to add a bike lane means more pollution because vehicles are then stuck in traffic for longer periods of time. This wastes gas and time and adds to frustration levels. Westminster's population is aging and that means not many folks will be riding bikes. The Lowell corridor info doesn't take into consideration the nightmare of adding 7,000 people to Lowell between 84th and 88th if Uplands is approved and what that additional traffic will do to the corridor. There is no way to widen Lowell in that area and certainly there is no place to add a bike lane! Also, putting bike lanes at the curb with parking in the street is dangerous for bikers as disabled people's wheelchair ramps then must go across the bike lane. Shared use parking is more a fantasy than reality given how many people work from home these days. They aren't all driving off to work, so they are not freeing up parking spaces at transit/retail areas during the day for the most part.	5	Community member
Page 42, Figure 3 - Wadsworth Parkway, Sheridan Boulevard, 104th Avenue and Federal Boulevard all need to be shown as needing to be 6 through lanes their entire lengths within Westminster. Widening 4 lane roads to 6 lanes would increase the capacity by 50%! I can guarantee most residents would support this as a means to reduce congestion and speed up commutes.	5	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
New and upcoming neighborhoods need to be built with the multimodal plan. I am sure that is in the works.	5	Community member
It's great to see a focus on new topics for Westminster - especially Vision Zero and Parking and Curbside Management.	5	Community member
The recommendations take over 10+ years to implement safety features for cyclists which is too long.	5	Community member
These goals must be embraced at the city planning level and incorporated into the approval process for new retail and residential development.	5	Community member
An easy, low cost bike sharing program to assist people who may find themselves too far away from certain areas or needing to carry a child/bags/etc unexpectedly would be a lovely addition. Plenty of times I have to rearrange my day because we find ourselves needing to get somewhere that's just a little too far for my toddler to walk or for me to carry her + my bags/groceries, etc.	5	Community member
I don't know how you are going to get people to be out of their cars. This isn't something that I see changing. Also, I don't see any areas in Westminster right now that are high pedestrian use outside of the trails. It is rare to see pedestrians walking anywhere.	5	Community member
Sidewalks along 92nd do not have a minimum width of 4 feet! They are only 36" wide from Federal to Wolff on the north side and Federal to City Hall on the south side. You can get 3-wide on a 4' path, but to do 3-wide on this stretch someone needs to step into the street.	5	Undefined/ Anonymous
I recently moved near Federal and 70th Ave, and would love to see the area become safer for pedestrians and cyclists	5	Community member
The recommendations should include more aggressive reallocation of general purpose traffic lanes to cycling and pedestrian facilities. Corridor plans should include explicit linkage to active transportation investments in surrounding jurisdictions.	5	Undefined/ Anonymous
The plan only addresses improving traffic flow on major arteries, and is deficient in the traffic calming aspect. Travel speeds through neighborhoods are too high, enforcement is lax, and speed bumps get shaved down to the point where they do not serve as a deterrent to high speeds. If Westminster is going to get serious, you need photo radar vans in neighborhoods. Also, there are a huge number of essentially abandoned vehicles parked on the side of the road. These push traffic into the center of the road and hide the presence of children and pedestrians. If a car doesn't move at least once per month, it should be in someone's driveway/personal property.	5	Community member
Shared use is somewhat lacking. How will the curb areas accommodate Uber/Lyft/autonomous vehicles, wheelchair lift unloading areas for via and Access-a-ride? How will we address zero occupancy vehicles? The congestion caused by Uber and Lyft circling waiting for passengers?	5	Community member
We are a commuter state. Your attempts to push people to use public transportation aren't based on reality.	5	Community member
Please include discussion about ReImagine RTD in the transit chapter. (comment paraphrased from meeting discussion)	6	Agency/ Organization
Not existing? (comment refers to Figure 6.1 map on page 49 - the missing red line between 112th Ave and 120th Ave along Federal Boulevard)	6	Agency/ Organization

Comment	TMP Chapter Appendix Comment References	Commenter Category
I would love to see a transit propensity index map for our city, to show where populations most likely to use transit currently live. I don't think that RTD is in a position to meet all of our transit needs. Other comments on the transit section: [other comments are broken out into separate comments in this table]	6	Community member
I liked these graphics (comment refers to the community input results graphics on page 46, Chapter 6)	6	Agency/ Organization
Will you be defining what is meant by frequent service? Is it every 10-15 minutes?	6	Community member
Designing streets to move people ensures that we are using existing infrastructure as efficiently as possible.	6	Community member
Does the city plan on encouraging employers to offer EcoPasses by covering part of the cost in the first couple of years? How about encouraging Neighbor EcoPass programs? Can we help subsidize Neighborhood EcoPass Programs for housing authority sites in the city limits?	6	Community member
RTD is a great theft! What a joke!!!	6	Community member
Transit doesnt matter so much, if it is unaffordable, unreliable, and cripplingly slow compared to alternatives. Fancying up the bus stops does less the shelter someone than making it so they dont need to wait on the streetside for an hour.	6	Community member
Again. Little to no motivation for someone to not use a car here. If I didn't have a car, I wouldn't live here. 1 hour waits for busses is ridiculous. It's double edged. No one wants to wait for or take these busses and no one takes the busses, so no desire to improve the schedule.	6	Community member
Page 48, Figure 6.1- Any transit enhancements should not be to the detriment of vehicular traffic. We still need 6 through lanes on major highways as mentioned in #3 above.	6	Community member
The lack of information related to rail in Westminster shows that Westminster does not intend to pressure RTD to complete the line to Boulder. Maybe Westminster would be better served if the taxes being paid to RTD for rail were redirect to address our transit needs.	6	Community member
There's NO room on 92nd to add a transit lane without displacing thousands of residents, but that appears to be on the table according to the maps in chapter 6.	6	Undefined/ Anonymous
We need a lot more options for buses near 80th and Sheridan. In the last few years rtd cut most of the buses to this area and it really hurt the community	6	Community member
The plan should include more aggressive reallocation of general purpose travel lanes to bus priority lanes on busy transit corridors	6	Undefined/ Anonymous
We are paying for light rail. It needs to be built.	6	Community member
Partner with RTD to expand FlexRide services	6	Community member
We need to expand the light rail system to serve more of Westminster. Right now the light rail station is in an isolated North Denver location that serves few residents.	6	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
The plan does not place much emphasis on extending the B Line to DTW in the near term, nor completion of NW Rail as envisioned in FasTracks. Suggest at least a stand-alone paragraph and some graphic illustration. In Chapter 10, strategy EA 16 could be stronger. The FlatIron Flyer is not at it's full potential. Provision of bi-directional bus service/express lane service from US 36/I-25 to Denver Union Station will assure travel time advantage to travelers coming to and from Westminster.	6	Community member
Huron also seems like a likely candidate for enhancements.	6	Agency/ Organization
Addressing gaps in current transit service or the need for other new services (microtransit or fixed route) should be addressed. This is addressed in Chapter 10 but could use additional details in this chapter.	6	Agency/ Organization
Pg. 50 stop and station: shade, people with disabilities and mobility limitations are often required to exert themselves mote to get around in wheelchairs or walkers plenty of shade helps them feel dignified.	6	Community member
For Stop and station improvements- can we use Universal Access principles that go beyond ADA?	6	Community member
We need to pressure RTD to honor its commitments first before studying new ones. After defaulting on its BRT and Northwest Rail commitments, RTD paid $250K for the Northwest Area Mobility Study to "document" its final capital commitments under the program including elevators/stairs at the US36 & Sheridan station to replace the silly circle ramps and moving the Church Ranch platform (see Table 4.4) then proceeded to default on those.	6	Community member
Long term transit plans should be focused on autonomous vehicles.	6	Community member
It is good to see the local transit improvements on Sheridan, I tried to use RTD to get from 101st and Sheridan to 120th and sheridan, and it was a 1.5 hour bus ride on the 92 to US36, up to Broomfield on the FF1, then over on another bus. This compared to a 54 minute walk.	6	Community member
RE: Pg. 45 - is the city exploring operating/contracting out Westminster specific micro transit? I would fully support the city exploring how to provide transit services beyond RTD.	6	Community member
I'm never going to ride in the streets. I'll only ever use the trails.	7	Community member
I see very few bicycles on our streets. Additionally the bicycles I do see are more interested in hampering traffic movement than obeying traffic laws.	7	Community member
Let the bikers pay! I pay for what I use; others must do the same!!	7	Community member
Our current bicycle lanes are fine. No need for new ones.	7	Community member
Seems bike lanes will be upgraded for the sake of increasing bike use. However, what good are bike lanes if there's nowhere to go? Can I bike to the grocery store? Safely? Would it be pleasant or do I need to put in earplugs to deal with the adjacent traffic?	7	Undefined/ Anonymous
Multiuse side paths are also dangerous to cyclists when crossing driveways and side streets since motorists fail to look both ways and fail to recognize the rate of travel for cyclists. Motorists tend to pull into the multiuse side path. Just look at how many motorists fail to stop behind crosswalks.	7	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
Why is there a gap from Federal to Sheridan on 112 for bike facilities?	7	Community member
Adding bike lanes to major streets is ridiculous. Every travel lane you take away to add a bike lane means more pollution because vehicles are then stuck in traffic for longer periods of time. This wastes gas and time and adds to frustration levels. Westminster's population is aging and that means not many folks will be riding bikes. The Lowell corridor info doesn't take into consideration the nightmare of adding 7,000 people to Lowell between 84th and 88th if Uplands is approved and what that additional traffic will do to the corridor. There is no way to widen Lowell in that area and certainly there is no place to add a bike lane! Also, putting bike lanes at the curb with parking in the street is dangerous for bikers as disabled people's wheelchair ramps then must go across the bike lane.	7	Community member
As a bike commuter, my transit to work or to do business in the city often takes me to streets that where there is no connected network that provides safe transit, for instant, from east of Federal to the businesses on Sheridan. The sidewalks are a nightmare trying to bike across at 92nd and Sheridan. Lowell south of 88th to 80th can be hair raising at times. And while Tennyson may not be a major corridor street, many young people from the homes around 52nd who ride north to school and stores are faced with a dangerous ride. Thanks	7	Community member
The trail crossing of North Independence Drive, between Carr St and W 94th Ave, could use an upgrade. Visibility is very poor due to landscaping, and vehicles are often unaware of the crosswalk. Speeding is frequent. Recommend removing shrubs and trees in the view triangle, and adding a rapid flash beacon with button to activate it. An automatic trip sensor would be even better - many children use this corridor and have trouble starting and stopping due to the slope. Crossing Independence closer to Wadsworth is very hazardous - vehicles are moving too fast on and off of independence due to wadsworth intersection.	7	Community member
Bike network doesn't seem to prioritize bicycle travel to schools within neighborhoods. In my opinion, neighbor schools should be linked with neighborhood bikeways. Standley Lake high school has some trails connecting it to communities, but using neighborhood bikeways with traffic calming measures could increase the number of students biking to that school.	7	Community member
Is bike parking addressed in any of the planning documents? Are you going to adopt multimodal design standards to add to the code that address bike parking requirements of new developments and businesses?	7	Community member
I would like to see more consideration to basic needs beyond education and employment sites. Grocery stores, food pantries, in particular have the added complication of requiring people to carry bags, items to get to transit. This can be challenging.	7	Community member
How can we prioritize bike/Ped connectivity in our many suburban designed streets (cul de sacs). Can we prioritize retrofitting land use to prioritize bike/ped connectivity between property lines, similar to the trail connection on 98th place, instead of expecting bike/ped to use streets designed for cars?	7	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
Independence is shown as having a bicycle lane all the way from 88th to wadsworth - that is incorrect. There is no bike lane between 92nd and 96th, and it is moderate to high stress because of it. Because it is a moderate hill, users spend extra time while climbing in this area without a lane and are more prone to wiggle side to side. The sidewalk is narrow and unsuitable for bicycles.	7	Community member
Thank you for thinking about the needs of bicyclists! Eliminating high risk street crossings -- such as that at the 104th/ Church Ranch & Highway 36 overpass --- will make everyone safer and more likely to ride their bike.	7	Community member
Separated bike lanes should be present on all arterial roads including reallocation of general purpose travel lanes where necessary	7	Undefined/ Anonymous
Bike lanes are better than nothing, but like many cyclists I greatly prefer being completely separated from cars (either above a curb on a wide sidewalk, or on a multi-use path). Too many cyclists get run over by negligent drivers.	7	Undefined/ Anonymous
Simms street is extremely dangerous to ride on with no shoulder. Please make this a priority bicycle improvement.	7	Undefined/ Anonymous
Great illustration of bicycle typology. Appreciate the reference and proposal for regional bicycle connectivity. Critically important to have City Council adopt the plan to set forth priorities for implementation and funding, internally and for grant funding.	7	Community member
Please note - City of Thornton is currently finalizing a draft of its Transportation and Mobility Master Plan update which will include a proposed Future Bike Network that will likely include bike lanes along some major arterials. It does not look like Westminster is including bike lanes on arterials due to high stress environment, but we wanted you to be aware so that there is not a conflict between our proposed plans and so we can ensure continuity for cyclists across the cities. Thornton will have a draft of our TMMP available for review in mid-August which will include the final version of the bike network for your review and comment.	7	Agency/ Organization
Pg. 57: neighborhood bikeways also frequently have traffic calming measures such as planters, bollards, painted pinch point intersections.	7	Community member
Are there any considerations you need to take into account for eBikes?	7	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
"The following is a list of proposed bike lanes in addition to the ones shown on Figure 7.1: a) The proposed bike lanes on Grove Street north of 104th Avenue should extend northwest on 107th Avenue to King Street. b) The Mushroom Pond Trail needs to be widened to 8 feet along Decatur Street south of 119th Avenue. Also, on-street bike lanes need to be installed on this same stretch of Decatur Street. There is ample room if parking is prohibited on the east side of the street. c) Add bike lanes to Zuni Street between 120th Avenue and Federal Parkway. d) Add bike lanes to 122nd Avenue between Pecos Street and Huron Street as well as potentially other streets in Park Centre such as 121st Avenue and Mariposa Street. e) Show the McKay Creek Trail extending to the McKay Lake Trail across the McKay Lake Open Space. f)Add bike lanes to 113th Avenue and 115th Avenue between Sheridan Boulevard and Wolff Street. g) Add bike lanes on 117th Avenue/Wolff Street between Sheridan Boulevard and 118th Place. No homes directly front on these streets. h) Add bike lanes on 108th Avenue between Wadsworth Parkway and Wadsworth Boulevard. i)101st/Wolff Street in Hyland Greens should have bike lanes, not sharrows, most of the way if parking is limited to just one side of the street. Very few houses directly front on these streets. j) Show a trail on the north side of Lower Church Lake. k) Add bike lanes to Johnson Street/104th Avenue between Wadsworth Parkway and 108th Avenue. l) Add bike lanes on Countryside Drive between Simms Street and Oak Street. m) Add bike lanes on Garland Street between 100th Avenue and the Ketner Lake Trail. n) Add bike lanes on Moore Street/104th Drive along the north side of Ketner Lake. Limit parking to one side, except perhaps during school events. o) Reduce through lanes on Westmoor Drive from 4 lanes to 2 lanes and create buffered bike lanes. p) Add bike lanes on 108th Avenue between Westmoor Drive and Simms Street. q) Alcott Street south of 112th Avenue should have bike lanes since virtually no houses front on the street, r) 117th Avenue between Wolff and Quitman Street should have bike lanes. Prohibit parking on the south side to create room. s) Tennyson Street between Main Street in Bradburn and 117th Avenue should have bike lanes. t) Add bike lanes on 96th Avenue between Wadsworth Boulevard and Pierce Street. u) Add bike lanes on 103rd Avenue between Church Ranch Boulevard and Wadsworth Boulevard. v) Add bike lanes to Navajo Street between 112th Avenue and 113th Avenue and on 113th Avenue between Pecos Street and Navajo Street."	7	Community member
Should sidewalks be mentioned, if only to educate on whether it is legal to ride bikes on sidewalks in Westy? (Comment refers to bicycle facility types on pages 56-57)	7	Agency/ Organization
Why multiuse instead of shared-use? (comment refers to Multiuse Trails bicycle facilities on page 56, Chapter 7)	7	Agency/ Organization
Trail (comment refers to misspelling of trail on page 56, Chapter 7)	7	Agency/ Organization

Comment	TMP Chapter Appendix Comment References	Commenter Category
Are "trails" the same as multiuse trails in the definition on the previous page? (comment refers to Figure 7.1 trail in legend of map, Chapter 7)	7	Agency/ Organization
This appears to be an unpaved multiuse trail, which is not mentioned in the graphic to the left. (comment refers to photo shown on page 61, Chapter 7)	7	Agency/ Organization
What is timeline for bike plan? It seems like it is so necessary and would be very beneficial.	7	Community member
Thank you for including programs to walk and bike to school!	7	Community member
Page 59, Figure 7.1- Westminster needs MANY more pedestrian underpasses than are shown on this map. See my comments on Appendix B for recommendations. During my tenure, I facilitated the construction of dozens of underpasses. Sadly, it seems like interest in these key bike/ped system enhancements have wained since I left.	7	Community member
Pg. 72: I'm would like to see Farmer's Canal trail near Wadsworth and 92nd be improved by minimizing conflicts with street traffic and add buffered landscaping along 92nd. It is a very stressful route for families, older adults, and people with disabilities and does not fit the character of the route as a whole. It could improve multimodal travel to the new downtown, if the same buffered landscaping between the road and trail were continued beyond where farmers branches off into the residential community and that section was upgraded to a Multiuse Sidepath with buffered landscaping.	8	Community member
Have considerations for blind people been made? In locations in Westminster the crosswalks do not have beeping or talking that indicate that it is safe to cross, this potentially limits the ability for the blind people to access cross walks independently. Also, have all districts been considered for accessibility in Westminster? The examples provided were from Westminster, Jeffco, and a community college, Adams 12 Five Star School District examples were missing, there are 4 schools working the city that are served by Adams 12. Are improvements going to happen for the schools in the Adams12 school district as well?	8	Community member
Suburban Commercial opportunities: encourage private developers and retail to improve accessibility and ped connections from nearby transit stops, sidewalks, trails. Often people have to navigate parking areas with no clear, accessible pedestrian path. As suburban commercial properties redevelopment, how can we ensure that they are developed in a way that supports access by transit users, pedestrians, and bicycles?	8	Community member
Maybe bold these concise purpose statements? (comment refers to 2nd paragraph on page 63, Chapter 8)	8	Agency/ Organization
Should this be "Multiuse side path" to match the bike chapter? (comment refers to page 70, Chapter 8)	8	Agency/ Organization
Why are these not mentioned in the bike plan? (comment refers to the Natural Trail discussion on page 70, Chapter 8)	8	Agency/ Organization
Does this include side path, multiuse, gravel and natural trails? (comment refers to Figure 8.2 map in Chapter 8)	8	Agency/ Organization
Hard to see on map. (comment refers to the existing underpasses shown on Figure 8.2 map in Chapter 8)	8	Agency/ Organization

Comment	TMP Chapter Appendix Comment References	Commenter Category
Page 72-Figure 8.2- The legend should say "proposed underpass". See my comments on Appendix D for more suggested underpasses as well as proposed sidewalk widening projects.	8	Community member
Page 68- extra bullet point under Suburban Commercial Use/ characteristics	8	Community member
Go back to the drawing board.	8	Community member
Why not focus on roads? Oh yes everyone is broke so it's best to walk! Enough already!!	8	Community member
While this a great plan, I don't see it ever being completed. I do not trust words, I even question actions, but I never doubt patterns." And the patterns are that city council promises one thing, then does the opposite. Or raises fees without input from the citizens.	8	Community member
I fully support a Vision Zero Plan, especially a 20 is Plenty Campaign for residential areas	8	Community member
Street trees and other landscaping is an important element of the pedestrian experience. The plan should strengthen requirements for street trees in public rights of way and on private property	8	Undefined/ Anonymous
Pg 70, when discussing landscape buffer, please consider emphasizing landscaping that provides shade. The impact of shade on the pedestrian experience, especially for individuals with mobility limitations, can't be overstated. Thank you for including street furniture. The most walkable locations are also sittable, especially for people with mobility limitations. Benches are pedestrian facilities.	8	Community member
Creating a pedestrian safe area near Westminster station is much needed	8	Community member
Love the emphasis on speed, hope to see more narrow streets with natural speed mitigation, some pics would help sell the concept.	8	Community member
Given the high use of public parks and walkways, this pedestrian plan is key for to provide safer and more accessible ways for residents to recreate, go to work, and shop.	8	Community member
Benches and shade ever 1/4 mile of trails for people with limited mobility limitations.	8	Community member
Very comprehensive approach.	9	Community member
If future city councils are truly committed to partnerships, I could be supportive.	9	Community member
Micromobility needs to stay off of sidewalks 48" or less.	9	Undefined/ Anonymous
Scooters are a nightmare and should not be allowed in the city. They are dangerous to the rider and pedestrians. Dockless bikes or scooters should not be allowed. Both are currently littering the sidewalks of Denver and pose an obstacle to wheelchair users as well as pedestrians and the blind. When Denver had a docked bike program, that worked well as people didn't throw them everywhere. Improvement in traffic signal flow should be a priority. Having to stop at every traffic signal is gas and time wasting.	9	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
In light of the many issues surrounding micromobility (scooters), particularly after piles of them were found on the sidewalks following the recent All Star game in Denver, it appears that an incentive for returning scooters to docking stations is a requirement. In addition, scooter "drivers" are often responsible for collisions with pedestrians. This mode of transportation is not deserving of a lot of focus unless improvements are made.	9	Community member
Micromobility has the potential to overcome some of the equity gaps in transportation access for first and last mile connections, but the micromobility providers need to be held accountable to some equitable standards such as serving linguistically diverse communities, conducting education and outreach to underserved communities that may not think that the services are designed for them, overcome barriers for payment methods (low income and minority populations are more likely to be unbanked/not have access to a credit card), and rebalancing micromobility devices, so that they are available in underserved neighborhoods, destinations important to underserved communities.	9	Community member
I am concerned about how the traffic administrator gathers data on accidents or accident-prone intersections. WE ran into this problem when dealing with St. Mark's Village. CDOT has planned for right turns only when driving south on Federal Blvd. but the folks who live in St. Mark's Village would have to turn left at 97th to get to their apartments. That's an illegal turn. So they ride through NorthPark instead and make a u turn to get home. This has caused one accident already. I am also concerned about crossing Federal Blvd. at 104th. There should be a traffic slow down sign with a lower speed limit because that area is also very accident-prone for pedestrians.	9	Community member
Consider policies that consider the impact AVs could have on the budget for stripping and congestion (zero occupancy vehicles).	9	Community member
Actions 6.4 and 6.6: bike facilities should be more than just u-racks, they should be respectable and dignified, by being covered, allow space for adaptive and ADA bikes/trikes, and some should have charging for eBikes/Other-Powered Driven Mobility Devices under the ADA	10	Community member
"Complete Streets Policy Complete Streets Policies are one best practice to ensure the transportation system promotes all forms of transportation; one key component of Complete Streets Policies is also ensuring equity is at the root of the transportation network, beginning with equitable community engagement and metrics to both evaluate and guide investments and engagement. TCHD commends the City for the incorporation of a Complete Streets Policy within the TMP"	10	Agency/ Organization
Pg 92: please add equity to this sentence: TMP addresses community access, economic, health, environment, safety needs, and equity.	10	Community member
Complete Streets Policy - Please add to the list of “all users regardless” of age, ability, income, racial/ethnic background, or transportation mode	10	Community member
Equity is really important in the implementation of the traffic calming policy. Consider developing an equitable implementation plan, that involves the voices of underserved communities, so that you can ensure that communities with the highest need for safe streets for all modes can benefit from such a policy.	10	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
Strategies and actions should include equity. Equity is not only about evaluating the benefits and burdens of transportation projects in vulnerable and underserved populations, it is also embedded in how you implement projects and incorporate the perspectives and voices of equity populations into the vision of the project. Consider adding that projects, plans, policies should be safe, connected, accessible, and equitable.	10	Community member
Consider adding Universal Access Standards that go beyond ADA, include the comfort of all passengers, entire trip chain, inclusive planning processes to get the voices of people using the services	10	Community member
"Chapter 10- No emphasis whatsoever on traffic congestion reduction which needs to be a key goal to address citizen traffic congestion concerns. I think the staff and consultants are tone deaf on this. Frustration with traffic is fueling the anti growth sentiment. I don't blame people who feel this way. Why should the City be supporting rezonings/Comprehensive Plan changes that will increase traffic when the existing problems are not effectively being addressed?? Page 22- Per the citizen participation input the report states: ""Traffic congestion and delays are one of the highest challenges"" Page 28- Phase 2 Community Outreach- ""Transportation improvements are needed to address traffic due to growth"" Page 32- The Community INput Tradeoff and Priories- This exercise was flawed since not one of the choices was ""Reduce Traffic Congestion"". Because it was not a choice, it calls into question the resulting priorities."	10	Community member
The plan should assess the contribution of the transportation system to global climate change and set targets for reductions in line with state, national, and international agreements.	10	Undefined/ Anonymous
Add photos (comment refers to Traffic Calming policy on page 93, Chapter 10	10	Agency/ Organization
Add graphic on 9/10 people die at 40 MPH and the increase in peripheral vision at slower. (comment refers to Traffic Calming policy on page 93, Chapter 10)	10	Agency/ Organization
Pg. 98 - strategy 6 description- please change decease to decrease.	10	Community member
Whoever wrote this doesn't live in the area	10	Community member
You guys have no clue on strategy! All you want is to steal taxpayers monies and you will destroy the city outright! It's criminal in my view!	10	Community member
So text heavy and long but clear	10	Undefined/ Anonymous
Good! Folks often omit the ranges for $ signs (Comment refers to Table 10.1 footers regarding cost ranges)	10	Agency/ Organization
If the strategies and actions get funded and prioritize, this should be a great plan.	10	Community member
What are the timelines? There is such a need, esp with the growth in the area.	10	Community member
What additional actions can DRCOG be listed as initiating partners and what level of partnership is needed for actions such as TDM? (comment paraphrased from meeting discussion)	10	Agency/ Organization

Comment	TMP Chapter Appendix Comment References	Commenter Category
The plan should include targets for reallocation of road space from general purpose traffic to active modes and transit priority.	10	Undefined/ Anonymous
The plan should include target mode shares and actions to achieve a greater shift to transit and active modes.	10	Undefined/ Anonymous
Action 9.4: love this one! Also consider working with CU Boulder to explore becoming a “child friendly” city	10	Community member
Action 7.5: I love this action item!	10	Community member
Action 7.6: I fully support this	10	Community member
Action 7.1: Curbside Management, please do not overlook wheelchair drop off zones in curbside management	10	Community member
Pg. 85. Curbside Management, please do not overlook wheelchair drop off zones in curbside management	10	Community member
Action 7.2: Can we manage parking requirements on a neighborhood basis, assuming people can and will walk 3-5 blocks or more?	10	Community member
Strategy 8. A lot of these policies are needed to rebalance they transportation system to deemphasize the dominance of the personal auto to make space for safer, more affordable, more environmentally friendly modes. We very much need to eliminate parking minimums for developers and encourage decoupling parking costs from overall development costs, i.e., businesses, pay the developer for dedicated parking separate from renting the residential unit or commercial properties. Thank you for including many of the action items in Strategy 8.	10	Community member
Action 2.4: Can we ensure that street lighting is focused on pedestrians/transit users and their perceived feelings of safety, vs. focused on cars?	10	Community member
Action 6.5: Sidewalks and paths are great, but can we also include that new developments and redevelopment opportunities are “oriented” towards transit users, pedestrians, and bicyclists, by NOT placing parking between the transit users/pedestrians and the community amenities?	10	Community member
Strategy 7 - Suggest more emphasis on need for pricing signals and enforcement. Additional funding will be necessary for enforcement.	10	Community member
There is very little mention about electric vehicles and electrification. Most of these efforts will likely be lead by market factors, but there is a role for local governments in ensuring that EV technologies are accessible to underserved communities. How can the city partner with CarShare providers, like Colorado CarShare, to ensure accessibility of car sharing EVs to populations who cannot afford to purchase their own EV. Additionally, EV charging stations are generally for private use or open to the public. How can the city ensure that there is a network of EV chargers that can be permitted out to shared use options that are open to the public, like car sharing and ride hailing?	10	Community member
Light Rail was voted in, but it appears never will be completed for Westminster. Promises made, Promises broken.	10	Community member
Regarding transit, additional details could be useful. Where are the gaps? What services should have a "buy-up."	10	Agency/ Organization

Comment	TMP Chapter Appendix Comment References	Commenter Category
Please consider adding human services transportation options, such as community transportation providers like Via Mobility Services Paratransit and volunteer driver programs, to the strategies. As our population ages, it is going to be even more important that these options receive funding at the local level and are well coordinated with human services organizations and transit operations, such as FlexRide, ADA Paratransit Services, like RTD Access-a-Ride, and fixed route services.	10	Community member
Strategy 5.2: it seems like providing micro transit should be included in this section.	10	Community member
Strategy 5 - This strategy lets RTD off pretty easy with regard to regional investments (Flatiron Flyer and B Line). See comment in Chapter 6 re: FF. The B Line frequency is abysmal. The plan should call for additional rail service on the existing segment and expansion to DTW and Church Ranch. suggest strengthening	10	Community member
Consider adding equity is not just added as an outcome measurement, but also a process that includes the could underserved and vulnerable voices into the implementation of projects.	11	Community member
Consider monitoring air quality as a way to track progress. It is hard for one municipality to make a huge difference in a regional problem, but tracking it will ensure that it is a top priority.	11	Community member
Recommend adding a metric about implemented bicycle facility conditions, e.g., % of bicycle facilities that are low-stress. (comment paraphrased from meeting discussion)	11	Agency/ Organization
You are heading US to chapter 11!!!	11	Community member
Again, Promises made, Promises broken. I have no faith in complete follow through.	11	Community member
Good catalogue of early actions and logical to organize them implementation timing.	11	Community member
Consider adding Housing + Transportation affordability and housing-jobs balance to tracking progress. A successful transportation plan is a successful land use plan. Calling out that dynamic directly in the performance measurements can help underscore the importance of the interconnectedness.	11	Community member
Consider adding the number of jobs accessible by a 30 minute transit trip (by neighborhood) to transit measures.	11	Community member
Scooters, downtown, asap.	11	Community member
Continued work on traffic light management, coordination, timing , will be appreciated. Triggered intersection (96th & Federal) are an example of lights with timing that frustrates commuters.	11	Community member
Building infrastructure that you have control over (trails, sidewalks, crossings, bike lanes) has a more guaranteed result than improving transportation stops, which are dependent on RTD servicing them. RTD can and does discontinue service to stops and routes all the time, and there are many barriers to the use of RTD. A disabled citizen with a mobility scooter can use the sidewalk and crossing infrastructure, if it is appropriate and maintained.	11	Community member
Appendix B colors are hard to differentiate for mode share	B	Agency/ Organization

Comment	TMP Chapter Appendix Comment References	Commenter Category
We liked the short-trip analysis in the appendix and suggest maybe bringing it into the plan.	B	Agency/ Organization
Within the appendix B, Page 27, maybe adjust the zero car household not necessarily relying on carpooling or explain the role of carpooling in the plan as a whole	B	Agency/ Organization
88th st bike lanes are actually high stress between kipling and wadsworth, particularly eastbound. Much speeding and high speed turners interacting with side streets and business access. I avoid it. Kipling (where lanes exist) definitely feels safer. I also refuse to use the "bike path" along or on grade crossings of Wadsworth - too dangerous. Move up the schedule.	D	Community member
I'm glad that these cycling improvements are being planned. The route north of Standley Lake on Simms towards Hwy 128 is a treacherous stretch of road. I guess most of it falls within Broomfield.	D	Undefined/ Anonymous
Thank you for focusing so much on low stress biking. See comment above about buffered landscaping and multiuse side path. They are very important for users of all ages and abilities to feel safe and comfortable.	D	Community member
Include Thornton in coordination (potential transitions at east limit) - comment refers to project 367 on the 120th Avenue corridor profile in Appendix D	D	Agency/ Organization
Federal Parkway Corridor: The sidewalk on the east side of Zuni Street south of 136th Avenue should be 8 feet wide.	D	Community member
Federal Parkway Corridor: Widen Federal Parkway to four lanes north to 128th Avenue, not just to 122nd Avenue. Zuni Street to the north is already four lanes between 128th Avenue and 136th Avenue.	D	Community member
Federal Parkway Corridor: Need an eight-foot detached sidewalk along the west side of Zuni/Federal Parkway between 122nd Avenue and 128th Avenue.	D	Community member
Federal Parkway Corridor: Need an eight-foot detached sidewalk on the east side of Zuni Street between 144th Avenue and 142nd Avenue. This is not located in Broomfield.	D	Community member
Pecos Street Corridor: Add an eight-foot-wide sidewalk on the west side of Pecos Street where none exists abutting the Ranch Open Space. It's hypocritical for the City to require developers to install sidewalks abutting their projects and not install sidewalks abutting city property. This sidewalk should be a high priority.	D	Community member
Pecos Street Corridor: Replace all undersized sidewalks with eight-foot sidewalks on both sides of Pecos Street between 112th Avenue and 120th Avenue.	D	Community member
80th Avenue Corridor - No mention is made of the bottleneck at 80th Avenue/Lowell Blvd where eastbound lanes neck down from two to one west of Lowell. East of Lowell there are two eastbound lanes. This would provide 4 un-interrupted though lanes between Sheridan Boulevard and Federal Boulevard. Add a right turn lane and 4 restripe the existing eastbound to southbound right turn lane as a through lane. Is "lane repurposing" mean eliminating lanes and losing the reclaimed land for other uses, such as bike lanes and wider sidewalks? I am guessing yes. If so, clearly state the intent.	D	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
88th Avenue Corridor - Need to recommend a bike/pedestrian underpass under Federal Boulevard just south of 88th Avenue and a trail along the south side of 88th Avenue to connect to the Niver Creek trail that extends from Pecos Street to the South Platte River Trail.	D	Community member
92nd Avenue Corridor: Underground the extremely ugly overhead utility lines to improve the aesthetics of the corridor. Eliminating the wooden poles would allow for the widening of the existing sidewalks from four to six or more feet on both sides of 92nd Avenue, east of city hall.	D	Community member
92nd Avenue Corridor: Construct a new city-maintained masonry fence along the north side of 92nd Avenue, east of city hall to replace to replace the ugly mishmash of decrepit fencing which is a blight to the area. Consider buying a strip of land in this area to create a safer, more attractive sidewalk experience.	D	Community member
104th Avenue Corridor: Widen the existing, narrow sidewalk on the south side of 104th Avenue from four feet to eight feet between Sheridan Boulevard and Grove Street.	D	Community member
108th Avenue Corridor: Need to clarify that eight-foot sidewalks are needed on both sides of 108th Avenue between Wadsworth Parkway and Wadsworth Boulevard.	D	Community member
112th Avenue Corridor: Replace the existing narrow sidewalks with eight-foot sidewalks on both sides of 112th Avenue between Westminster Boulevard and Sheridan Boulevard. Install landscaping in the City right of way in this very ugly part of an otherwise attractive corridor.	D	Community member
128th Avenue Corridor: Replace the existing bridge over Big Dry Creek. Widen 128th Avenue to four lanes from Lowell Boulevard to just west of Huron Street. Install a raised landscaped median to match that along 128th Avenue/Midway Boulevard in Broomfield. I have witnessed a flood that overtopped 128th Avenue by Big Dry Creek. The elevation of 128th Avenue near the creek needs to be raised above the 100-year flood plain.	D	Community member
128th Avenue Corridor: Sidewalks on both sides need to be eight feet wide.	D	Community member
136th Avenue Corridor: Modify the curve on the south side of 136th Avenue, east of Zuni Street, to eliminate the bizarre and confusing striped area. Landscape the area reclaimed asphalt. Replace the existing undersized sidewalks.	D	Community member
136th Avenue Corridor: It would be nice to have an underpass just west of Orchard Parkway beneath 136th Avenue for the future trail along Bull Canal.	D	Community member
144th Avenue Corridor Completing the sidewalk on the south side of 144th Avenue, east of Zuni Street should be a near-term project!!	D	Community member
"Simms Street Corridor: Underpasses are needed at: North Walnut Creek for the future trail Walnut Creek Trail Where the irrigation canal crosses under Simms Street (a trail is needed along that canal in the Countryside Subdivision). This trail would funnel pedestrians and bicyclists to a safe crossing under Simms Street."	D	Community member
Simms Street Corridor: Replace the sidewalk on the east side of Simms Street with an eight-foot sidewalk.	D	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
104th Avenue Corridor: The existing sidewalk on the north side of 104th Avenue between Legacy Ridge Parkway and Sheridan Boulevard also serves as the Farmers' High Line Canal Trail. The experience for trail users leaves much to be desired! Mostly, the trail is located a few feet from busy and very noisy 104th Avenue. The trail also dips down for the Sheridan Boulevard and 104th Avenue underpasses. The entire area to the north of 104th Avenue is the North Hylands Creek Open Space. A new trail should be built from the bottoms of the two underpasses through the open space. This would eliminate the need to climb the steep hills and would immerse trail users in a beautiful environment along the creek.	D	Community member
120th Avenue Corridor: Restripe the existing westbound auxiliary lane as a through lane between Pecos Street and Federal Boulevard. This is a very effective project to add a third through lane and increase capacity by 50%. Ideally, right turn lanes would be added at Pecos Street and Zuni Street.	D	Community member
120th Avenue Corridor: Widen a short stretch of 120th Avenue between Federal Boulevard and Lowell Boulevard to create a third westbound through lane. Projects #1 and #2 would result in the Westminster portion of 120th Avenue having 3 through lanes in each direction.	D	Community member
120th Avenue Corridor: Add a third eastbound through lane west of Sheridan Boulevard to alleviate the chronic traffic backups in the area. This would increase by 50% the eastbound traffic able to cross Sheridan Boulevard since there is already a 3rd through lane to the east.	D	Community member
120th Avenue Corridor: Construct a trail underpass beneath Sheridan Boulevard.	D	Community member
Westcliff Parkway Corridor: A sidewalk is needed to connect the existing sidewalk on the east (north?) side of Westcliff Parkway to the Big Dry Creek Trail.	D	Community member
Wadsworth Parkway Corridor: Widen Wadsworth Parkway to six lanes north of 92nd Avenue. There are already 9-foot-wide shoulders which could easily be widened to 12 feet. The road is already six lanes south to I-70. The existing four lanes are grossly inadequate during rush hour. Why isn't this a staff recommendation? We don't need a costly study to conclude the obvious.	D	Community member
Wadsworth Parkway Corridor: An underpass for the Farmers' High Line Canal is desperately needed under Wadsworth Parkway. I have long advocated relocating the FHLC Trail to the north onto existing City-owned open space north of the BNSF railroad tracks, east of Wadsworth Boulevard. Between Wadsworth Boulevard and Wadsworth Parkway, the trail would cross the Wadsworth Wetlands Open Space and cross under Wadsworth Parkway at about 94th Avenue through a new underpass. No new right of way would be needed to build the underpass since there is an ample open space on both sides of the street.	D	Community member
Wadsworth Parkway Corridor: There is an existing large box culvert which conveys Countryside Creek under Wadsworth Parkway just south of 104th Avenue. Could that accommodate the Countryside Creek Trail crossing?	D	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
Wadsworth Parkway Corridor: Over the years there have been discussion about a potential trail crossing under Wadsworth Parkway at 112th Avenue to accommodate a future trail proposed across the Rocky Mountain Metropolitan Airport buffer land to the east and the Ball Campus to the west. Views from the trail would be stunning.	D	Community member
Westcliff Parkway Corridor: Westcliff Parkway is a classic Westminster example of engineering overkill. No way do the traffic counts justify this road remaining with four through lanes. Give it a "road diet" and use the de-commissioned through lanes for wide, buffered bike lanes.	D	Community member
Wadsworth Boulevard Corridor 1) The city already has prepared a preliminary engineering study for Wadsworth Boulevard, so why is a new one needed?? That plan called for the following: · Two through lanes · Raised median with left turn lanes · On-street bike lanes · Eight-foot sidewalks on both sides, detached at least twelve feet from the curb · Replacement of the BSNF bridge · Construction of the Walnut Creek Trail underpass under Wadsworth Boulevard and using the new BSNF bridge as a trail underpass. · Why is a new study needed? Seems like a waste of money. 2) A bike/ped underpass is needed at about 94th Avenue just north of the BSNF railroad tracks to accommodate the Farmers' High Line Canal Trail. 3) These improvements to Wadsworth Boulevard have been discussed by staff for over fifteen years!!! The lack of commitment for these projects is frustrating. Now, this plan recommends that we wait another eleven years for any improvements.		
Westminster Boulevard Corridor: What is the difference between project #69 and project #62?	D	Community member
Westminster Boulevard Corridor: The eight-foot sidewalk proposed for the west side of Westminster Boulevard needs to extend south of 98th Avenue and under the US36 overpass and connect with the trail along the north and west side of the Hyland Village development. This will provide safe passage under Westminster Boulevard.	D	Community member
Westminster Boulevard Corridor: Construct an eight-foot detached sidewalk on the east side of Westminster Boulevard from 103rd Avenue to 99th Avenue. The new water treatment plant project should install this sidewalk abutting that facility.	D	Community member
Westminster Boulevard Corridor: Construct a raised landscape median between 98th Avenue and 103rd Avenue.	D	Community member
Westminster Boulevard Corridor: The decorative median paving was never completed between the US36 bridge and 94th Avenue. This looks terrible, as does the unpaved/un-landscaped dirt area south of 94th Avenue, west of Westminster Boulevard.	D	Community member
Westminster Boulevard Corridor: Construct a pedestrian underpass under Westminster Boulevard, just north of 108th Avenue. This would provide safe access to City Park and the Big Dry Creek Trail for residents of the huge apartment projects built on the west side of Westminster Boulevard.	D	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
Westminster Boulevard Corridor: The narrow sidewalk on the east side of Main Street should be replaced with an eight-foot-wide sidewalk between 113th Avenue and 116th Avenue.	D	Community member
Westminster Boulevard Corridor: An underpass should be constructed at about 115th Avenue for the Airport Creek Trail.	D	Community member
Lowell Boulevard Corridor: Lowell Boulevard is not wide enough to add bike lanes between 72nd Avenue and US36 without widening the road which would destroy mature trees and narrow the abutting sidewalks.	D	Community member
Lowell Boulevard Corridor: An eight-foot-wide sidewalk exists along the east side of Lowell Boulevard between 72nd Avenue and US36. This eight-foot walk needs to extend north to 88th Avenue, at which point it would cross to the west side and continue north to 104th Avenue. This sidewalk would be used by timid bicyclists, who do not feel comfortable using the Lowell Boulevard on-street bike lanes.	D	Community member
Lowell Boulevard Corridor: The attached sidewalk on the west side of Lowell Boulevard between 84th and 88th Avenue needs to be eight feet wide to accommodate children walking to the nearby elementary and middle schools.	D	Community member
Lowell Boulevard Corridor: As Westminster's Community Development Director, I doggedly pursued streetscape projects in south Westminster, including along Lowell Boulevard. Before I retired, I was able to get funding to extend the streetscape project from 72nd Avenue to US36. Sadly, with my departure, there appears to be no advocacy to extend the streetscape project north to the Pillar of Fire campus, which was to be the logical terminus. It is sad that there is no mention in any of the corridor descriptions about the need for esthetic enhancements which would make for a more attractive environment for bicyclists and pedestrians.	D	Community member
Lowell Boulevard Corridor: Widen the intersection of 92nd and Lowell to add a southbound to westbound right turn lane. Currently, there is a shared through/right turn lane. A vehicle waiting to go south routinely prevents many vehicles from making right turns. This backs up traffic, requiring more traffic signal green time, to the detriment of 92nd Avenue traffic. The same situation exists at 80th Avenue and Lowell Boulevard.	D	Community member
Federal Boulevard Corridor: Construct an underpass just north of Stratford Lakes Drive/Ranch Reserve Parkway for the Mushroom Pond Trail. Crossing Federal Boulevard at grade at this location is extremely dangerous.	D	Community member
Federal Boulevard Corridor: Federal Boulevard MUST have six through lanes between 120th Avenue and 81st Avenue. The street already has six through lanes south of 81st Avenue to I-76. Traffic flows much more freely south of 81st Avenue than to the north where southbound backups are commonplace.	D	Community member
Federal Boulevard Corridor: An underpass is needed south of 88th Avenue to allow safe trail crossing to connect to the Niver Creek Trail in Federal Heights and Thornton which connects to the South Platte River Trail.	D	Community member
Federal Boulevard Corridor: Add double left turn lanes on Federal Boulevard at 84th Avenue.	D	Community member
Federal Boulevard Corridor: Complete the sidewalk gap and widen the sidewalk to eight feet on the east side of Federal Boulevard between 119th Avenue and just south of 116th Avenue.	D	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
Federal Boulevard Corridor: Widen Federal to three southbound lanes abutting the Legacy Ridge Golf Course. The curb and gutter to the north and south have already been installed to accommodate a third southbound lane. It's inexcusable that the City required the Legacy ridge developer to widen Federal Boulevard, but nearly thirty years later, the same improvements have not been installed by the city abutting the golf course.	D	Community member
Federal Boulevard Corridor: Add a double left turn both directions on Federal Boulevard at 104th Avenue.	D	Community member
Sheridan Boulevard Corridor: The Legacy Ridge Golf Course was built in 1994. Almost thirty years later, the city has STILL not built a sidewalk abutting the golf course along the east side of Sheridan Bouevard at 106th Avenue. Why does the plan call for this to wait another six-ten year?	D	Community member
Sheridan Boulevard Corridor: Why is the recommendation to widen Sheridan Boulevard to six lanes "pending recommendations for the corridor study"? No, the widening is sorely neede without any further study.	D	Community member
Sheridan Boulevard Corridor: Rebuild the Sheridan Boulevard/ Little Dry Creek bridge, located about 77th Avenue. The trail underpass is routinely flooded with mud. The creek needs to be lowered west of Sheridan Boulevard, similar to the lowering of Little Dry Creek west of Lowell Boulevard a few years ago. An open-span bridge should replace the poorly designed box culvert. Trail users would rejoice.	D	Community member
Sheridan Boulevard Corridor: A trail currently exists along the Farmers' High Line Canal both to the east and west of Sheridan Boulevard, at about 95th Avenue. An underpass is needed here. The Westminster Trail Master Plan calls for this trail to extend east to Federal Boulevard via Carrol Butts Park and Squires Park. Most of this trail currently exists. The trail to the west leads to an underpass under 98th Avenue and into the Highland Ponds Open Space. In the Westminster Boulevard Corridor comments, I recommend that the proposed sidewalk on the west of Westminster Boulevard pass under the US36 bridge and connect to this trail.	D	Community member
Sheridan Boulevard Corridor: The existing box culvert conveying South Hylands Creek under Sheridan Boulevard just north of 98th Avenue is undersized, causing Sheridan Boulevard to flood during severe storm events. The culvert should be replaced and a ped/bike underpass incorporated into the design. Alternatively, a separate ped/bike underpass could be built at the far north end of the Hyland Hills Golf Course at about 99th Avenue. The underpass would allow Hyland Greens residents to access the Hyland Ponds Open Space and Farmers' High Line Canal Trail.	D	Community member
What are the expected land use changes along each of these corridors? Are any expected to have significant increases in density of housing or employment?	D	Community member
City of Thornton included some comments on the PDF of Appendix D and emailed that PDF to Kristina on July 19th. Please refer to those comments.	D	Agency/ Organization
Active Transportation Corridors are identified in Appendix D. Can you add in Pedestrian Focus Areas or Short-Trip Analysis Zones, too? (comment paraphrased from meeting discussion)	D	Agency/ Organization
Thornton city limit is at Pecos Street, not Federal Boulevard (comment refers to the 92nd Avenue corridor map in Appendix D)	D	Agency/ Organization

Comment	TMP Chapter Appendix Comment References	Commenter Category
Thornton city limit is at Zuni Street, not Federal Boulevard (comment refers to the 100th Avenue/Church Ranch/104th Avenue corridor map in appendix D)	D	Agency/ Organization
Thornton is on north side of 120th, east of I-25 (comment refers to the 120th Avenue corridor map in Appendix D)	D	Agency/ Organization
108th Avenue Corridor: Westmoor is misspelled on the map and in the bicycle narrative.	D	Community member
Frequency on transit routes is one of the greatest predictors of ridership besides transit supportive land use. I would like to see what the target frequency goal is for the transit improvements in the implementation strategies.	D	Community member
Appendix D is an amazing resource and will support Westminster's planning and investment in existing and new facilities. Referencing it should be required in development review.	D	Community member
I do not trust words, I even question actions, but I never doubt patterns." Again, I look at patterns of projects proposed, approved, and never completed.	D	Community member
The $ and $$ projects need to be moved up one time table section where they aren't in the 0-5 year area.	D	Undefined/ Anonymous
92nd Pierce to Wadsworth is OK, except for the crossings. I am very glad that 92nd and Wadsworth parkway is under consideration for grade seperation - I travel an extra 1.5 miles to use the big dry creek underpass instead. The crossing of wadsworth blvd and 92nd should be included in the consideration, it also is rife with close calls.	D	Community member
Wadsworth is a pedestrian hellscape, a car is required for everything. 88th is even worse with extremely high speeds, scary considering there are schools on that street.	D	Undefined/ Anonymous
I was glad to see Church Ranch Boulevard/104th on your list. This is a high traffic location that needs a pedestrian/bike underpass like the rest of these busy intersections along the 36 corridor. Although I like to ride my bike to Boulder, I try to avoid this intersection during busy times because of the danger of cars turning right against the light and killing me. Why was this missed during the last big construction project? I know this is costly, but the land gradient is favorable for an underpass.	D	Community member
I loved reviewing the corridor profile and projects. They seem very detailed and well thought out. I hope we will have enough funding to bring these visions to light.	D	Community member
RTD no longer services Westcliff parkway with route 104, the route is gone.	D	Community member
Please consider older adults and the disabled in all your plans.	General Plan	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
"Community Design to Support Walking and Bicycling Because chronic diseases related to physical inactivity and obesity now rank among the country's greatest public health risks, TCHD encourages community designs that make it easy for people to include regular physical activity, such as walking and bicycling, in their daily routines. Because research shows that the way we design our communities can encourage regular physical activity, TCHD strongly supports community plans that incorporate pedestrian and bicycle amenities that support the use of a broader pedestrian and bicycle network. Increasing multi-modal transportation has additional co-benefits including improved air quality, which can reduce contributions to climate change and exposure to pollutants associated with a number of health problems including asthma, lung cancer, and heart disease. TCHD commends the City for its goal to "Develop a comprehensive multimodal transportation network..." and the City's in-depth analysis of multimodal improvements and opportunities to increase transportation opportunities, access, and choice."	General Plan	Agency/ Organization
This is a great plan! Thank you for all of the effort and time out in to making this a very ambitious and comprehensive plan. I am proud to live in a city that is advancing such a bold vision for our community. I would have liked to have seen a demographic analysis of our population in this plan. This is an important element of equity and understanding who is benefiting from which projects and whose voices do we need in the planning efforts moving forward. Perhaps this is something that has been conducted for one of the other planning efforts.	General Plan	Community member
This plan takes Westminster a giant step forward to address our transportation and mobility needs holistically and bring us to up to progressive national policies and standards.	General Plan	Community member
"Thank you for the opportunity to review and comment on the City of Westminster's Draft Transportation & Mobility Plan (TMP) that will address the future multimodal transportation and mobility needs of residents, commuters and visitors. Tri-County Health Department (TCHD) staff has reviewed the draft plan for compliance with applicable environmental and public health regulations and principles of healthy community design. After reviewing the application, TCHD has the following comments. Transportation planning and decision-making are critical in shaping the health outcomes of communities; this can include a variety of topics including safety, physical activity, air quality, accessibility of community amenities and services. By providing infrastructure that encourages walking, biking, and transit use, communities are more physically active, have lower rates of traffic injuries, and reduced air pollution. Unfortunately, our transportation system does not provide equitable benefits to all in our community, including communities of color, people with low-income, persons with disabilities, and older adults; these groups have been negatively impacted by transportation decisions that lead to outcomes such as greater exposure to harmful pollutants, prioritized investment in private automobiles, and the physical division of neighborhoods. Because of the importance of the TMP and its impact on community and environmental health, and TCHD has provided the following comments. In support of the TMP's Vision and Goals of achieving an equitable multimodal transportation system and services for all users, TCHD recommends the following strategies for assessing the public health and equity impacts of transportation plans and policies."	General Plan	Agency/ Organization

Comment	TMP Chapter Appendix Comment References	Commenter Category
"Equity Based Performance Measures The Tracking Process section of the TMP includes a measure "Ensure equity is incorporated into transportation projects and programs metrics to be defined on citywide, program, and project-levels including affordability, accessibility, and connections/access to opportunity." The Mobility Equity Framework referenced in the previous section outlines 12 different equity indicators that can be considered when evaluating the equity impacts of both individual projects as well as the progress of the TMP as a whole. TCHD would be happy to be a thought partner to help determine appropriate indicators to measure progress of TMP goals focused on health and equity."	General Plan	Agency/ Organization
"Funding and Prioritization of Projects Funding is essential to achieve the goals and visions of a transportation plan. TCHD recommends the TMP incorporate equity criteria into the prioritization of transportation projects to ensure that investments in the transportation network meet the mobility needs of those most underserved. The Greenlining Institute's Mobility Equity Framework 1 provides an equity analysis with 12 different equity indicators that can be considered when prioritizing investments. The equity indicators are meant to help decisions makers assess the equity outcomes of individual projects, but can also be used to evaluate equity outcomes of the TMP as well. Another example of a funding prioritization process that takes into account health and equity indicators is the Seattle Prioritization Framework (Chapter 4). This framework includes a health and equity analysis in addition to a safety analysis to help ensure that factors such as income, race, and crashes are considered when determining which sidewalks repairs should be prioritized; it also takes into consideration access to important community amenities such as transit stops and schools. Generally, funding has been associated with the implementation of projects, however, using funding to assess community needs beforehand and evaluating the public health impact of policies and programs can contribute to planning healthier communities. TCHD recommends the City include strategies that will promote using funds to understand the outcomes and potential impacts of current and future transportation plans."	General Plan	Agency/ Organization
"Health Impact Assessments The Health Impact Assessment (HIA) is a tool used to evaluate the potential health effects of a plan, project, or policy before it is built or implemented, particularly on vulnerable or disadvantaged groups. The HIA tool incorporates qualitative and quantitative data, and community engagement input in the assessment process to develop recommendations and strategies. Because of this, TCHD recommends the HIA tool to help and inform decision-makers in determining the public health impacts of transportation activities."	General Plan	Agency/ Organization
Strangely, the plan strategies make no mention of traffic congestion reduction as a goal. This should be featured prominently since based on citizen surveys is a paramount concern for residents.	General Plan	Community member
Too much of this city is dedicated to car infrastructure. There are too many strip malls that are more parking lot than store front. Emphasizing bike and pedestrian infrastructure is great, but you have to have somewhere pleasant to bike or walk. Who wants to walk on a sidewalk with traffic on one side and a parking lot on the other? That's 99% of Westminster's walking options right now.	General Plan	Undefined/ Anonymous

Comment	TMP Chapter Appendix Comment References	Commenter Category
I disagree with making everything in the suburbs bike-friendly and pedestrian-friendly. People drive cars. They will keep driving cars to get groceries or ferry kids and their stuff around. Yes, keep areas like the new urban center and the new transit center pedestrian -friendly, and put bike lanes where they will fit, but not where they have to be crammed into existing residential streets that are to narrow to allow for 2-lane traffic AND a bike lane. And we don't need crossing lights at residential streets - but we do need them at major intersections. I like the European idea where the major urban areas are bike- and pedestrian-friendly and they object to having cars there (unless they provide underground or designated parking areas), but you still use cars to get around the suburbs and greener areas. Keep the suburbs green and drive-able!!!	General Plan	Community member
We need better quality roads, not more empty buses	General Plan	Community member
"Multimodal Streets slide - I assume that the Master Streets Plan shows the ultimate recommended number of lanes, correct? Multimodal Streets slide - If so, I have the following comments: 120th Avenue- This street already has 3 through eastbound lanes between Sheridan Boulevard and I-25 which are heavily used and needed. During my tenure as CD Director, I worked tirelessly to provide 6 through lanes on 120th Avenue wherever the street was fully within Westminster and 3 east bound through lanes where abutting Broomfield. Several improvements over the years including the recent intersection project at Federal Boulevard include 3 through lanes in both directions. Currently, there are 3 westbound through lanes between I 25 and Pecos Street and a continuous auxiliary lanes between Pecos Street and Federal Boulevard. For very little expense, these lanes could be restriped as through lanes, ideally after constructing westbound to northbound right turn lanes at Pecos Street and Zuni Street. A westbound to northbound right turn lane was already built at Tejon Street. West of Federal, the paving of a short segment of road would allow the area west of Lowell Boulevard to be restriped at a 3rd westbound through lane. At minimal expense and a high cost/benefit, the capacity of westbound 120th Avenue could be increased by 50%. This would provide much needed relief to the traffic congestion along 120th Avenue between I 25 and Lowell Boulevard. The map needs to be changed to show 6 through lanes between I 25 and Lowell Boulevard and 5 through lanes from Lowell Boulevard to Sheridan Boulevard."	TMP CAT presentation graphics (April 22)/Chapter 5	Community member
Multimodal Street slide - Federal Boulevard- During my tenure, the Roadway Master Plan called for Federal Boulevard to have 6 through lanes between 69th Avenue and 120th Avenue. Developers were required to improve Federal Boulevard abutting their developments based on these assumptions. This is evident between 97th Avenue and 120th Avenue where there are nearly a continuous auxiliary lanes in addition to the 4 through lanes. With very little effort, this segment of Federal could be restriped for 6 through lanes. Six through lanes already exist between 81st Avenue and 69th Avenue. A continuous auxiliary lane exists on the Westminster side which could be restriped with minimal additional improvement. The recent 92nd Avenue/ Federal Boulevard accommodated 6 through lanes for Federal Boulevard. The proposed Uplands development, if approved, is committed to widening Federal Boulevard to 6 through lanes. The 4 lane section of Federal Boulevard, especially south of 104the Avenue is very congested in contrast to the 6 lane segment south of 81st. This is a testament to immediate benefits that widening Federal Boulevard to 6 lanes would provide. So, the entire length of Federal Boulevard south of 120th Avenue needs to eventually have 6 through lanes.	TMP CAT presentation graphics (April 22)/Chapter 5	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
Multimodal Streets slide - 104th Avenue- east of US 36- Doesn't the existing Roadway Master Plan call for 104th Avenue to be 6 through lanes between US 36 and Sheridan Boulevard? There is considerable congestion on this road segment during peak periods. Also, 104th Avenue already has 5 through lanes from just west of Sheridan Boulevard to Lowell Boulevard. The map should be modified accordingly.	TMP CAT presentation graphics (April 22)/Chapter 5	Community member
Multimodal Streets slide - Westcliff Parkway- This road is way over designed and should be narrowed to 2 through lanes but wide bike lanes.	TMP CAT presentation graphics (April 22)/Chapter 5	Community member
Multimodal Streets slide - Wadsworth Boulevard and Westminster Boulevard- I am happy to see that these streets are recommended to have only 2 through lanes, except Westminster Boulevard north of 104th Avenue.	TMP CAT presentation graphics (April 22)/Chapter 5	Community member
Multimodal Street slide - 144th Avenue- 144th Avenue currently has 4 through lanes east of Zuni Street, not 2 as shown on the map.	TMP CAT presentation graphics (April 22)/Chapter 5	Community member
Transit Plan slide - Is there a proposal to create a bus only lane along any streets in Westminster? If so, which ones? Would this be in lieu of widening to the needed 6 through lanes in most cases? Would this result in redesignating existing through lanes for exclusive use by busses? If so, I think that this is a very bad idea that I would never support. Politically, it is a huge loser. Plus it would be penalizing vehicles in favor of busses. A much better approach is to widen congested roads to allow for ALL vehicles including busses to avoid congestion. As already noted, Federal Boulevard and 120th Avenue are mostly already widened to allow existing lanes to re restriped for through lanes. The same condition exists along much of the 4 lane segments of Sheridan Boulevard. Wadsworth Parkway between 112th Avenue and 92nd Avenue has 10 foot wide shoulders which could easily be widened for use as through lanes. If serious consideration is being given to bus only lanes, the City needs to survey residents to see if there is support for this radical departure from past City policy. I would bet that there isn't. Part of the current no growth angst among Westminster residents is in part fueled by frustration over traffic congestion. Reducing congestion should be one of staff and Council's top priorities.	TMP CAT presentation graphics (April 22)/Chapter 6	Community member
Bicycle Plan Map - 88th Avenue and Federal Boulevard- The City Trail map shows a trail along 88th Avenue extending east to the Niver Creek Trail in Thornton which connects to the South Platte River Trail. An underpass is needed under Federal Boulevard just south of 88th Avenue. The Uplands development proposes an underpass under Federal Boulevard.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan Map - Walnut Creek Trail at Simms Street- An underpass is needed under Simms Street to connect the Walnut Creek trail segments in Westminster and Broomfield. Residents of nearby Westminster neighborhoods and Westmoor business park employees would greatly appreciate and use this underpass.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan Map - Walnut Creek at 108th Avenue, east of Westmoor Drive- A goal for the Walnut Creek Trail should be to have grade separated crossings under all major roadways. Similar to #2 above, this underpass would be valued by area residents and Westmoor and Ball Corporation employees.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
Bicycle Plan Map - Walnut Creek at Wadsworth Boulevard and 103rd Avenue- There actually needs to be two underpasses for the Walnut Creek Trail here. One under Wadsworth Boulevard and one under the BNSF Railroad unless both can be accomplished with a new Wadsworth Boulevard Railroad underpass which is sorely needed.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan Map -) Sheridan Boulevard at the Farmers' High Line Canal (95th Avenue)- A safe passage is desperately needed under Sheridan Boulevard at this location to connect the trails east and west of Sheridan Boulevard. The City owns open space on both sides of the street which can be used for the underpass. There is a large number of residents living east of Sheridan who would use this underpass. Additionally or alternatively, an underpass could be built under Sheridan Boulevard just north of 98th Avenue as a part of a reconstruction of the culvert for South Hyland Creek. If I recall correctly, the existing culvert is undersized causing flood waters to overtop Sheridan Boulevard in a major storm. Hopefully, a new bridge could be built that also accommodates a trail underpass.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan map - Several existing and proposed trails are not shown on the map. 1) The proposed trail connection from the McKay Creek trail at Pecos Street at about 142nd Avenue west to the McKay Lake Trail 2) The existing concrete trail within the unnamed City open space at the southeast corner of 122nd Avenue and Federal Parkway (Zuni Street) 3) The proposed rerouting of the Farmers' High Line Canal Trail between Wadsworth Parkway and 92nd Lane, just west of Pierce Street. 4) The proposed connection of the Westcliff Trail to the Farmers' High Line Canal Trail. 5) The proposed trail around Standley Lake.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan Map - 121St. Avenue-Bannock Street-123rd Avenue- This street is plenty wide enough for bike lanes if on street parking is limited to one side. There is ample on site parking for the multifamily residential developments abutting these streets so parking on both sides is not needed. Sharrows are a poor substitute for bike lanes and should only be used if the street cannot accommodate bike lanes. That is not the case here.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan Map - To feed into #1 above, add bike lanes to Melody Drive and Delaware Street between 120th Avenue and 121st Avenue.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan Map - Delaware Street between 123rd Avenue and 128th Avenue	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan Map - Tennyson Street and Stuart Street between Legacy Ridge Parkway and 107th Place or Cotton Creek Drive. This provides a biking connection between the Farmers' High Line Canal Trail/bike lanes along Legacy Ridge Parkway to the proposed bike lanes along Cotton Creek Drive.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan map - All of Grove Street and 107th Avenue north of 104th Avenue in the Wandering View subdivision should have bike lanes and not sharrows. There is only ONE single family house fronting 107th Avenue east of King Street. If parking is limited to just one side there is plenty of room for bike lanes.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan Map - Alcott Street south of 112th Avenue can have bike lanes and not sharrows. No houses directly front on Alcott.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan Map - Clay Street, 112th Avenue to 111th Avenue- No houses front on this street and it can accommodate bike lanes which would get some usage since the Mushroom Pond Trail on the east side of the street is undersized.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member

Comment	TMP Chapter Appendix Comment References	Commenter Category
Bicycle Plan map - The proposed 76th Avenue bike lanes should extend west of the BNSF tracks to the Arvada border. No center turn lane is needed on this lightly traveled road except at Sheridan Boulevard.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan map - 104th Avenue and Johnson Street/west of Wadsworth Parkway and south of 108th Avenue- 104th Avenue abuts Standley Lake High School and has no houses fronting it. Johnson Street has few houses fronting it. The streets have ample width for bike lanes if parking is limited to one side along Johnson Street.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan Map - Why is an underpass proposed at 92nd Avenue since there is already one for the US 36 Trail?	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan Map - Why are 2 underpasses proposed at 88th Avenue and Sheridan Boulevard. One will be built soon under Sheridan Boulevard at 89th Avenue.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan map - The map should show all existing underpasses.	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Bicycle Plan Map - Throughout my 26 year stint as CD DIrector I tirelessly promoted trail construction including the construction of bike/ped underpasses as critical facilities to create safe biking and pedestrian environments. I believe that additional underpasses are needed in addition to those shown on the map. The proposed underpasses should be listed in order of priority to construct. As an aside, the Adams County Open Space program has awarded grants for underpass construction and provides up to 70% of the project funds!	TMP CAT presentation graphics (April 22)/Chapter 7	Community member
Finally, it would be great if the advisory panel could have an opportunity to review and comment on the plan before it is sent to Council. When I was in CD we always provided review copies to the Planning Commission, Open Space Advisory Committee and ad hoc boards to receive input before sharing with Council That was Council's expectation that the input of any advisory board would be incorporated into the draft before reviewing with Council. Otherwise you are sharing a draft which some advisory board members would not support and express those comments to Council which would be awkward! Has something changed?	TMP CAT presentation graphics (April 22)/Outreach	Community member

TMP COMMUNITY ADVISORY TEAM

In addition to community input, the development of the plan was also informed by input from the TMP Community Advisory Team (CAT). The TMP CAT is composed of 28 individuals representing various community interests, including neighborhoods, City boards and commissions, businesses and employers, healthcare, housing and human services, mode-specific organizations, education, and state and regional agencies. A list of the TMP CAT members and their associated affiliation is shown in the Acknowledgments section in the front of the TMP.

The TMP CAT convened virtually three times during the plan development process to provide input on plan content (vision, goals, strategies, actions), disseminate information about the plan and community outreach opportunities to their respective organization/community, and to be champions during the TMP development and implementation. Through activities and small group discussions, the TMP CAT emphasized the importance that the TMP include more emphasis on safety, education about modal options, the needs of youth in the community, and social equity through serving frequently underserved communities. A summary of the TMP CAT input is provided on the following pages.

TMP COMMUNITY ADVISORY TEAM MEETING #1

Community Advisory Team Meeting #1

Date: June 10-24, 2020
Location: Virtual

Due to recent COVID-19 related events and associated social-distancing restrictions, the first Transportation & Mobility Plan Community Advisory Team (TMP CAT) meeting will be held virtually instead of an in-person group meeting. We appreciate your time and participation. Using the links and attachments provided in the email, please watch the video presentation, read the documents and resources, and complete the four survey-based activities on your own time by June 24.

Community Advisory Team Members

Residents/Community Representatives

- Historic Westminster: Selena Shepard
- Central Westminster: John Carpenter
- Panorama Pointe: John Revels
- Youth/student: to be determined - *students will be engaged through other activities as well*

City of Westminster Boards and Commissions

- Planning Commission: Larry Dunn
- Environmental Advisory Board: Caitlin Stafford

Businesses, Employers and Hospitality

- Westminster Chamber of Commerce: Juliet Abdel
- Metro North Chamber of Commerce: Dennis Houston
- Swisslog Healthcare: Laura Kuehl
- *Employers will also be engaged through other efforts lead by the Department of Economic Development*

Healthcare

- Jefferson County Public Health/Jefferson Co. Food Policy Council: Marissa Silverberg
- St. Anthony North Health Campus: Emily Atencio
- Tri-County Health Department: Annemarie Heinrich
- Community Reach Center: Clay Cunningham

Housing and Human Services

- Jefferson County Housing Authority: Kristen Gines
- Maiker Housing Partners: Linnea Bjorkman
- Mile High Connects: Deya Zavala
- Growing Home: Luigi Guadarrama

Mode-Specific Organizations

- Bike Jeff Co: Jan Stevenson
- Regional Transportation District (RTD): Doug Monroe

Community Advisory Team Members, *continued*

Education

- Front Range Community College: Patrick O'Neill
- Westminster Public Schools: Jodene Monroe
- Adams 12 Five Star Schools: Igor Petrovic
- Jefferson County School District: Greg Jackson
- Jefferson Academy: Tim Matlick
- Academy of Charter Schools: Mark Wilson

State and Regional Agencies

- Colorado Department of Transportation (CDOT): Andy Stratton
- Denver Regional Council of Governments (DRCOG): Matthew Helfant
- Adams County: Chris Chovan
- Jefferson County: Yelena Onnen

Key Project Team Members

City of Westminster

- Kristina Evanoff, Transportation & Mobility Planner, TMP Project Manager
- Heath Klein, Transportation Engineer, TMP Principal
- Other key City Staff from various departments will be involved throughout the project

Consultant Team

- Jenny Young, Consultant Team Project Manager, FHU
- Kelly Leadbetter, Outreach Lead and Planner, FHU
- Other Consultant Staff will provide technical and outreach support throughout the project

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Agenda

Video Presentation Outline *(21 minutes – link provided in the email)*

1. Opening Remarks and Agenda Overview
2. What is the Community Advisory Team?
3. What is the Transportation & Mobility Plan?
4. Project Scope and Schedule Overview
5. Existing Conditions Overview
6. What We've Heard from the Community To-Date
7. Transportation & Mobility Plan Draft Vision and Goals

Video Presentation Outline, continued

8. Closing Remarks and Next Steps
9. Activities Overview

Activities *(15-20 minutes – link to survey-based activities provided in the email)*

- Engaging Your Community
- Draft Vision and Goals
- Street Network Trade-Offs
- Design Your Street

Reading and Resource Materials *(links and attachments provided in the email)*

- TMP Current and Future Conditions Report
- TMP Draft Vision and Goals
- TMP Phase 1 Outreach Highlights

TRANSPORTATION & MOBILITY PLAN

COMMUNITY ADVISORY TEAM

MEETING #1 SURVEY RESULTS

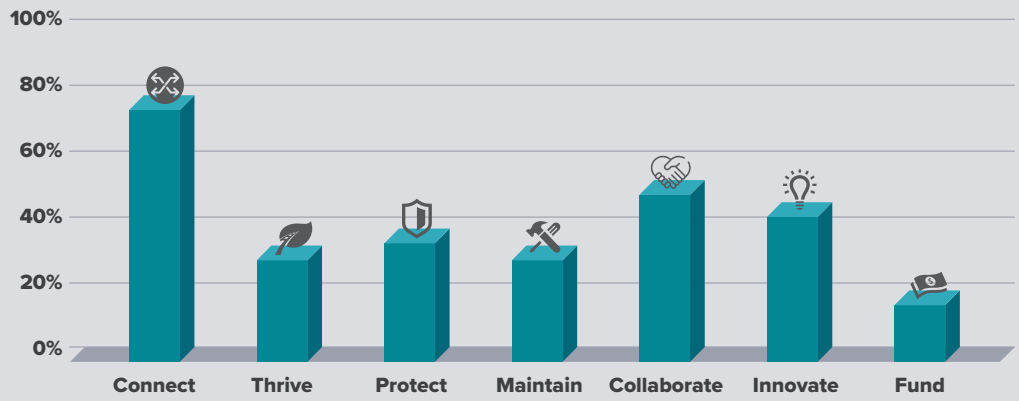
SUMMARY

In addition to community outreach, the development of Westminster's Transportation & Mobility Plan will be informed by the input from a Community Advisory Team (CAT) comprised of over 30 individuals representing various community interests. Since the CAT was unable to convene in-person due to group gathering limitations associated with COVID-19, the first CAT meeting was completed through a virtual presentation and survey activities that the CAT members could view and complete on their own time between June 10 and June 24, 2020.

This document summarizes the results of the TMP CAT Meeting #1 survey-based activities. The results will inform the plan development as well as the development of the upcoming community engagement activities. Twenty-two CAT members completed the online activities.

TMP DRAFT VISION AND GOALS

The draft Transportation & Mobility Plan vision and seven goals were presented to the CAT. The CAT members were asked to select up to 3 goals that they think are important for Westminster's transportation future and that resonate with them the most:



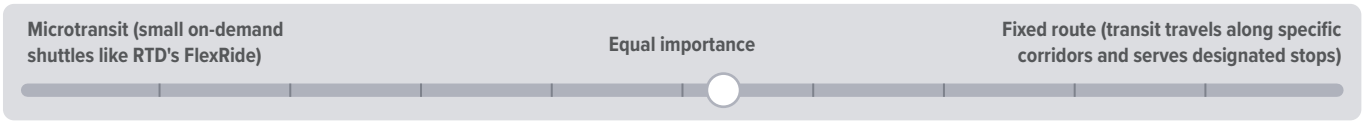
The CAT members were also asked to explain ***why*** they choose those goals, such as a personal connection, story, or something important to their community or organization. Some responses include:

- "It is important to connect various modes of transportation, otherwise, they are not viable options. As someone who has walked, biked, and driven to work, I have used all modes of transportation minus mass transit. Before starting a job so close to home, I would have gladly used services other than a car, but they are either unavailable, do not connect to one another, or are more inconvenient than driving."
- "Collaboration is key, especially when we discuss taking on projects for all modes of transportation"
- "Innovation naturally flows out of collaboration as you discover that combining approaches allows for a totally different answer or possibility than what you might have initially envisioned"
- "Innovation is necessary to answer some of the issues that face Westminster as we grow into a major municipality. For such innovation to succeed, we will require collaboration among all concerned parties. City leaders and regular citizens alike will have to connect with each other for all three of these factors to work"
- "Connections to more segments of the city and the region are crucial for our communities to be economically prosperous"

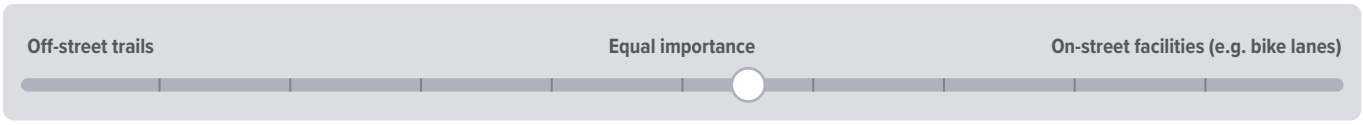
TRANSPORTATION IMPROVEMENTS & TRADE-OFFS

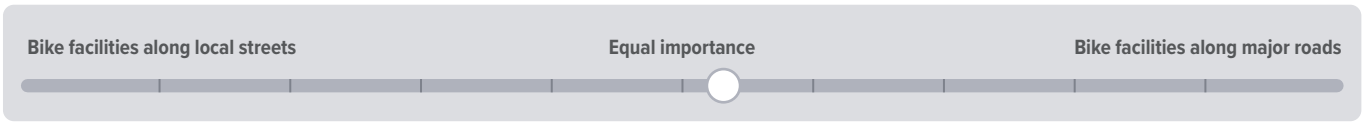
The CAT members were asked to indicate on a scale what types of transportation improvements are most important while considering different trade-offs such as funding limitations, street type and width, and more. The aggregated results are shown below. The strongest preferences are **bolded**.

TRANSIT

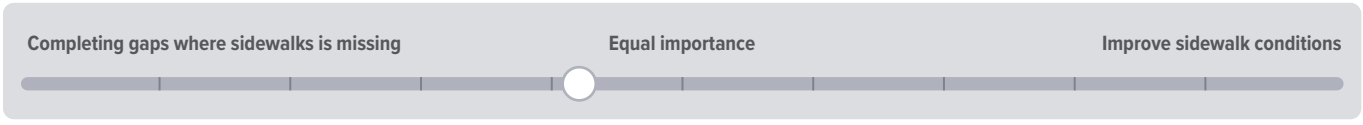


BICYCLE FACILITIES





PEDESTRIAN FACILITIES



STREET DESIGN

TECHNOLOGY AND INNOVATION

DESIGN YOUR STREETS

The CAT members were asked to rank the most important street elements to include in the different street types within Westminster. Graphics illustrating street layouts for four different street types were provided as examples.

For every street type, pedestrian facilities were the highest ranked element, followed by enhanced crosswalks and bike facilities. Other street elements such as travel lanes, additional turn lanes, and on-street parking were consistently ranked lower than facilities for walking and biking.

STREET TYPE	PRIORITY ELEMENTS	COMMENTS FROM THE COMMUNITY ADVISORY TEAM
MAJOR ARTERIAL STREETS Example major arterials include Sheridan Boulevard, Huron Street, and 92nd Avenue	**Highest ranked element:** pedestrian facilities **Other top-ranked elements:** • **Enhanced crosswalks** • **Bike facilities** such as sidepaths or protected bike lanes • **Transit priority enhancements** (such as a dedicated bus lane)	"I would prioritize pedestrian access, amenities and comfort first, second, biking amenities, third public transport, and last, automobile traffic. This way I believe that Westminster will become less car-oriented and more community-minded. People are more likely to get acquainted with each other walking on the sidewalk, riding bikes or even riding on the bus or light rail together. Such a trend could make our city a happier, healthier place." "I feel the car has had enough dominance in our transportation system. It's time to reclaim the streets and move PEOPLE, not cars." "Finances are limited and there needs to be a balance between vehicle traffic and foot/bike traffic. Thinking ahead, creating an environment that encourages non-vehicle traffic while still allowing traffic flow will improve the quality of life for everyone." "The human safety factor is important when designing a major arterial street; it should be built from this perspective first."
MINOR ARTERIAL STREETS Example minor arterials include Westminster Boulevard (north of 104th Avenue) and 112th Avenue	**Highest ranked element:** pedestrian facilities **Other top-ranked elements:** • **Bike facilities** such as bike lanes or buffered bike lanes • **Enhanced crosswalks** at intersections • Additional **turn lanes**	"Minor arterial roads serve as an important connection and experience for community members as they consider their mobility options. Each of what I selected focuses on the person, rather than the vehicle itself." "My responses are focused on improving the quality of the pedestrian/bike/family walk without diminishing the experience of the driver/bus rider." "Minor arterial streets are utilized by pedestrians and bicycles more. Their safety should be considered."
COLLECTOR STREETS Example collector streets include Lowell Boulevard, Yates Street, and Pierce Street	**Highest ranked element:** pedestrian facilities **Other top-ranked elements:** • **Enhanced crosswalks** at intersections • **Bike facilities** such as bike lanes • On-street **parking**	"I feel like bus stops are typically going to be located on the Arterials/Minor Arterials, so lighting and wayfinding will be more important on the collectors as people are walking to their destinations." "Connector streets should continue to actively encourage pedestrian and cycling modes of transportation, rather than accommodating additional vehicles." "As I think of these streets I think of children playing. Good lighting, sidewalks and enhanced crosswalks should be of importance."
MAIN STREETS/ DOWNTOWN STREETS Example main streets include streets in Downtown Westminster, portions of 73rd Avenue, & Bradburn Boulevard	**Highest ranked element:** pedestrian facilities **Other top-ranked elements:** • **Enhanced crosswalks** • **Bike facilities** such as bike lanes • **Pick-up and drop-off zones**	"Focus on enhancing the experience of patrons so business partners would see an increase in customers as a result of the spaces being visually enticing and easy to access." "Providing amenities, lighting, and landscaping will all help to create a more inviting space for both visitors to main street as well as those taking transit." "Probably the most difficult [street] because of the competing priorities and integration of so many modes. Increased lighting and safety have to be at the top because of the mix of cars, bikes, and pedestrians on busy main streets."

ENGAGING YOUR COMMUNITY

The CAT members were asked to share creative or unique ideas for engaging their communities and organizations, especially with the challenge of social distancing and large group gathering limitations. The top themes that emerged from CAT members' input include:

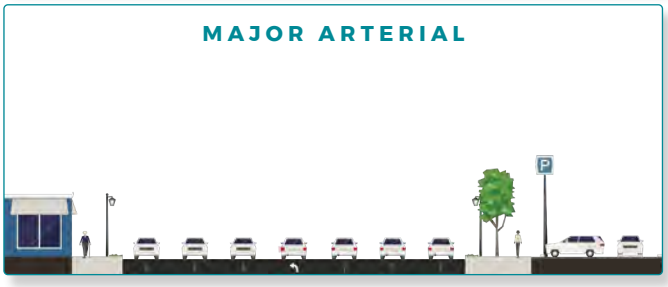
- **Partnering with other departments, employers, schools, community organizations, and agencies to disseminate information and send link to surveys**

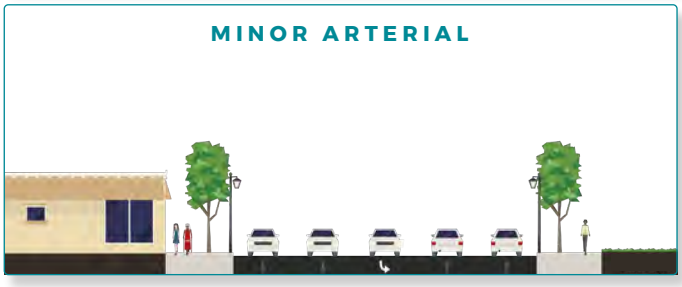
- **Utilizing both outreach of hard-copy flyers/mailers and digital posts to platforms like Facebook, Next Door, etc.**

- **Hosting live videos such as Facebook Live and Zoom Meetings**

- **Asking short polls and/or questions that respondents can answer quickly**

EXAMPLES OF STREET LAYOUTS INCLUDED IN THE CAT SURVEY:





TMP COMMUNITY ADVISORY TEAM MEETING #2

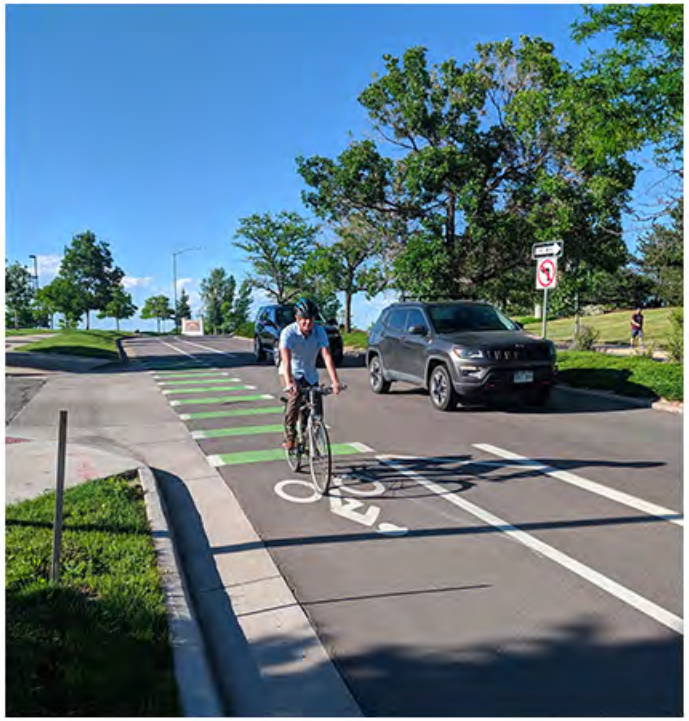
Community Advisory Team Meeting #2

Date: Monday, November 9, 2020
Time: 5:30 – 7:30 PM
Location: Zoom – see email for call-in details

AGENDA

1. Sound Check and Introductions
2. Opening Remarks and Meeting Administration
3. Vision and Goals Refresh
4. Recap of Community Advisory Team Meeting #1 Activities
5. Recap of Community Outreach (Summer 2020)
6. Overview of Modal Plans
7. Modal Plans Breakout Groups
    - Streets
    - Bicycle and Pedestrian
    - Transit
    - Making the Most of Our Investments: Transportation Demand Management, Parking, Technology, and Placemaking
8. Next Steps
9. Report Out

WESTMINSTER TRANSPORTATION & MOBILITY PLAN



COMMUNITY ADVISORY TEAM MEETING #2

November 9, 2020

SMALL GROUP DISCUSSION REPORT OUT

HIGHLIGHTS: STREETS DISCUSSION

- Moving people
- Important to consider people who don't have options
- Signal technology real time optimization
- Wider streets results in higher speeds; more aggressive drivers; greater crossing distances (already hard to cross)
- Vision Zero is critical; complete streets foundational
- Mode is a behavior – it's hard to get people out of their cars
- Congestion is not always the enemy
- Education an important aspect

HIGHLIGHTS: TRANSIT - CAPITAL

- Connectivity first and final mile access
  - Community-wide
  - Westminster Station
- Stop and station safety and security
- Park and Ride north of Wagon Road
- Reliability is key to large employers
- Better traveler information and announcements when off schedules
- Extend/complete rail line

HIGHLIGHTS: TRANSIT - STRATEGIES

- Access/service for vulnerable populations
- Public awareness/education campaign
- Partnerships so high school students want to transition to RTD – good pricing on ECO passes
- Fare buy ups to increase ridership (like Longmont)
- More service coverage north of 120th Avenue
- Transit supportive land uses, perhaps more density
- ECO pass flexibility (number purchased) for employers and schools

HIGHLIGHTS: TRANSIT - OTHER

- Improve reliability and availability of FlexRide and Access a Ride
- Routes/stops eliminated, and people that need access the most don't have the access they used to
- Adams County lacks service and stations near key services such as food pantries
- Conversation should be focused on equity

HIGHLIGHTS: BICYCLE & PEDESTRIAN

- Importance of supporting schools
  - Creating early habits of walking and biking
  - Need for both infrastructure and education
- Importance of completing gaps in the system and integrating the on-street and trails facilities
  - Connecting to neighboring communities
  - Paving trails to support commuting, not just recreation
  - Easier to get east/west than north/south
- The importance of coordinating with other Westminster Forwards plans and projects
- Consider a strategy for temporary conditions when pedestrian and bicycling use is high
  - Around schools (before and after) and events
- Importance of education
  - Education of the laws of bicycling and walking
  - Wayfinding

HIGHLIGHTS: "MAKING THE MOST OF OUR INVESTMENTS"

- Choices need to be convenient, competitive, easy, priced right
  - Frequent, reliable transit
  - Transportation accounts (options)
  - Low cost
- Discounted or free transit passes, esp. students
- Real-time parking information & wayfinding
- Parking pricing – manage & incentivize transit use
- Repurposing on-street & garages
- *Focus on equity and supportive strategies*

TMP COMMUNITY ADVISORY TEAM MEETING #3

Community Advisory Team Meeting #3

Date: Thursday, April 22, 2021

Time: 5:30 – 7:30 PM

Location: Zoom

To join the Zoom meeting

https://us02web.zoom.us/j/83057072557?pwd=TzZaaWtaZk5ZeDNrT2dubjl5a1dUQT09

Meeting ID: 830 5707 2557
Passcode: 296716

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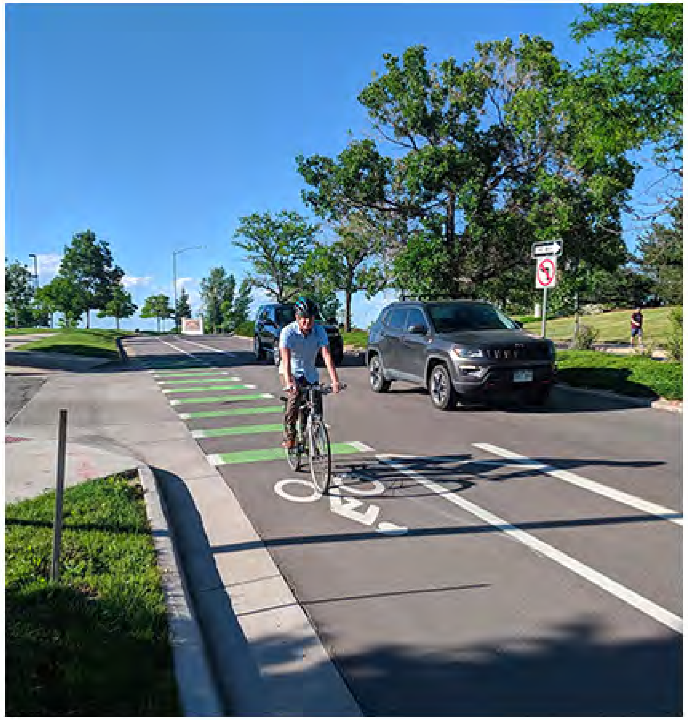
+12532158782,,83057072557#,,,,*296716# US (Tacoma)

Agenda

1. Welcome and Remarks from Mayor Atchison
2. Sound Check and Introductions with Community Advisory Team Members
3. Draft Transportation & Mobility Plan Content Overview
4. Transportation & Mobility Plan Goals: Integrating Equity *(Menti activity)*
5. Overview of Draft Modal Plans
6. Strategies and Actions *(small group activity)*
7. Transportation & Mobility Plan Implementation Overview
8. Community Outreach and Review of the Draft Plan *(Menti activity)*
9. Closing Remarks

WESTMINSTER

TRANSPORTATION & MOBILITY PLAN



COMMUNITY ADVISORY TEAM MEETING #3

April 22, 2021

INTEGRATING EQUITY

Revised TMP Vision:

Westminster is supported by an inclusive **and equitable** multimodal transportation network that provides safe and well-connected transportation and mobility choices to connect **all** people to local and regional destinations.

Thrive Goal Revision Options:

Option 1: Support the community's economic resilience, environment, public health, and quality of life **through equitable decisions and investments**.

Option 2: Support the community's economic resilience, environment, public health, **social and racial equity**, and quality of life.

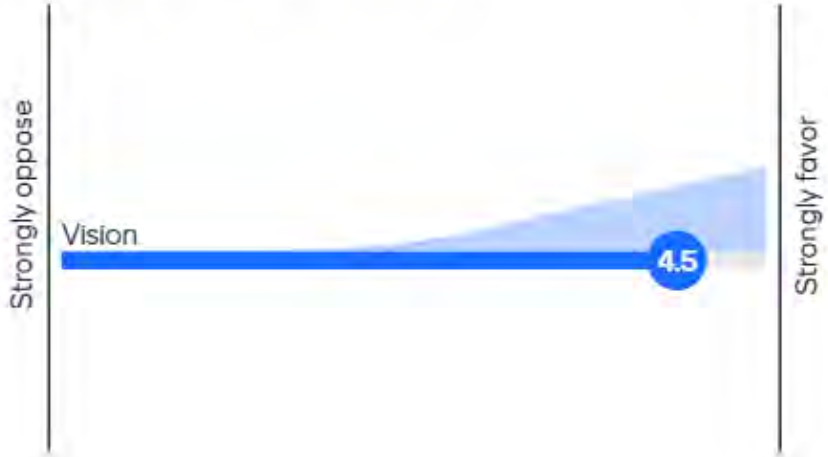
Option 3: Support the community's economic resilience, environment, public health, and quality of life **for all community members**.

Option 4: Equitably support the community's economic resilience, environment, public health, and quality of life.

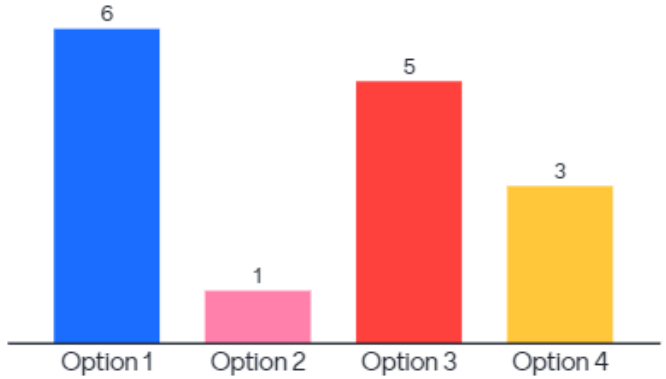
Go to **www.menti.com** and use the code **8107 6999**

TMP CAT INPUT

Do you support the proposed modifications to Westminster's Transportation Vision?



Which option do you prefer to integrate equity into the THRIVE goal?

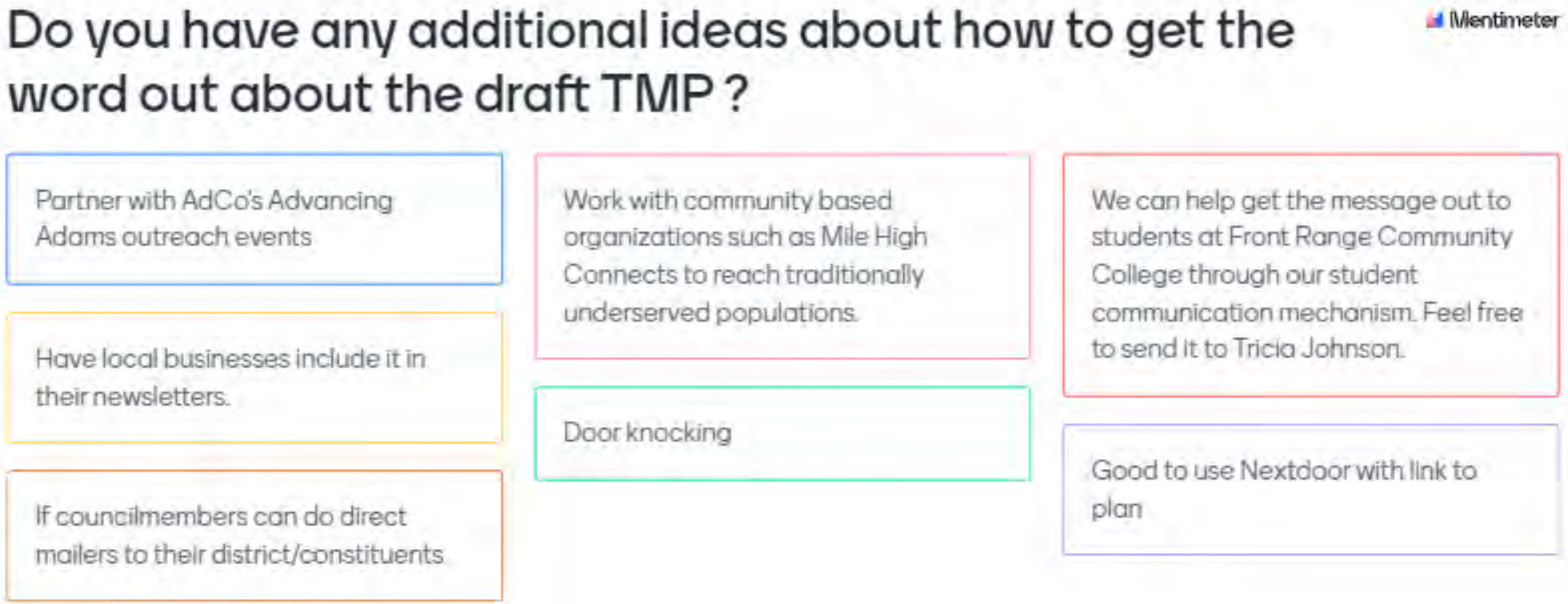


- Support for Option 3 giving options to all community member, but may be duplicative with Vision statement
- Selected Option 1 because it very action-oriented

TMP CAT INPUT: STRATEGIES & ACTIONS

- **Multimodal Streets:** Prioritize Complete Streets policy – this can be the foundation for and help to inform the other actions; build toward Vision Zero goal
- **Bike/Pedestrian:** All actions have equal importance, with emphasis on safety and connections. Inventory of conditions and gaps is an important first action.
- **Parking and Curbside Management:** Consider repurposing excess parking for bicycle parking; consider freight and goods delivery in curbside management planning
- **Transit:** Prioritize using available right of way to improve transit speed and reliability; next priority – transit stop amenities

TMP CAT INPUT



TRANSPORTATION
& MOBILITY PLAN

Appendix D
Corridor Profiles and Projects

AUGUST 2021

WESTMINSTER

Appendix D: Corridor Profiles and Projects

The following pages include the existing and future conditions (recommended improvements) for 24 key corridors in Westminster. Recommended multimodal improvements along other corridors are shown in Tables D.1 though D.4. Specific area plans and projects may identify additional corridor and intersections improvements than those shown in the TMP. Other corridors not shown in the TMP will benefit from future improvements through the application of improvement toolkits, industry best practice guidance, traffic calming/speed management measures, and identified in future studies, planning and design projects

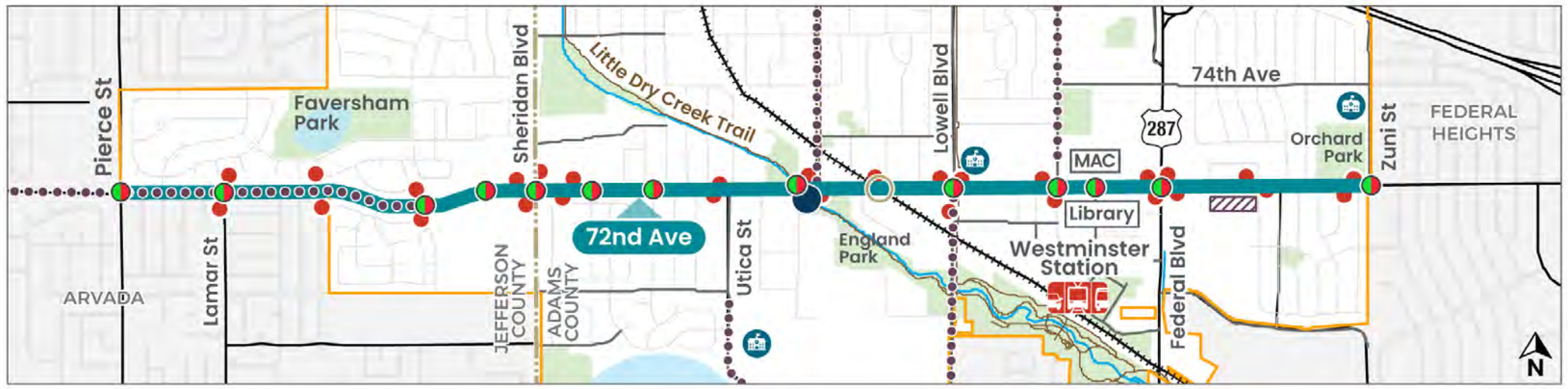
The first page for each of the 24 key corridors highlights the existing conditions along the corridor including a description of the corridor, transportation infrastructure and services, infrastructure gaps, and key area plans. Each existing conditions profile is followed by a future condition profile summarizing the recommended near-, mid- and long-term multimodal transportation improvements for the corridor. The improvement recommendations include a description of the improvements/projects and an associated location map, estimated improvement implementation timeframe (near-, mid- and long-term), planning-level cost estimates, and considerations including funding and partnerships. The improvement recommendations were informed by analysis, community input gathered to-date, existing plans and projects, City staff input, and industry best practices. Recommended corridor studies/traffic analyses for each corridor will further evaluate and identify additional improvements along the corridor and adjacent corridors.

The 24 key corridors included in this appendix are the following, with improvements identified for additional minor arterial and collector corridors listed in Tables D.1 through D.4 at the end of this appendix:

- **72nd Avenue**
- **80th Avenue**
- **84th Avenue**
- **88th Avenue**
- **92nd Avenue**
- **100th Avenue/Church Ranch Boulevard/104th Avenue**
- **108th Avenue**
- **112th Avenue**
- **120th Avenue**
- **128th Avenue**
- **136th Avenue**
- **144th Avenue**
- **Simms Street**
- **Wadsworth Parkway**
- **Wadsworth Boulevard**
- **Westcliff Parkway**
- **Harlan Street/Westminster Boulevard**
- **Sheridan Boulevard**
- **Yates Street/City Center Drive**
- **Lowell Boulevard**
- **Federal Boulevard**
- **Zuni Street/Federal Parkway**
- **Pecos Street/124th Avenue**
- **Huron Street**

72nd Avenue Corridor

Existing Conditions



LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- School
- Trail Grade-Separated Crossing
- Railroad At-Grade Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces
- County Line
- Transit Station

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/ services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- 72nd Avenue from Pierce Street to Zuni Street (3 miles)
- East-west, 4-lane Major Arterial
- Posted speed of 35 mph west of Sheridan Boulevard, 30 mph east of Sheridan Boulevard
- 16,000 – 23,000 vehicles per day[1]
- High crash locations Sheridan Boulevard, Lowell Boulevard, and Federal Boulevard

REGIONAL CORRIDOR DESIGNATIONS

- ☑ DRCOG Network Corridor (Prinicipal Arterial)[2]
- ☑ DRCOG Critical Corridor (Sheridan Boulevard to Federal Boulevard)[3]
- ☑ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- ☑ Intersects 2 DRCOG Active Transportation Corridors[5]
- ○ RTD Regional BRT Corridor[6]
- ○ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- Harris Park Community Vision Plan[9]
- Westminster Station Area Specific Plan[10]
- Smart Growth America/National Complete Streets Coalition Colorado Consortium Series[11]
- Federal Boulevard Multimodal Transportation Study[12]

TRANSIT (2021 SERVICE)[13]

- RTD Route 72 (1 hour frequency)
- Access to Westminster Station
- Intersecting transit routes on Sheridan Boulevard (Route 51) and Federal Boulevard (Route 31)

BICYCLE

- Bike lanes from Pierce Street to Depew Street (and west of Pierce Street in Arvada)
- High traffic stress corridor for bicyclists[14]
- Intersecting bicycle facilities on Bradburn Boulevard, Lowell Boulevard, and Irving Street

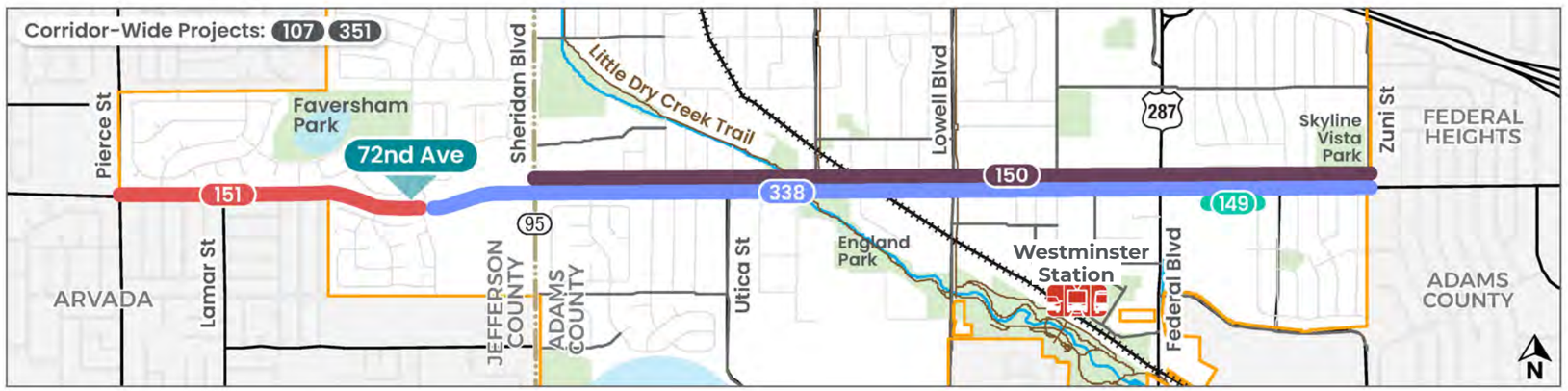
PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 8 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gap from Elliot Circle to Clay Street
- High pedestrian activity[15] near Westminster Station and along 72nd Avenue between Lowell Boulevard and Federal Boulevard (schools, MAC, library)
- Major trail connection to Little Dry Creek Trail and England Park corridors

Footnotes

1. Source: City of Westminster, 2018; 72nd Avenue traffic volumes are lowest east of Federal Boulevard and highest between Lowell Boulevard and Federal Boulevard
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Harris Park Community Vision Plan
10. Westminster Station Area Specific Plan, May 2017
11. Smart Growth America Complete Streets Consortium Series, May 2018
12. Federal Boulevard Multimodal Transportation Study
13. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
14. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. High-stress corridors are only suitable for "strong and fearless" bicyclists.
15. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks and open space, school zones, and transit density.

72nd Avenue Corridor
Future Conditions



The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
338	Street/ Multimodal	Implement traffic signal infrastructure and ITS signal coordination improvements	5400 West to Zuni Street	$	Funded through DRCOG and CDOT grants
107	Street/ Multimodal	Conduct a corridor study to identify multimodal transportation improvements, including lane repurposing, along 72nd Avenue and adjacent corridors	Corridor-wide	$$	To be completed in partnership between Department of Community Development and Economic Development Department Some improvements identified in the study may be prioritized for implementation in the near-term or mid-term depending on resources
351	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)	Corridor-wide	$ - $$	Pending recommendations from bus stop conditions inventory and corridor study (Project 107)
Mid-Term Projects (6-10 Years)					
149	Pedestrian	Complete sidewalk gap on south side of 72nd Avenue	Clay Street to Eliot Circle	$$	Pending recommendations from corridor study (Project 107)
Long-Term Projects (11+ Years)					
151	Bicycle	Upgrade bike lanes to buffered bike lanes	Pierce Street to Depew Street	$$	Pending recommendations from corridor study (Project 107)
150	Bicycle	Widen sidewalks to multiuse sidepaths along both sides of 72nd Avenue	Sheridan Boule-vard to Zuni Street	$$$$	Pending recommendations from corridor study (Project 107)

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

c Improvement extent may be revised during project planning, analysis and/or design.

d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

80th Avenue Corridor

Existing Conditions

LEGEND

- Bicycle Facility
- Bus Stop
- School
- Trail Grade-Separated Crossing
- Railroad At-Grade Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces
- County Line

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- 80th Avenue from Sheridan Boulevard to Federal Boulevard (1.6 miles)
- East-west, 4-lane Minor Arterial
- Posted speed of 30 mph along entire corridor
- 2,000 – 15,000 vehicles per day[1]
- High crash locations at Sheridan Boulevard, Lowell Boulevard, and Federal Boulevard

REGIONAL CORRIDOR DESIGNATIONS

- [x] DRCOG Network Corridor (Prinicipal Arterial)[2]
- [ ] DRCOG Critical Corridor[3]
- [x] DRCOG High Injury Network Corridor[3]
- [x] DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- [x] Intersects 1 DRCOG Active Transportation Corridors[5]
- [ ] RTD Regional BRT Corridor[6]
- [ ] CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- Federal Boulevard Multimodal Transportation Study[9]

TRANSIT (2021 SERVICE)[10]

- RTD Route 80 (1 hour frequency)
- Intersecting transit routes on Sheridan Boulevard (Route 51) and Federal Boulevard (Route 31)

BICYCLE

- No bicycle facilities along corridor
- Moderate to high traffic stress corridor for bicyclists[11]
- Intersecting bikeway on US 36 (US 36 Bikeway)

PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 8 feet
- Both detached and attached sidewalks along corridor
- No sidewalk gaps along corridor
- Moderate to high pedestrian activity[12] near intersections of Sheridan Boulevard and Federal Boulevard (school, trail crossing)
- Major trail connection to US 36 Bikeway and Bradburn Trail

Footnotes

1. Source: City of Westminster, 2018; 80th Avenue traffic volumes are lowest west of US 36 and highest between Lowell Boulevard and Federal Boulevard
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Federal Boulevard Multimodal Transportation Study
10. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
11. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. Moderate traffic stress corridors (Sheridan Boulevard to Lowell Boulevard) are suitable for enthused and confident bicyclists. High traffic stress corridors (Lowell Boulevard to Federal Boulevard) are only suitable for “strong and fearless” bicyclists.
12. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks and open space, school zones, and transit density

80th Avenue Corridor
Future Conditions

The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
352	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)	Corridor-wide	$	
Mid-Term Projects (6-10 Years)					
349	Street/ Multimodal	Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing, along 80th Avenue and adjacent corridors	Corridor-wide	$	
295	Bicycle	Add buffered bike lanes	Corridor-wide	$$	Pending recommendations from corridor study (Project 349)
Long-Term Projects (11+ Years)					
152	Bicycle/ Pedestrian	Upgrade to separated bike lanes or widen sidewalks to multiuse sidepaths along both sides of 80th Avenue	Corridor-wide	$$$	Pending recommendations from corridor study (Project 349)

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

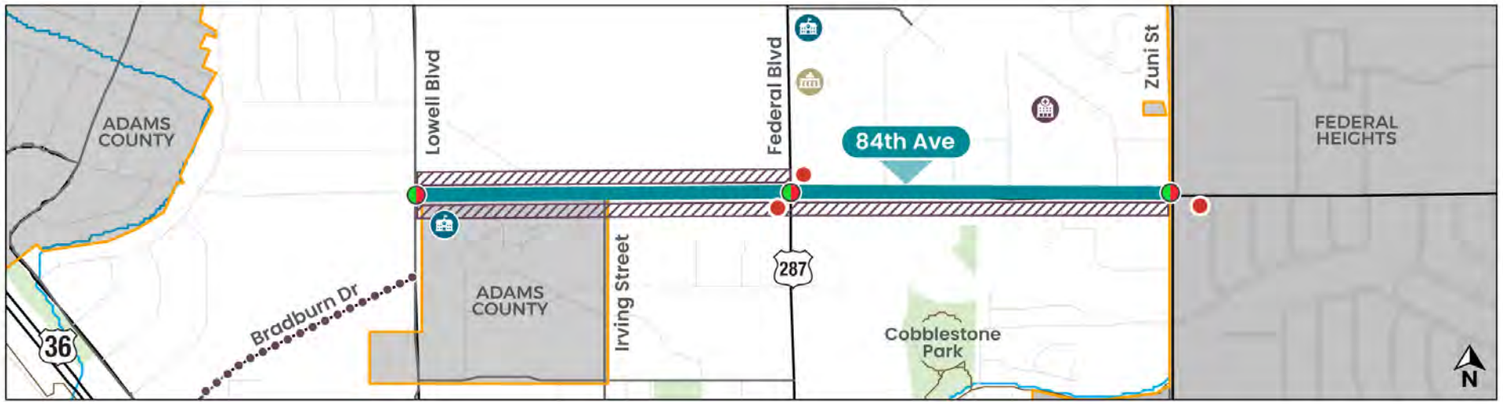
c Improvement extent may be revised during project planning, analysis and/or design.

d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

84th Avenue Corridor

Existing Conditions



LEGEND

- Sidewalk Gap
- Bus Stop
- Traffic Signal
- School
- Government Building
- Medical Facility
- Trail
- City Limits
- Parks/Open Spaces
- Bicycle Facility

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- 84th Avenue from Lowell Boulevard to Zuni Street (1 mile)
- East-west, 2-lane (Lowell Boulevard to Federal Boulevard), 4-lanes (Federal Boulevard to Zuni Street) Major Arterial
- Posted speed of 30 mph west of Federal Boulevard, 35 mph east of Federal Boulevard
- 8,000 – 20,000 vehicles per day[1]
- High crash location at Federal Boulevard

REGIONAL CORRIDOR DESIGNATIONS

- ☑ DRCOG Network Corridor (Prinicipal Arterial, Federal Boulevard to Zuni Street)[2]
- ○ DRCOG Critical Corridor[3]
- ☑ DRCOG High Injury Network Corridor (Federal Boulevard to Zuni Street)[3]
- ☑ DRCOG Complete Streets Corridor (Neighborhood Connector Street Typology)[4]
- ☑ Intersects 1 DRCOG Active Transportation Corridors[5]
- ○ RTD Regional BRT Corridor[6]
- ○ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- Federal Boulevard Multimodal Transportation Study[9]

TRANSIT (2021 SERVICE)[10]

- No RTD fixed-route bus transit service along corridor
- RTD FlexRide service (Federal Boulevard to Bryant Street)
- Intersecting transit route on Federal Boulevard (Route 31)

BICYCLE

- No bicycle facilities along corridor
- Moderate to high traffic stress corridor for bicyclists[11]

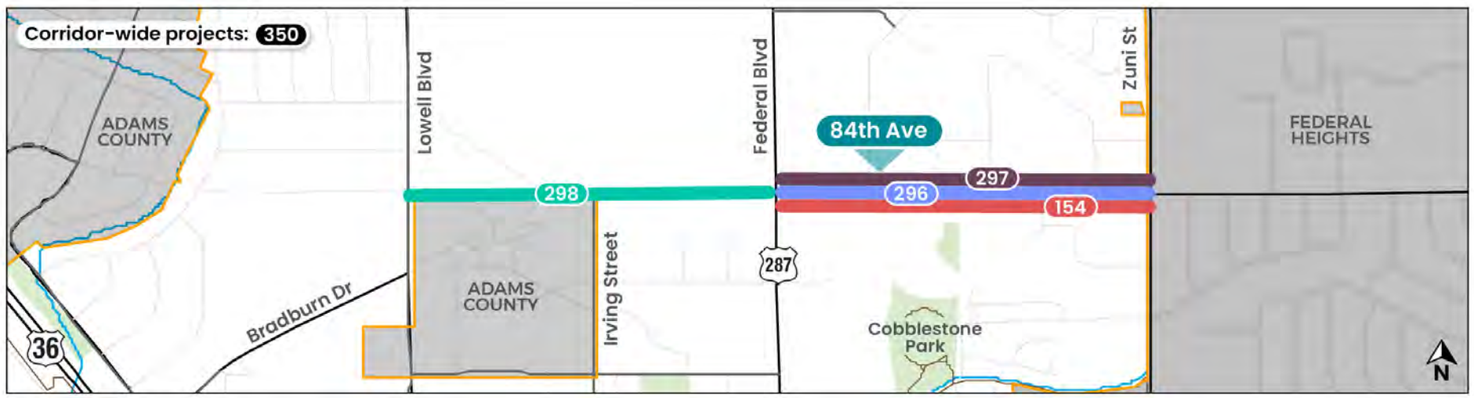
PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 5 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gap from Lowell Boulevard to Federal Boulevard (both sides) and from Federal Boulevard and Zuni Street (south side)
- Moderate to high pedestrian activity[12] near intersection of Federal Boulevard

Footnotes

1. Source: City of Westminster, 2018; 84th Avenue traffic volumes are lowest near intersection on Lowell Boulevard and highest east of Federal Boulevard
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Federal Boulevard Multimodal Transportation Study
10. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
11. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. Moderate traffic stress corridors (Lowell Boulevard to Federal Boulevard) are suitable for enthused and confident bicyclists. High-stress corridors (Federal Boulevard to Zuni Street) are only suitable for “strong and fearless” bicyclists.
12. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

84th Avenue Corridor
Future Conditions



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Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
350	Street/ Multimodal	Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing, along the corridor	Corridor-wide	$	Coordinate adjacent development improvements and Federal Boulevard Multimodal Transportation Study recommendations
298	Bicycle/ Pedestrian	Add bike lanes and sidewalk	Lowell Boulevard to Federal Boulevard	$$	Anticipating improvements with adjacent development
Mid-Term Projects (6-10 Years)					
296	Bicycle	Add buffered bike lanes	Federal Boulevard to Zuni Street	$$	Pending recommendations from corridor study (Project 350) and adjacent development
154	Bicycle/ Pedestrian	Add multiuse sidepath on south side	Federal Boulevard to Zuni Street	$$$	Pending recommendations from corridor study (Project 350) and adjacent development
Long-Term Projects (11+ Years)					
297	Bicycle/ Pedestrian	Upgrade to separated bike lanes or widen sidewalk to multiuse sidepath on north side	Federal Boulevard to Zuni Street	$$$	Pending recommendations from corridor study (Project 350); would replace buffered bike lanes (Project 296) and adjacent development approval

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

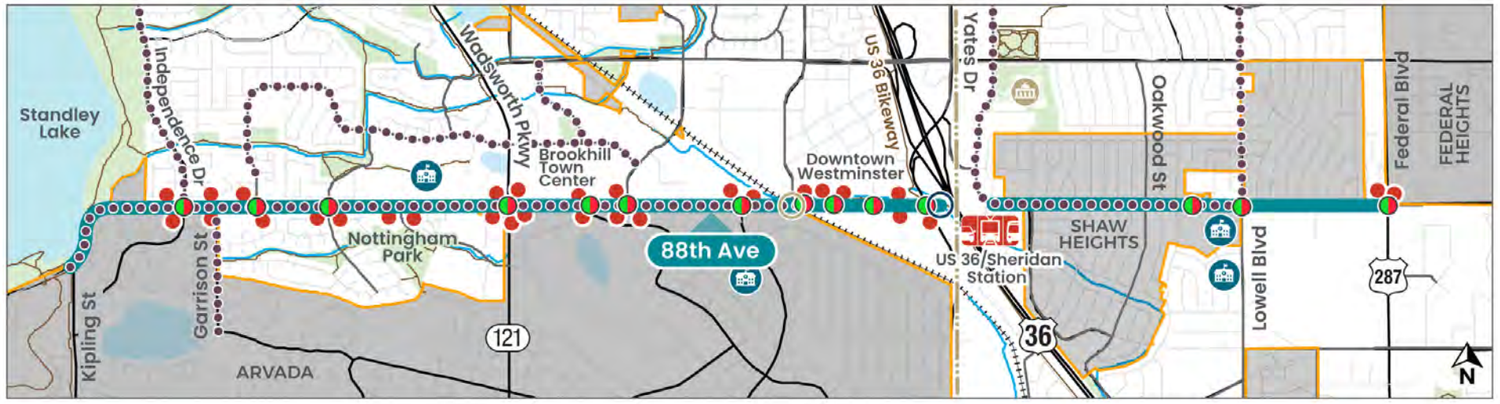
c Improvement extent may be revised during project planning, analysis and/or design.

d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

88th Avenue Corridor

Existing Conditions



LEGEND

- Bicycle Facility
- Bus Stop
- School
- Railroad At-Grade Crossing
- Trail At-Grade Crossing
- Traffic Signal
- City Limits
- Parks/Open Spaces
- County Line
- Trail
- Westminster City Hall
- Transit Station

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/ services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- 88th Avenue from Kipling Street to Federal Boulevard (6 miles)
- East-west, 4-lane Major Arterial (Kipling Street to Sheridan Boulevard), 2-lane (Yates Drive to Federal Boulevard)
- 88th Avenue divided at US 36
- Posted speed of 35 mph west of Wadsworth Boulevard, 40 MPH between Wadsworth Boulevard and Sheridan Boulevard, 30 MPH east of Yates Street
- 6,000 – 29,000 vehicles per day[1]
- High crash locations at Wadsworth Parkway, Sheridan Boulevard, and Federal Boulevard

REGIONAL CORRIDOR DESIGNATIONS

- ☑ DRCOG Network Corridor (Prinicipal Arterial, Sheridan Boulevard to Kipling Street)[2]
- ○ DRCOG Critical Corridor
- ☑ DRCOG High Injury Network Corridor[3] (Kipling Street to Wadsworth Parkway)
- ☑ DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- ☑ Intersects 3 DRCOG Active Transportation Corridors[5]
- ○ RTD Regional BRT Corridor[6]
- ○ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- Downtown Westminster[9]
- Downtown Westminster Mobility Study (2017)

TRANSIT (2021 SERVICE)[10]

- RTD Route 100 (Kipling Street to Sheridan Boulevard) (1 hour frequency)
- Access to US 36/Sheridan Station
- Intersecting transit routes on Wadsworth Boulevard (Route 76), Sheridan Boulevard (51), US 36 (Flatiron Flyer), and on Federal Boulevard (Route 31)

BICYCLE

- Bike lanes from Kipling Street to Harlan Street and between Yates Street and Lowell Boulevard
- Minimal to moderate traffic stress where bike lanes exist and high traffic stress where no bike lanes exist[11]
- Intersecting bicycle facilities on Independence Drive, Garrison Street Yates Street, and Lowell Boulevard

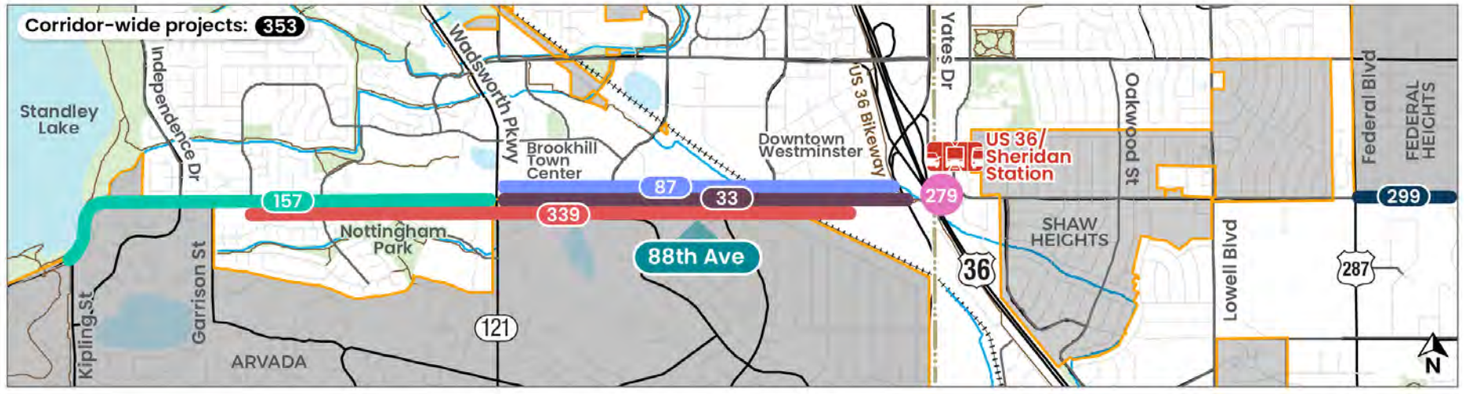
PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 8 feet
- Both detached and attached sidewalks along corridor
- No sidewalk gaps along corridor
- Moderate to high pedestrian activity[12] near intersection of Wadsworth Parkway and near the US 36/Sheridan Station

Footnotes

1. Source: City of Westminster, 2018; 88th Avenue traffic volumes are lowest east of US 36 and highest between Kipling Street and Wadsworth Boulevard
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Downtown Westminster information/website
10. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
11. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. Minimal traffic stress corridors (Yates Street to Wagner Drive) are suitable for most adult bicyclists. Moderate traffic stress corridors (Kipling Street to Wadsworth Boulevard) are suitable for enthused and confident bicyclists. High-stress corridors (Wadsworth Boulevard to Sheridan Boulevard) are only suitable for “strong and fearless” bicyclists.
12. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

88th Avenue Corridor
Future Conditions



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Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
353	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)	Corridor-wide	$ to $$	
339	Street/ Multimodal	Implement traffic signal infrastructure and ITS signal coordination improvements	Field Street to Eaton Street	$	Funded through DRCOG and CDOT grants
299	Bicycle	Add bike lanes (including connections to Hyland Hills Park and Recreation District's regional park)	Lowell Boulevard to Zuni Street	$$	Anticipating improvements with adjacent development
Mid-Term Projects (6-10 Years)					
None					
Long-Term Projects (11+ Years)					
279	Bicycle/ Pedestrian	Construct a bicycle and pedestrian underpass of US 36	US 36	$$$	
87	Street/ Multimodal	Add new median treatments, raised separated bike lanes, and dedicated lanes for buses and right-turning vehicles	Sheridan Boulevard to Wadsworth Parkway	$$$$	
157	Bicycle	Upgrade bike lanes to separated bike lanes	Kipling Street to Wadsworth Pkwy	$$$	
33	Bicycle/ Pedestrian	Retrofit multiuse sidepath; warning signs, and striping may be appropriate for various intersections and more intensive safety and design countermeasures at high-crash intersections	Sheridan Boulevard, North Harlan Street, Pierce Street, and Wadsworth Parkway	$$	

Footnotes

a. Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b. Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

c. Improvement extent may be revised during project planning, analysis and/or design.

d. Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e. Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

92nd Avenue Corridor

Existing Conditions

LEGEND

- Bicycle Facility
- Bus Stop
- Trail Grade-Separated Crossing
- Railroad Grade-Separated Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces
- County Line
- Government Building

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DESCRIPTION

- 92nd Avenue from Wadsworth Parkway to Federal Boulevard (3 miles)
- East-west, 4-lane Major Arterial
- Posted speed of 40 mph west of 6400 W, 35 MPH east of 6400 W
- 21,000 – 30,000 vehicles per day[1]
- High crash locations at Wadsworth Parkway, Sheridan Boulevard, Lowell Boulevard, and Federal Boulevard

REGIONAL CORRIDOR DESIGNATIONS

- ☑ DRCOG Network Corridor (Prinicipal Arterial)[2]
- ☐ DRCOG Critical Corridor[3]
- ☑ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- ☑ Intersects 2 DRCOG Active Transportation Corridors[5]
- ☐ RTD Regional BRT Corridor[6]
- ☐ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- Downtown Westminster Mobility Study (2017)
- Downtown Westminster[9]

TRANSIT (2021 SERVICE)[10]

- RTD Route 92 (1 hour frequency)
- Intersecting transit routes on Sheridan Boulevard (51), US 36 (Flatiron Flyer), and on Federal Boulevard (Route 31)
- Access to the US 36/Sheridan Station

BICYCLE

- No on-street bicycle facilities present along corridor
- Multiuse sidepath from Wadsworth Parkway to Xavier Street
- High-stress corridor for bicyclists (Utica Court to Grove Street)[11]
- Intersecting bicycle facilities on Vance Street, Pierce Street, Harlan Street, Yates Street, and Lowell Boulevard

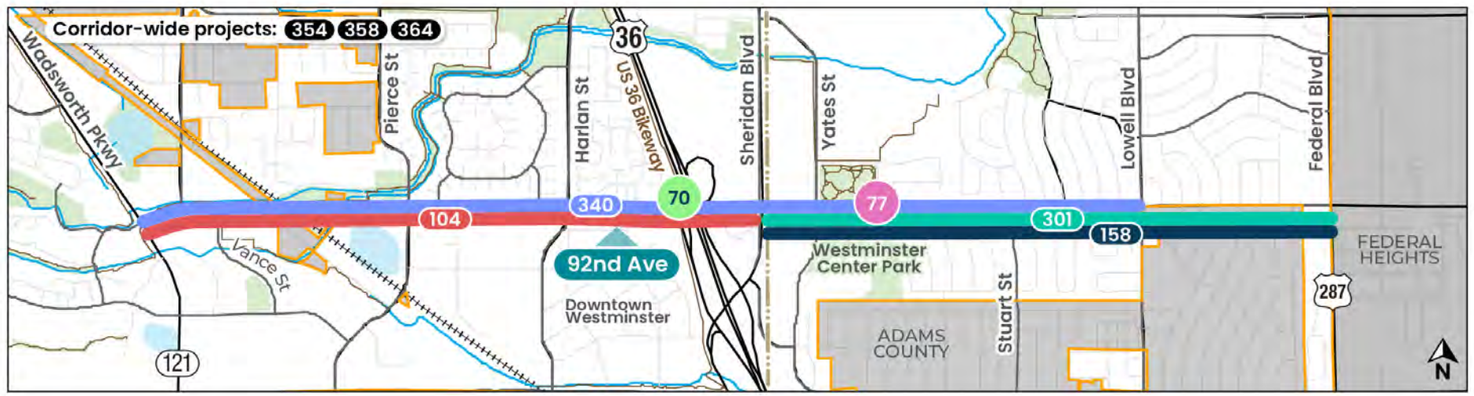
PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 11 feet
- Both detached and attached sidewalks along corridor
- No sidewalk gaps along corridor
- Moderate to high pedestrian activity[12] between Harlan Street and Yates Street

Footnotes

1. Source: City of Westminster, 2018; 92nd Avenue traffic volumes are lowest east of Wadsworth Parkway and highest east of Sheridan Boulevard.
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Downtown Westminster information/website
10. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
11. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. High-stress corridors are only suitable for "strong and fearless" bicyclists.
12. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density

92nd Avenue Corridor
Future Conditions



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Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
354	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)	Corridor-wide	$	
340	Street/ Multimodal	Implement traffic signal infrastructure and ITS signal coordination improvements	Wadsworth Parkway to Lowell Boulevard	$$	Funded through DRCOG and CDOT grants
Mid-Term Projects (6-10 Years)					
364	Street/ Multimodal	Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing, along the corridor and adjacent corridors	Corridor-wide	$	Build upon the Downtown Mobility Study findings
301	Bicycle	Add bike lanes	Sheridan Boulevard to Federal Boulevard	$$	Pending recommendations from corridor study (Project 364)
Long-Term Projects (11+ Years)					
104	Street/ Multimodal	Add new median treatments, separated bike lanes, a multiuse sidepath on north side of the street between Wadsworth Parkway and Sheridan Boulevard; widen sidewalk adjacent to Downtown; create raised crossings at right turn bypass islands	Wadsworth Parkway to Sheridan Boulevard and adjacent to Downtown Westminster	$$$	Pending recommendations from corridor study (Project 364); Projects 104, 158, and 358 could be bundled
77	Pedestrian	Install crosswalk and HAWK signal	92nd Avenue at Xavier Street	$	
70	Bicycle/ Pedestrian	Construct multiuse trail connecting sidewalk	North side of 92nd Avenue to US 36 Bikeway	$$	
158	Bicycle	Upgrade bike lanes to separated bike lanes	Sheridan Blvd to Federal Blvd	$$$	Pending recommendations from corridor study (Project 364); Projects 104, 158, and 358 could be bundled
358	Transit	Evaluate and implement transit speed and reliability improvements (e.g., transit signal priority, dedicated transit lanes, queue jumps)	Corridor-wide	$$$	Pending recommendations from corridor study (Project 364); Projects 104, 158, and 358 could be bundled

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

c Improvement extent may be revised during project planning, analysis and/or design.

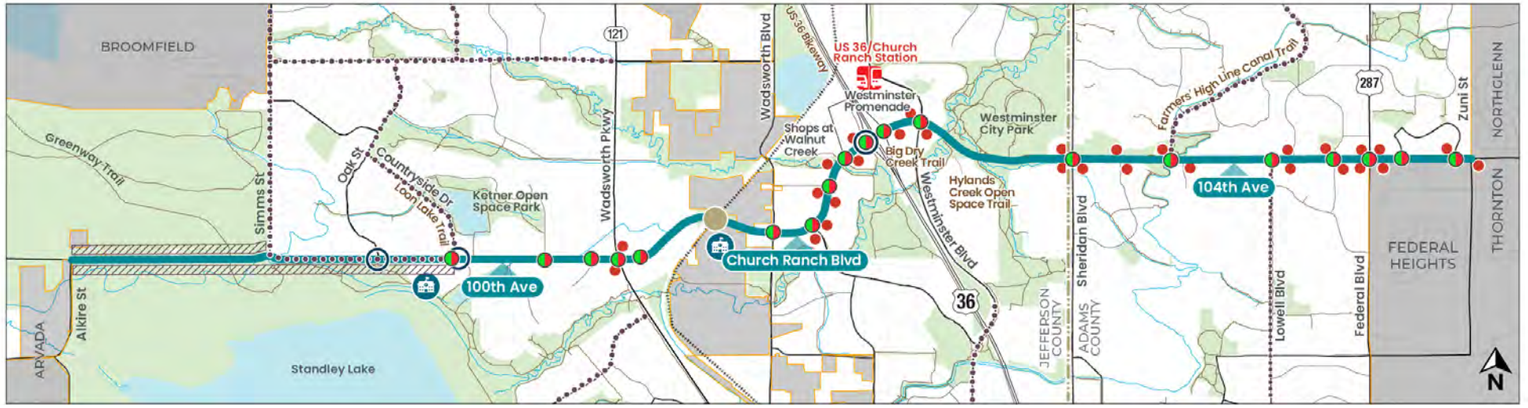
d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

100th Avenue/Church Ranch Boulevard/104th Avenue Corridor

Existing Conditions

TRANSPORTATION & MOBILITY PLAN



LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- Trail At-Grade Crossing
- Railroad Grade-Separated Crossing
- Traffic Signal
- City Limits
- Parks/Open Spaces
- County Line
- School
- Trail
- Transit Station

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- 100th Avenue/Church Ranch Boulevard/104th Avenue from Alkire Street to Zuni Street (7.4 miles)
- East-west, 2-4-lane Major Arterial
- Posted speed of 40 mph west of Simms Street, 35 MPH between Simms Street and Wadsworth Parkway, and 40 MPH east of Wadsworth Parkway
- 5,000 – 33,000 vehicles per day[1]
- High crash locations at Wadsworth Parkway, US 36, Westminster Boulevard, Sheridan Boulevard, Lowell Boulevard, Hooker Street, and Federal Boulevard

REGIONAL CORRIDOR DESIGNATIONS

- ☑ DRCOG Network Corridor (Prinicipal Arterial)[2]
- ☐ DRCOG Critical Corridor[3]
- ☑ DRCOG High Injury Network Corridor (US 36 to Zuni Street)[3]
- ☑ DRCOG Complete Streets Corridor (Zuni Street to Simms Street: Regional Connector Street Typology; Simms Street to Alkire Street: Rural Road Street Typology)[4]
- ☑ Intersects 6 DRCOG Active Transportation Corridors, portion of 104th Avenue (Sheridan Boulevard to Lowell Boulevard) designated as an Active Transportation Corridor[5]
- ☐ RTD Regional BRT Corridor[6]
- ☐ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- RTD Route 104 (Wadsworth Parkway to Federal Boulevard) (1 hour frequency)
- Intersecting transit routes on Wadsworth Parkway (Route 76), US 36 (Flatiron Flyer), and on Federal Boulevard (Route 31)
- Access to the US 36/Church Ranch Station

BICYCLE

- Bike lanes from Simms Street to Garland Street and multiuse sidepath from 105th Avenue to Legacy Ridge Parkway
- Moderate to high traffic stress corridor for bicyclists[10]
- Intersecting bicycle facilities on Simms Street, Countryside Drive, US 36 Bikeway, Big Dry Creek Trail (underpass), Farmers' High Line Canal Trail, and Lowell Boulevard

PEDESTRIAN

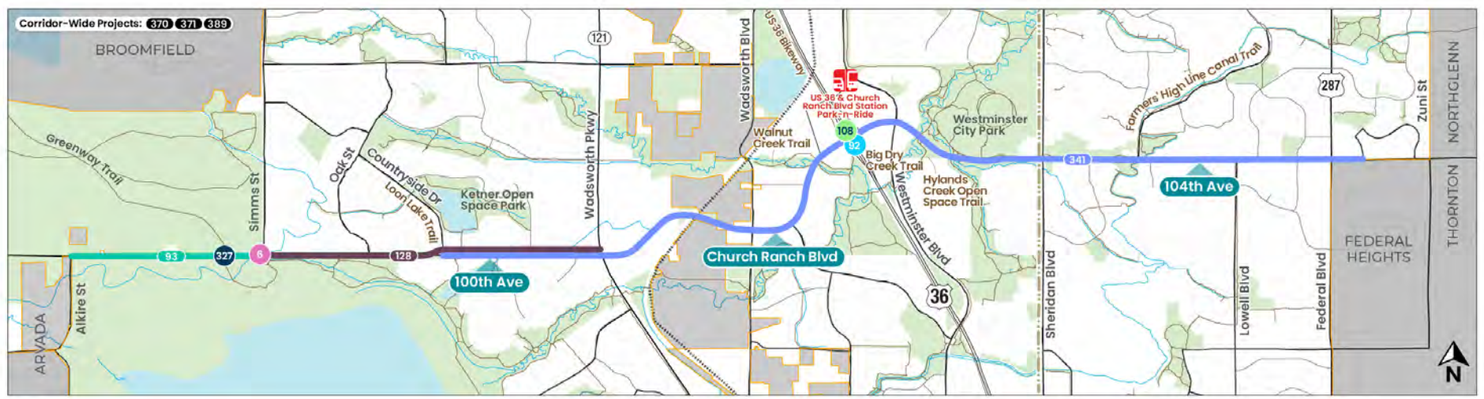
- Sidewalk and sidepath widths range from 4 feet to 8 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gap from Alkire Street to Countryside Drive (both sides)
- Moderate to high pedestrian activity[11] near Wadsworth Parkway, the Westminster Promenade/ Westminster City Park, and near Federal Boulevard
- Major trail connection to Greenway Trail, Big Dry Creek Trail, Hylands Creek Open Space Trail, Farmers' High Line Canal Trail

Footnotes

1. Source: City of Westminster, 2018; 100th Avenue/Church Ranch Boulevard/104th Avenue traffic volumes are lowest east of Alkire Street and highest between Sheridan Boulevard and Lowell Boulevard
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. Moderate traffic stress corridors are suitable for enthused and confident bicyclists (Simms Street to Independence Street). High-stress corridors are only suitable for "strong and fearless" bicyclists (Alkire Street to Simms Street, Independence Street to Zuni Street).
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

100th Avenue/Church Ranch Boulevard/104th Avenue Corridor

Future Conditions



The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
341	Street/ Multimodal	Implement traffic signal infrastructure and ITS signal coordination improvements	Countryside Drive to Bryant Street	$	Funded through DRCOG and CDOT grants
93	Bicycle/ Pedestrian	Design and construct a concrete multiuse sidepath on the north side	Alkire Street to Simms Street	$$$$	Design underway and currently pursuing grant funding
6	Street/ Multimodal	Evaluate and implement intersection realignment and safety improvements	100th Avenue at Simms Street	$$$$	Design underway and seeking grant funding for construction
389	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)	Corridor-wide	$ to $$	
108	Street/ Multimodal/ Pedestrian	Evaluate and implement safety improvement at ramps, including pedestrian crossing improvements	US 36 & Church Ranch Blvd	$$	US 36 Denver-bound ramp crossing improvements funded by DRCOG and CDOT grants (anticipated completion in 2022). Additional safety improvements to be evaluated in the near- and mid-term
327	Bicycle/ Pedestrian	Implement an at-grade trail crossing improvement	100th Avenue and Greenway Trail	$	
Long-Term Projects (11+ Years)					
128	Bicycle/ Pedestrian	Widen sidewalk to multiuse sidepath along north side	Simms Street to Wadsworth Parkway	$$	Pending recommendations from corridor study (Project 370)
370	Street/ Multimodal	Conduct a corridor study or traffic analysis to identify multimodal transportation improvements the along corridor and adjacent corridors	Corridor-wide	$$	
371	Bicycle/ Pedestrian	Widen existing sidepath to 10-12' width	Corridor-wide	$$$$	Pending recommendations from corridor study (Project 370)
92	Bicycle/ Pedestrian	Construct bikeway underpasses and shared-use path	US 36 Church Ranch Boulevard on- and off-ramps and below Church Ranch Boulevard	$$$$	Pending recommendations from corridor study (Project 370)

Footnotes

a. Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b. Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

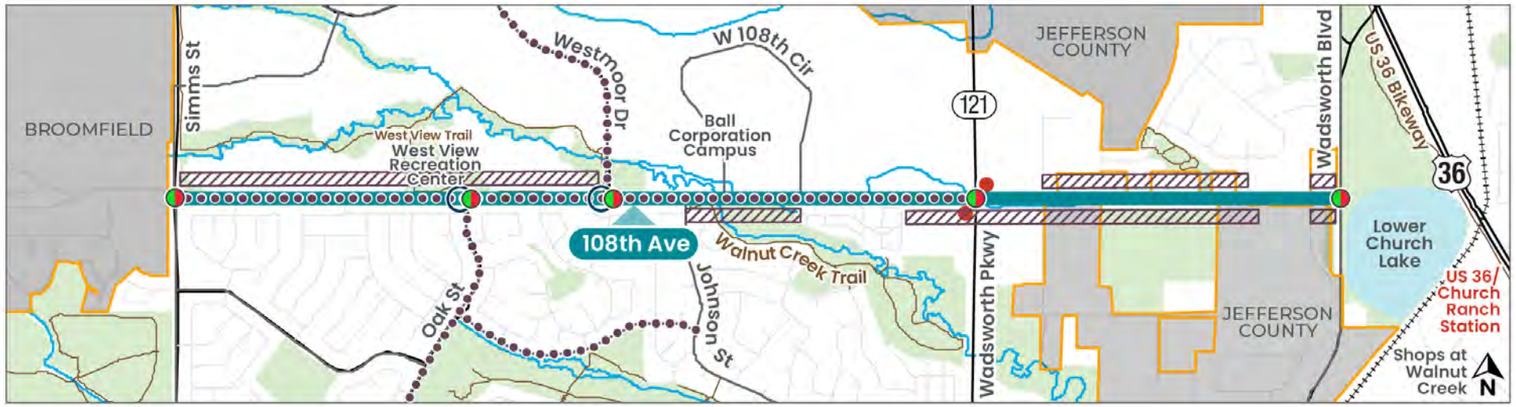
c. Improvement extent may be revised during project planning, analysis and/or design.

d. Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e. Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

108th Avenue Corridor

Existing Conditions



LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- Trail At-Grade Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- 108th Avenue from Simms Street to Wadsworth Boulevard (2.5 miles)
- East-west, 2-lane Minor Arterial
- Posted speed of 40 mph along entire corridor
- 4,000 – 15,000 vehicles per day[1]
- High crash location at Wadsworth Parkway

REGIONAL CORRIDOR DESIGNATIONS

- ○ DRCOG Network Corridor[2]
- ○ DRCOG Critical Corridor[3]
- ○ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Neighborhood Connector Street Typology)[4]
- ☑ Intersects 1 DRCOG Active Transportation Corridors[5]
- ○ RTD Regional BRT Corridor[6]
- ○ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- No RTD fixed-route transit service along corridor
- Intersecting transit route on Wadsworth Parkway (Route 76)

BICYCLE

- Shared lanes from Simms St to Westmoore Drive, bike lanes from Westmoor Drive to Wadsworth Parkway
- Moderate to high traffic stress for bicyclists.[10]
- Intersecting bikeways on Oak Street and Westmoor Drive
- Major trail connection to Walnut Creek Trail

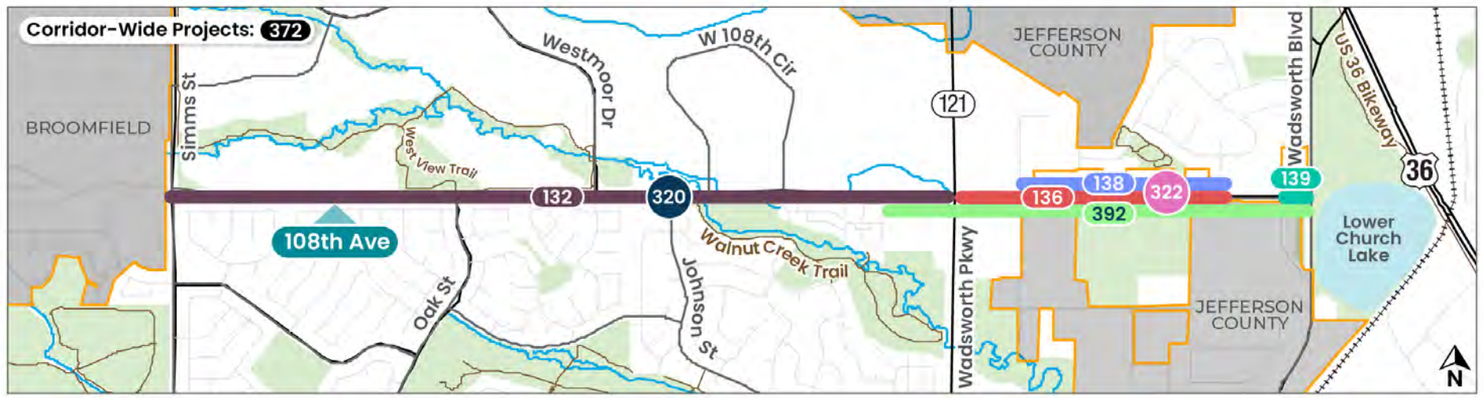
PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 8 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gap from Johnson Street to 107th Place (south side) and from Wadsworth Parkway to Wadsworth Boulevard (both sides)
- Low to moderate pedestrian activity[11] between Simms Street and Westmoor Drive
- Major trail connection to Walnut Creek Trail

Footnotes

1. Source: City of Westminster, 2018; 108th Avenue traffic volumes are lowest west of Oak Street and highest west of Wadsworth Parkway
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. Moderate traffic stress corridors are suitable for enthused and confident bicyclists (east of Westmoor Drive). High-stress corridors are only suitable for “strong and fearless” bicyclists (west of Westmoor Drive).
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

108th Avenue Corridor
Future Conditions



The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
320	Pedestrian	At-grade pedestrian crossing improvements	108th Avenue at Johnson Street	$	
Mid-Term Projects (6-10 Years)					
139	Pedestrian	Add sidewalk along north side	Yukon Street to Wadsworth Boulevard	$$	
372	Street/ Multimodal	Conduct a corridor study or traffic analysis to identify multimodal transportation improvements along the corridor and adjacent corridors	Corridor-wide	$	
322	Pedestrian	At-grade pedestrian crossing improvements	108th Avenue at Green Knolls Open Space	$	Potentially combine Projects 322, 136, 138, pending corridor study recommendations (Project 372)
136	Pedestrian	Add sidewalk along south side	Wadsworth Parkway to Zephyr Court	$$	Potentially combine Projects 322, 136, 138, pending corridor study recommendations (Project 372)
138	Pedestrian	Add sidewalk along north side	Dover Street to Zephyr Court	$$	Potentially combine Projects 322, 136, 138, pending corridor study recommendations (Project 372)
392	Bicycle/ Pedestrian	Add trail connection	Green Knolls Park to Walnut Creek Trail	$$$	Coordination with Jefferson County
Long-Term Projects (11+ Years)					
132	Bicycle/ Pedestrian	Install and/or replace existing narrow sidewalks with multiuse sidepaths on both sides of 108th Avenue	108th Avenue from Simms Street to Wadsworth Parkway	$$$	

Footnotes

a. Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b. Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

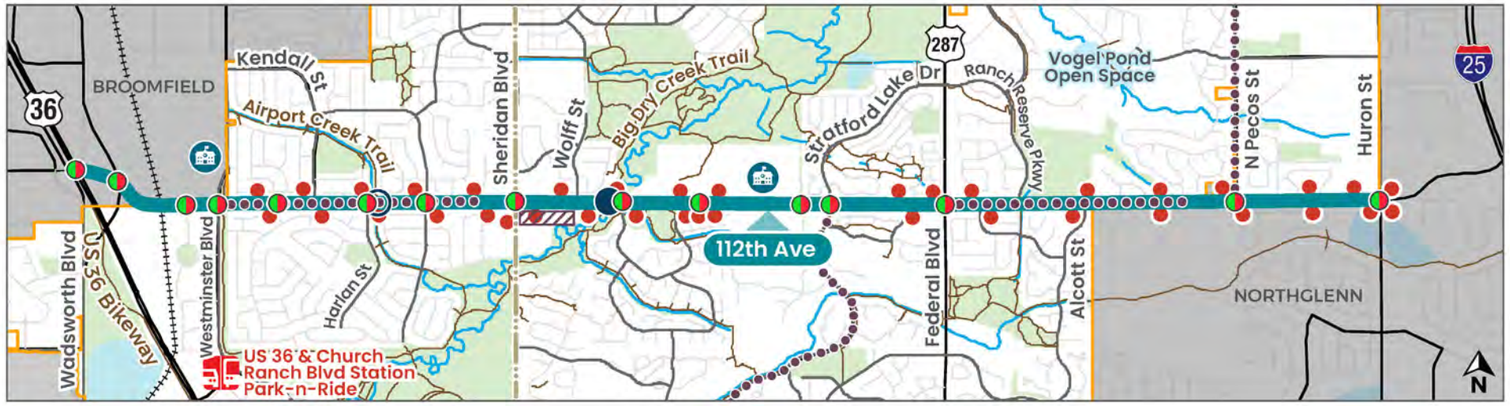
c. Improvement extent may be revised during project planning, analysis and/or design.

d. Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e. Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

112th Avenue Corridor

Existing Conditions



LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- School
- Trail At-Grade Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces
- County Line

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- 112th Avenue from US 36 to Huron Street (4.5 miles)
- East-west, 4-lane Minor Arterial
- Posted speed of 40 mph along entire corridor
- 10,000 – 24,000 vehicles per day[1]
- High crash locations at Sheridan Boulevard and Federal Boulevard

REGIONAL CORRIDOR DESIGNATIONS

- ○ DRCOG Network Corridor (Prinicipal Arterial)[2]
- ○ DRCOG Critical Corridor[3]
- ☑ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Neighborhood Connector Street Typology)[4]
- ☑ Intersects 2 DRCOG Active Transportation Corridors[5]
- ○ RTD Regional BRT Corridor[6]
- ○ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- RTD Route 112 (1 hour frequency)
- RTD FlexRide service (US 36 to Sheridan Boulevard)
- Intersecting transit routes on US 36 (Flatiron Flyer), Federal Boulevard (Route 31), and Huron Street (Route 8)

BICYCLE

- Bike lanes from Westminster Boulevard to Sheridan Boulevard and Federal Boulevard to Ranch Drive; multiuse sidepaths from Sheridan Boulevard to Federal Boulevard
- Moderate to high traffic stress for bicyclists.[10]
- Intersecting bikeways on US 36 Bikeway, Legacy Ridge Parkway, and Pecos Street
- Major trail connections at Sheridan Green Trail, Airport Creek Trail, Big Dry Creek Trail, and Mushroom Pond Trail

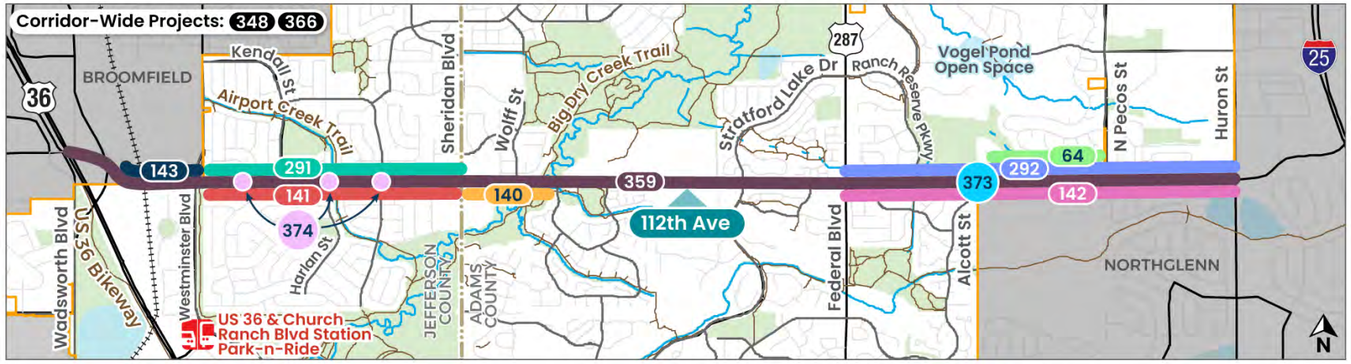
PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 8 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gap from Sheridan Boulevard and Big Dry Creek Trail (south side)
- Low to moderate pedestrian activity[11] near US 36 and between Pecos Street and Huron Street
- Major trail connections at Sheridan Green Trail, Airport Creek Trail, Big Dry Creek Trail, and Mushroom Pond Trail

Footnotes

1. Source: City of Westminster, 2018; 112th Avenue traffic volumes are lowest west of US 36 and highest between Sheridan Boulevard and Federal Boulevard
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. Moderate traffic stress corridors are suitable for enthused and confident bicyclists (west of Sheridan Boulevard and Ranch Drive). High-stress corridors are only suitable for "strong and fearless" bicyclists (US 36 to Westminster Boulevard, Sheridan Boulevard to Federal Boulevard, Ranch Drive to Huron Street).
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

112th Avenue Corridor
Future Conditions



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Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
348	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)	Corridor-wide	$ to $$	
373	Bicycle/ Pedestrian	Construct a pedestrian refuge median, bus passenger pad (north side), and crosswalk with flashing beacons	112th Avenue at Alcott Street	$	Funded though DRCOG grant
374	Street/ Multimodal	Provide left-turn phase at signalized intersections	Eaton Street, Marshall Street, and Harlan Street	$	
143	Bicycle/ Pedestrian	Add bike lanes and complete sidewalks on both sides	Wadsworth Boulevard and Westminster Boulevard	$$	In coordination with Broomfield's Safer Main Streets funded project
Mid-Term Projects (6-10 Years)					
366	Street/ Multimodal	Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing and roadway widening, along the corridor and adjacent corridors	Corridor-wide	$$	
291	Bicycle	Upgrade/add buffered bike lanes	Westminster Boulevard to Sheridan Boulevard	$$	Pending corridor study recommendations (Project 366)
292	Bicycle	Upgrade/add buffered bike lanes	Federal Boulevard to Huron Street	$$	Pending corridor study recommendations (Project 366)
140	Pedestrian	Add sidewalk on south side	Sheridan Boulevard to Dry Creek Trail	$$	Pending corridor study recommendations (Project 366)
Long-Term Projects (11+ Years)					
359	Transit	Evaluate and implement transit speed and reliability improvements (e.g., transit signal priority, dedicated transit lanes, queue jumps)	Corridor-wide	$$$	Pending recommendations of corridor study (Project 366); Projects 141, 142, and 359 could be bundled
141	Bicycle	Upgrade to separated bike lanes from	Westminster Boulevard to Sheridan Boulevard	$$$	Pending recommendations of corridor study (Project 366); Projects 141, 142, and 359 could be bundled
142	Bicycle	Upgrade to separated bike lanes	Federal Boulevard to Huron Street	$$$	Pending recommendations of corridor study (Project 366); Projects 141, 142, and 359 could be bundled
64	Bicycle/ Pedestrian	Widen sidewalk to multiuse sidepath on north side	Wyandot Street and Pecos Street	$$$	Pending corridor study recommendations (Project 366)

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

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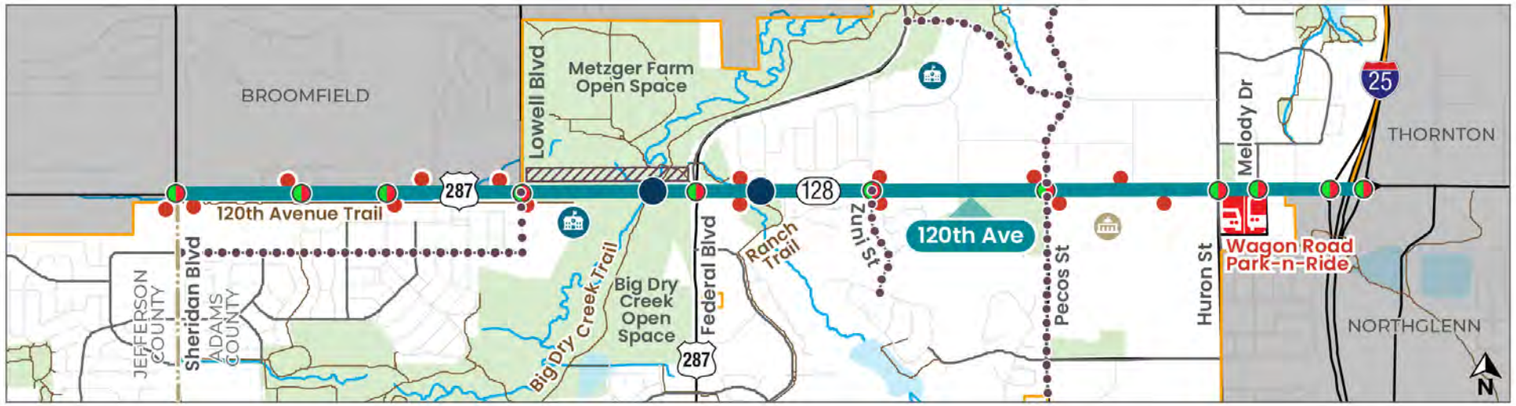
e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

120th Avenue Corridor

Existing Conditions



LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- Trail Grade-Separated Crossing
- School
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces
- Government Building

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- 120th Avenue from Sheridan Boulevard to I-25 (3.3 miles)
- East-west, 4-6 lane Highway
- Posted speed of 50 mph west of Pecos Street, 40 MPH east of Pecos Street
- 35,000 – 63,000 vehicles per day[1]
- High crash location at Sheridan Boulevard and Federal Boulevard

REGIONAL CORRIDOR DESIGNATIONS

- DRCOG Network Corridor (Major Regional Arterial)[2]
- DRCOG Critical Corridor (Sheridan Boulevard to Lowell Boulevard)[3]
- DRCOG High Injury Network Corridor[3]
- DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- Intersects 1 DRCOG Active Transportation Corridors[5]
- RTD Regional BRT Corridor[6]
- CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- RTD Route 120 (1 hour frequency)
- RTD FlexRide service (Pecos Street to I-25)
- Access to Wagon Road Park-n-Ride
- Intersecting transit routes on Huron Street (Route 8), 1-25 (120X), and Wagon Road (FlexRide)

BICYCLE

- No bike lanes along corridor
- Adjacent 120th Avenue Trail (Sheridan Boulevard to Lowell Boulevard)
- High traffic stress for bicyclists.[10]
- Intersecting bikeways on Lowell Boulevard, Big Dry Creek Trail, Pecos Street, Melody Drive, and Delaware Street

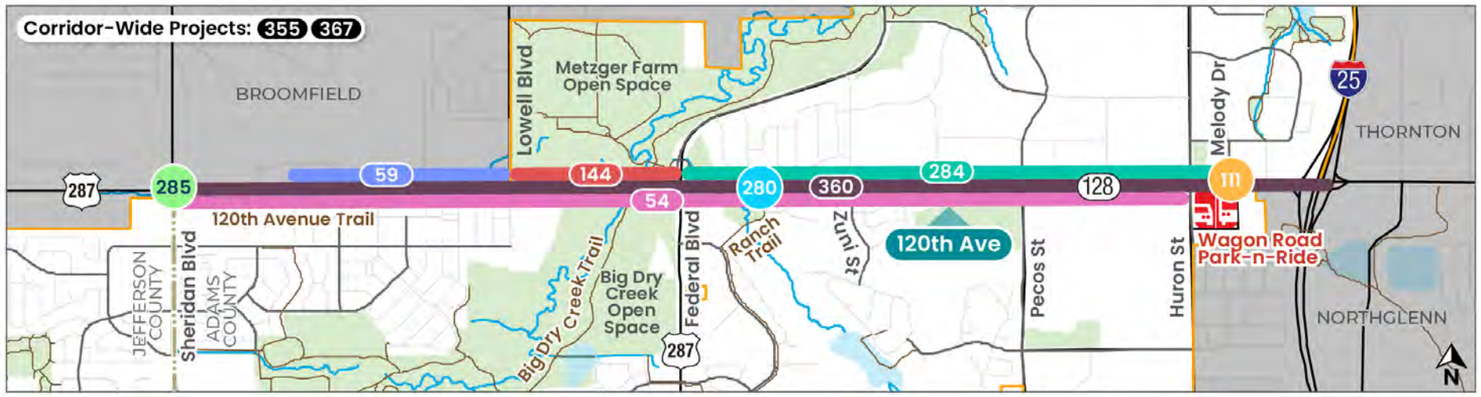
PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 8 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gap from Tennyson Street and Federal Boulevard (north side)
- Moderate to high pedestrian activity[11] between Pecos Street and I-25
- Major trail connections to Big Dry Creek Trail and Ranch Trail

Footnotes

1. Source: City of Westminster, 2018; 120th Avenue traffic volumes are lowest east of Sheridan Boulevard and highest west of I-25
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. High-stress corridors are only suitable for “strong and fearless” bicyclists.
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

120th Avenue Corridor
Future Conditions



The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
355	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)	Corridor-wide	$ to $$	Coordination with CDOT, RTD, Broomfield
111	Street/ Multimodal	Evaluate and implement safety improvements at intersection	120th Avenue and Melody Drive	$$	Coordination with CDOT
280	Pedestrian	Add crosswalk to west side of intersection	120th Avenue and Zuni Street	$	Coordination with CDOT
Mid-Term Projects (6-10 Years)					
144	Pedestrian	Add sidewalk on north side	Lowell Boulevard and Federal Boulevard	$$	Coordination with CDOT
367	Street/ Multimodal	Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing and roadway widening, along the corridor and adjacent corridors	Corridor-wide	$	Coordination with CDOT, Broomfield, Northglenn, Thornton, RTD
59	Pedestrian	Add pedestrian refuge islands and improved crossings at the two driveway access points	At Vrain Street, Bradburn Boulevard, and Lowell Boulevard	$	Coordination with CDOT, Broomfield
Long-Term Projects (11+ Years)					
360	Transit	Evaluate and implement transit speed and reliability improvements (e.g., transit signal priority, dedicated transit lanes, queue jumps)	Corridor-wide	$$$	Pending recommendations from corridor study (Project 367)
54	Bicycle/ Pedestrian	Retrofit multiuse sidepath on south side; warning signs, striping, and other pavement markings may be appropriate at intersections; bicycle/ pedestrian underpasses may be appropriate in select locations; more intensive safety and design countermeasures at intersections with high crashes	Corridor-wide; specific focus on intersections at Sheridan Boulevard, Federal Boulevard, Pecos Street, and Huron Street	$$$	Coordination with CDOT, Broomfield, Northglenn
284	Bicycle/ Pedestrian	Widen sidewalk on north side to multiuse sidepath	Federal Boulevard to Melody Street	$$$	Coordination with CDOT
285	Bicycle/ Pedestrian	Assess feasibility of using drainage ditch to create trail underpass	Under Sheridan Boulevard	$$$	Collaborate with Broomfield

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

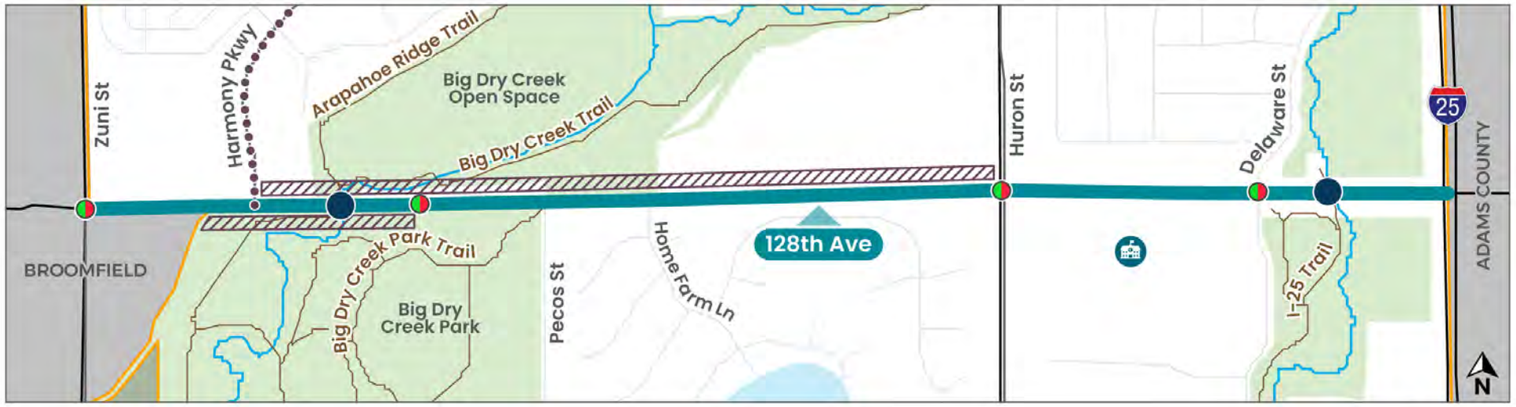
c Improvement extent may be revised during project planning, analysis and/or design.

d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/ or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

128th Avenue Corridor

Existing Conditions



LEGEND

- Bicycle Facility
- Sidewalk Gap
- School
- Trail Grade-Separated Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- 128th Avenue from Zuni Street to I-25 (1.5 miles)
- East-west, 4-lane Minor Arterial
- Posted speed of 40 mph west along entire corridor
- 17,000 – 17,600 vehicles per day[1]
- High crash location at Huron Street

REGIONAL CORRIDOR DESIGNATIONS

- ○ DRCOG Network Corridor[2]
- ○ DRCOG Critical Corridor[3]
- ☑ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- ☑ Intersects 1 DRCOG Active Transportation Corridors[5]
- ○ RTD Regional BRT Corridor[6]
- ○ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- No RTD fixed-route transit service along corridor
- Intersecting transit routes on Huron Street (Route 8), Wagon Road (FlexRide)

BICYCLE

- No on-street bikeways along corridor; multiuse sidepath between Big Dry Creek Trail and I-25 Trail
- High traffic stress for bicyclists.[10]
- Intersecting bicycle facilities on Harmony Parkway and Big Dry Creek Trail

PEDESTRIAN

- Sidewalk and sidepath widths of 8 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gaps from Zuni Street to Big Dry Creek Park (south side), Harmony Parkway and Huron Street (north side). Short segment on northeast corner of Huron Street and 128th remains disconnected
- Low to moderate pedestrian activity[11] along south side of corridor
- Major trail connections at Arapahoe Ridge Trail, Big Dry Creek Trail, I-25 Trail

Footnotes

1. Source: City of Westminster, 2018; 128th Avenue traffic volumes are lowest west of Huron Street and highest between Huron Street and I-25
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. High-stress corridors are only suitable for "strong and fearless" bicyclists.
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

128th Avenue Corridor
Future Conditions

The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
None					
Mid-Term Projects (6-10 Years)					
146	Bicycle/ Pedestrian	Add multiuse sidepath on south side	Zuni Street to Big Dry Creek Trail	$$	Potentially combine with Project 112
112	Street/ Multimodal	Widen to 4-lanes with consistent cross-section, ensuring Complete Streets/Vision Zero elements are included in the design	Zuni Street to Huron Street	$$$$	Coordinate with Broomfield's Midway Corridor Study, could combine with Project 146
Long-Term Projects (11+ Years)					
375	Street/ Multimodal	Design and construct a new interchange at 128th Avenue and I-25	I-25 interchange	$$$$	In coordination with Thornton and CDOT

Footnotes

a. Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b. Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

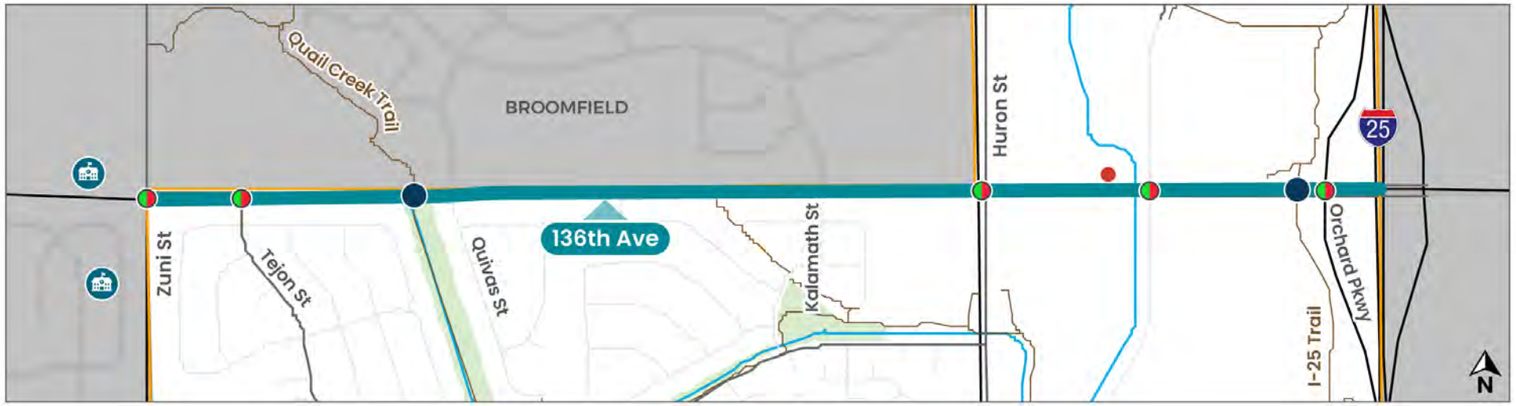
c. Improvement extent may be revised during project planning, analysis and/or design.

d. Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e. Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

136th Avenue Corridor

Existing Conditions



LEGEND

- Bus Stop
- School
- Trail Grade-Separated Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- 136th Avenue from Zuni Street to I-25 (1.5 miles)
- East-west, 4-6 lane Major Arterial
- Posted speed of 40 mph west of Huron Street, 45 MPH east of Huron Street
- ~21, 500 vehicles per day[1]
- High crash location near I-25

REGIONAL CORRIDOR DESIGNATIONS

- ☑ DRCOG Network Corridor (Principal Arterial)[2]
- ☑ DRCOG Critical Corridor (Zuni Street to Huron Street)[3]
- ☑ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- ☑ Intersects 1 DRCOG Active Transportation Corridors[5]
- ☐ RTD Regional BRT Corridor[6]
- ☐ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- No RTD fixed-route transit service along corridor
- RTD FlexRide service (Zuni Street to I-25)
- Intersecting transit routes on Huron Street (Route 8), Wagon Road (Flex Ride)

BICYCLE

- No bicycle facilities present along corridor
- High traffic stress for bicyclists.[10]
- No intersecting bicycle facilities, except for trail connections to Quail Creek Trail and I-25 Trail

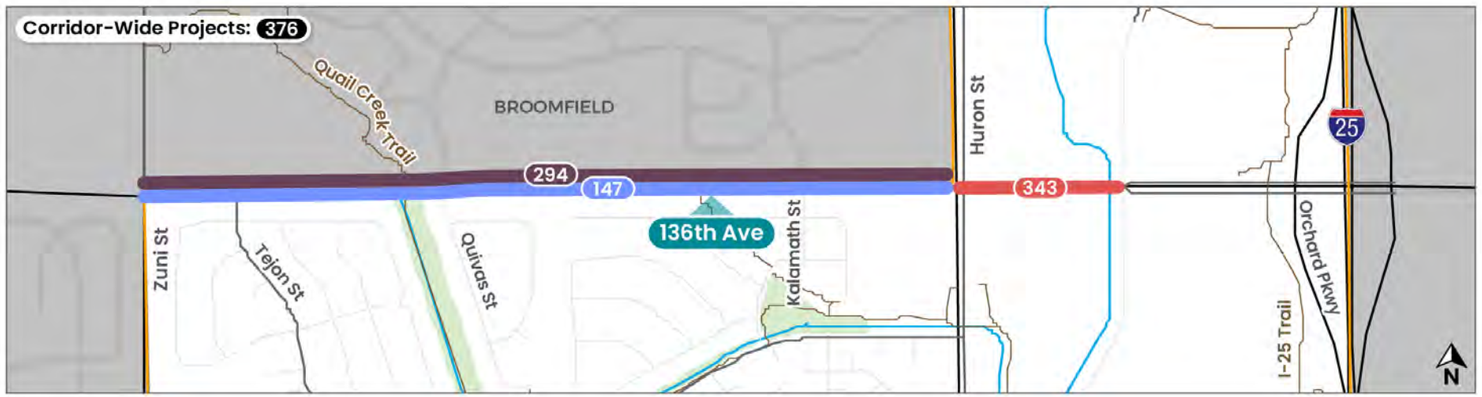
PEDESTRIAN

- Sidewalk and sidepath widths of 8 feet
- Both detached and attached sidewalks along corridor
- No sidewalk gaps along corridor
- Low pedestrian activity[11] along corridor
- Major trail connections to Quail Creek Trail and I-25 Trail

Footnotes

1. Source: City of Westminster, 2018; 136th Avenue traffic volumes are approximately 21,500 vehicles per day
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. High-stress corridors are only suitable for "strong and fearless" bicyclists.
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density

136th Avenue Corridor
Future Conditions



The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
343	Street/ Multimodal	Implement traffic signal infrastructure and ITS signal coordination improvements	Huron Street to Orchard Parkway	$	Funded through DRCOG grant
Mid-Term Projects (6-10 Years)					
294	Bicycle	Add buffered bike lanes where no bike lanes exist and upgrade existing bike lanes to buffered bike lanes	Zuni Street to Huron Street	$$	Coordinate with Broomfield
376	Street/ Multimodal	Conduct a corridor traffic analysis to identify multimodal transportation improvements along the corridor and adjacent corridors	Corridor-wide	$	Coordinate with Broomfield
Long-Term Projects (11+ Years)					
147	Bicycle	Upgrade buffered bike lanes to separated bike lanes	Zuni Street to Huron Street	$$$	Coordinate with Broomfield. Pending recommendations from traffic analysis (Project 376)

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

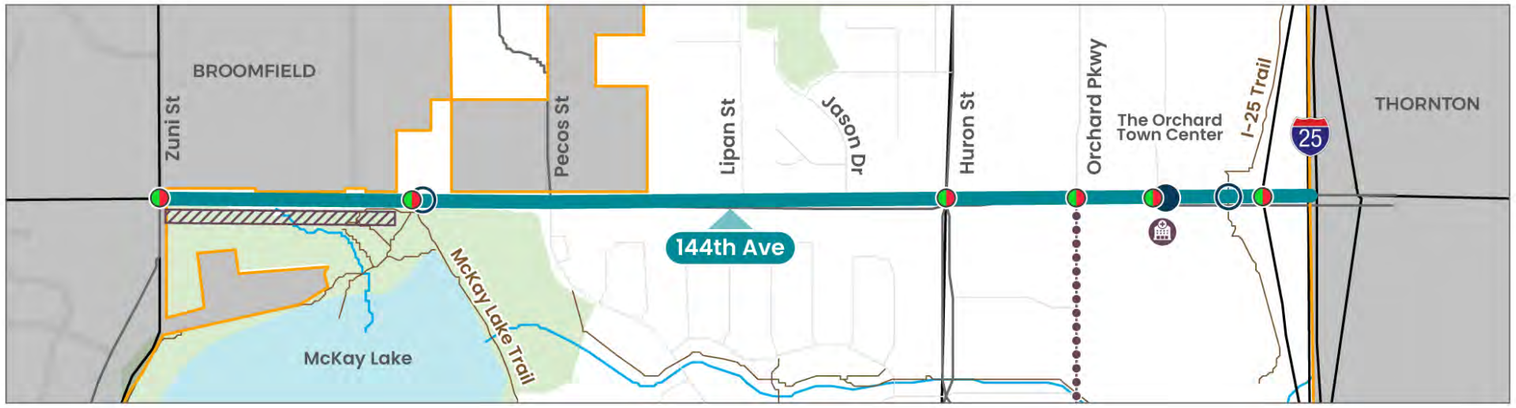
c Improvement extent may be revised during project planning, analysis and/or design.

d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

144th Avenue Corridor

Existing Conditions



LEGEND

- Sidewalk Gap
- Medical Facility
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces
- Trail Grade-Separated Crossing
- Trail At-Grade Crossing

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- 144th Avenue from Zuni Street to I-25 (1.5 miles)
- East-west, 4-6 lane Major Arterial
- Posted speed of 45 MPH along entire corridor
- ~17,900 vehicles per day[1]
- High crash location near I-25

REGIONAL CORRIDOR DESIGNATIONS

- [x] DRCOG Network Corridor (Prinicpal Arterial)[2]
- [ ] DRCOG Critical Corridor[3]
- [x] DRCOG High Injury Network Corridor[3]
- [x] DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- [x] Intersects 1 DRCOG Active Transportation Corridors[5]
- [ ] RTD Regional BRT Corridor[6]
- [ ] CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- No RTD fixed-route transit service along corridor
- Intersecting transit routes on Huron Street (Route 8) and Wagon Road (FlexRide)

BICYCLE

- No bike lanes along corridor
- High traffic stress for bicyclists.[10]
- Intersecting bikeway on Orchard Pkwy

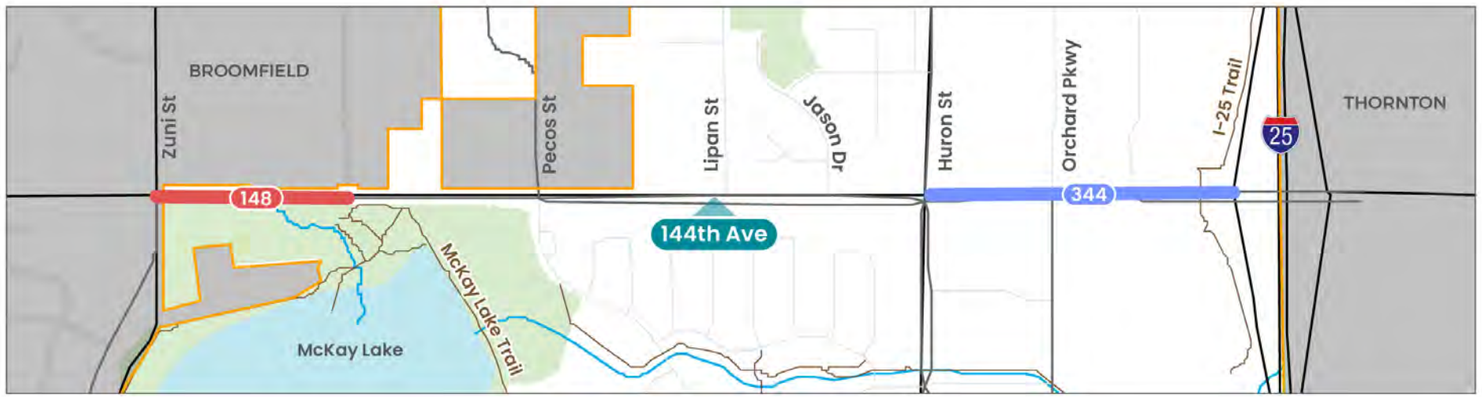
PEDESTRIAN

- Sidewalk and sidepath widths of 8 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gap from Zuni St to Tejon St (south side)
- Moderate to high pedestrian activity[11] near the Orchard Town Center and St. Anthony North Health Campus
- Major Trail connection at I-25 Trail

Footnotes

1. Source: City of Westminster, 2018; 136th Avenue traffic volumes are approximately 17,900 vehicles per day
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. High-stress corridors are only suitable for “strong and fearless” bicyclists.
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

144th Avenue Corridor
Future Conditions



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Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
344	Street/ Multimodal	Implement ITS signal coordination improvements	Huron Street to I-25	$	Funded through DRCOG Grant
Mid-Term Projects (6-10 Years)					
148	Bicycle/ Pedestrian	Add multiuse sidepath on south side	Zuni Street to McKay Lake Access	$$	
Long-Term Projects (11+ Years)					
None					

Footnotes

a. Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b. Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

c. Improvement extent may be revised during project planning, analysis and/or design.

d. Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e. Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Simms Street Corridor

Existing Conditions

LEGEND

- Bicycle Facility
- Sidewalk Gap
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- Simms Street from 100th Avenue to City limits north of 112th Avenue (1.5 miles)
- North-south, 2-lane Major Arterial
- Posted speed of 30 MPH south of 105th Drive, 40 MPH north of 105 Drive
- 6,000 – 7,000 vehicles per day[1]
- No recorded high crash locations along corridor

REGIONAL CORRIDOR DESIGNATIONS

- ☑ DRCOG Network Corridor (Prinicipal Arterial)[2]
- ☐ DRCOG Critical Corridor[3]
- ☐ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- ☑ Intersects 2 DRCOG Active Transportation Corridors[5]
- ☐ RTD Regional BRT Corridor[6]
- ☐ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- RTD Route 72 (1 hour frequency)
- Access to Westminster Station
- Intersecting transit routes on Sheridan Boulevard (Route 51) and Federal Boulevard (Route 31)

BICYCLE

- Bike lanes from 100th Avenue to Countryside Drive; shared lanes from Countryside Drive to 108th Avenue
- High traffic stress for bicyclists.[10]
- Intersecting bikeways on 108th Avenue, Westmoor Circle, and Westmoor Drive

PEDESTRIAN

- Sidewalk and sidepath widths of 5 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gaps from 100th Avenue to 108th Avenue (west side) and 108th Avenue to 112th Avenue (both sides)
- Low pedestrian activity[11] along corridor
- Major Trail connection to Walnut Creek Trail

Footnotes

1. Source: City of Westminster, 2018; Simms Street traffic volumes are lowest north of 100th Avenue and highest north of 108th Avenue
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
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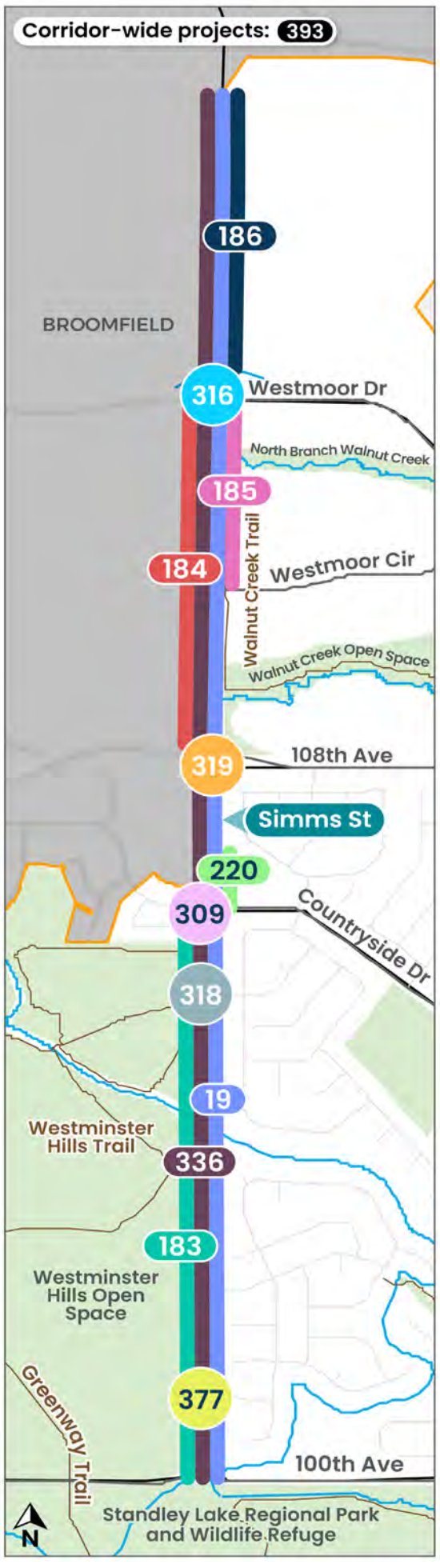
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. High-stress corridors are only suitable for “strong and fearless” bicyclists.
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

Simms Street Corridor

Future Conditions



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Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
309	Bicycle/ Pedestrian	At-grade crossing improvements	107th Avenue	$	
377	Bicycle/ Pedestrian	Add crosswalk and crossing enhancements	101st Avenue	$	Funded by CDOT grant
220	Pedestrian	Add sidewalk on east side	Countryside Drive to the north	$$	
316	Bicycle/ Pedestrian	At-grade crossing improvements	112th Avenue	$	
318	Bicycle/ Pedestrian	At-grade crossing improvements	105th Avenue	$	
319	Bicycle/ Pedestrian	At-grade crossing improvements	108th Avenue	$	
393	Bicycle/ Pedestrian	Evaluate additional crossing improvements, including underpasses along the corridor	Corridor wide	$	In coordination with Broomfield and Jefferson County
Mid-Term Projects (6-10 Years)					
183	Pedestrian	Add sidewalk on west side	100th Avenue to 107th Avenue	$$$	
186	Pedestrian	Add sidewalk on east side	Westmoor Drive to Control Tower Road	$$	
Long-Term Projects (11+ Years)					
19	Street/ Multimodal	Widen to 4 lanes, integrating multimodal transportation improvements	100th Avenue to 112th Avenue	$$$$	Projects 19, 184, 185, and 336 could be bundled In coordination with Broomfield and Jefferson County
336	Bicycle	Upgrade/add buffered bike lanes	100th Avenue to City Limit	$$	Projects 19, 184, 185, and 336 could be bundled
184	Pedestrian	Add sidewalk on west side	108th Avenue to Westmoor Circle	$$	Projects 19, 184, 185, and 336 could be bundled
185	Bicycle/ Pedestrian	Pave trail on east side	Westmoor Circle to Westmoor Drive	$$	Projects 19, 184, 185, and 336 could be bundled

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

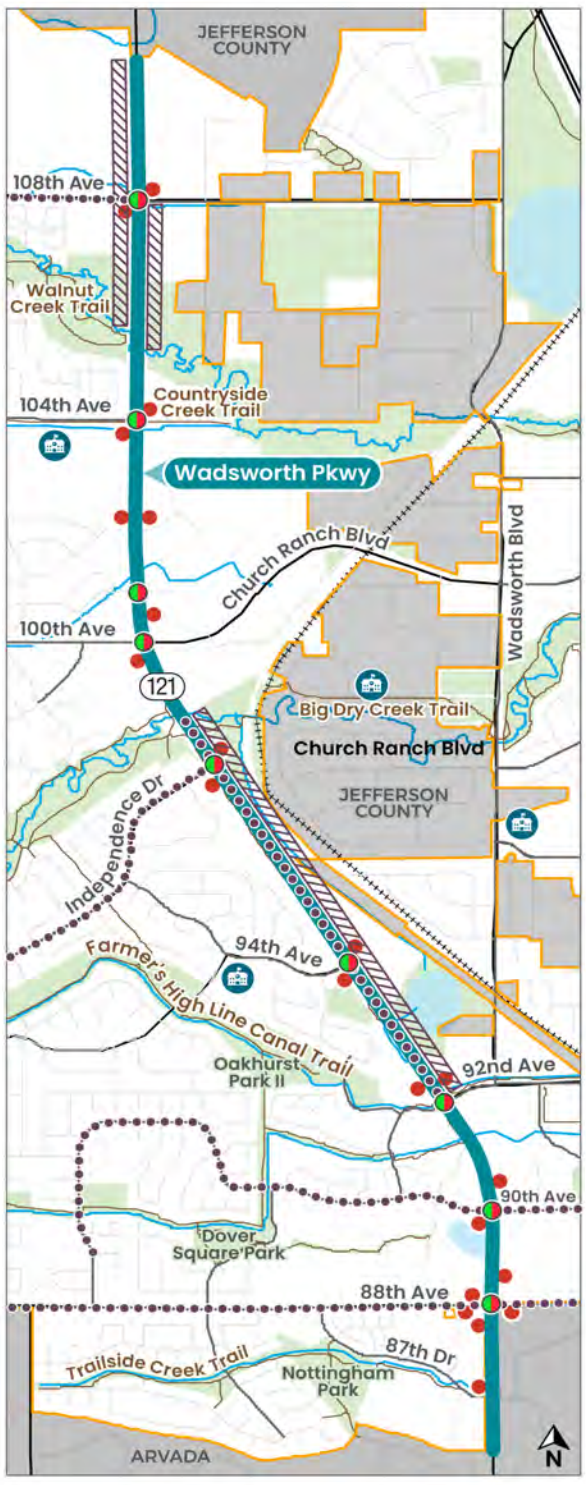
c Improvement extent may be revised during project planning, analysis and/or design.

d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Wadsworth Parkway Corridor

Existing Conditions



LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- School
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- Wadsworth Parkway from City limits south of 88th Avenue to City limits north of 108th Avenue (2.7 miles)
- North-south, 4-6-lane Highway
- Posted speed of 45 MPH south of 108th Avenue, 55 MPH north of 108th Avenue
- 35,000 – 41,000 vehicles per day[1]
- High crash location at 108th Avenue, 100th Avenue, Independence Drive, 92nd Avenue, 90th Avenue, and 88th Avenue

REGIONAL CORRIDOR DESIGNATIONS

- ☑ DRCOG Network Corridor (Major Regional Arterial)[2]
- ☐ DRCOG Critical Corridor[3]
- ☑ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- ☐ DRCOG Active Transportation Corridor[5]
- ☐ RTD Regional BRT Corridor[6]
- ☑ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- RTD Route 76 (30 minute frequency)
- Intersecting transit routes on Uptown Avenue (Route 228) and 92nd Avenue (Route 92)

BICYCLE

- No bicycle facilities along corridor
- High traffic stress for bicyclists.[10]
- Intersecting bikeway on 88th Avenue, 90th Avenue, Independence Drive, Big Dry Creek Trail, and 108th Avenue

PEDESTRIAN

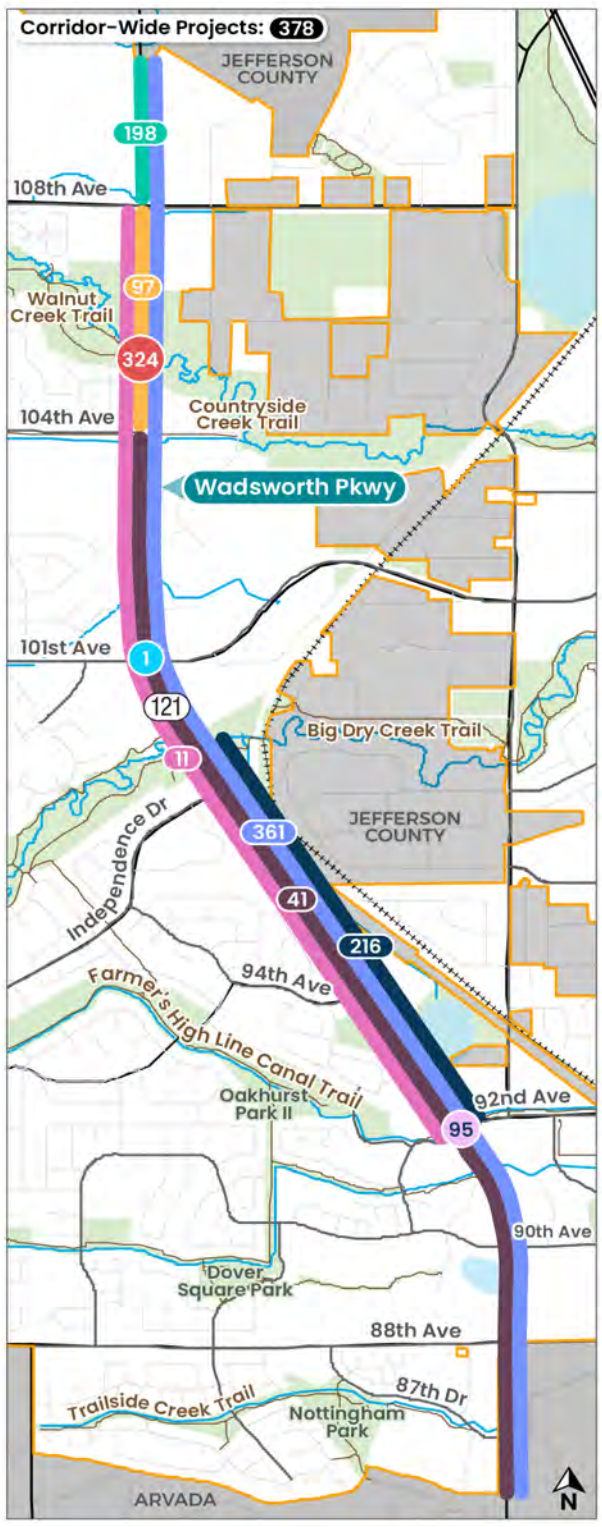
- Sidewalk and sidepath widths range from 6 feet to 8 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gaps from 92nd Avenue to Big Dry Creek (east side) and 104th Avenue to 108th avenue (both sides)
- Moderate to high pedestrian activity[11] near Brookhill Town Center and Standley Lake Market Place
- Major Trail connections at Farmers' High Line Canal Trail, Big Dry Creek Trail, Countryside Creek Trail

Footnotes

1. Source: City of Westminster, 2018; Wadsworth Parkway traffic volumes are lowest south of 100th Avenue and highest north of 92nd Avenue
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. High-stress corridors are only suitable for "strong and fearless" bicyclists.
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

Wadsworth Parkway Corridor

Future Conditions



The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
95	Bicycle/ Pedestrian	Safety evaluation and improvements, including feasibility assessment of grade-separated crossing	Wadsworth Blvd and 92nd Avenue	$$	Coordination with CDOT
216	Bicycle/ Pedestrian	Add multiuse sidepath on east side	92nd Avenue to Big Dry Creek Trail	$$$	Coordination with CDOT
Mid-Term Projects (6-10 Years)					
1	Street/ Multimodal	Intersection improvements at Wadsworth Parkway and 100th Avenue including additional northbound and southbound through lanes, southbound and eastbound dual left turn lanes	100th Avenue	$$$	Coordination with CDOT; Pending recommendations from corridor study (Project 378)
378	Street/ Multimodal	Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing and roadway widening, along the corridor and adjacent corridors	Corridor-wide	$	Coordination with CDOT, Broomfield, RTD, Jefferson County Pending recommendations from corridor study (Project 378)
324	Bicycle/ Pedestrian	Construct Walnut Creek trail underpass north of 104th Avenue	At Walnut Creek Trail	$$$	Coordination with CDOT; Pending recommendations from corridor study (Project 378)
97	Bicycle/ Pedestrian	Add multiuse sidepath on both sides	104th Avenue and 108th Avenue	$$	Coordination with CDOT; Pending recommendations from corridor study (Project 378)
198	Pedestrian	Add sidewalk on west side	108th Avenue to City limit	$$	Coordination with CDOT; Pending recommendations from corridor study (Project 378)
Long-Term Projects (11+ Years)					
11	Street/ Multimodal	Widen Wadsworth Parkway integrating multimodal transportation improvements	92nd Avenue to 108th Avenue	$$$$	Projects 11, 41, and 361 could be bundled. Coordination with CDOT; Pending recommendations from corridor study (Project 378)
361	Transit	Evaluate and implement transit speed and reliability improvements	Corridor-wide	$$$	Projects 11, 41, and 361 could be bundled. Coordination with CDOT; Pending recommendations from corridor study (Project 378)
41	Bicycle/ Pedestrian	Retrofit multiuse sidepaths by widening sections of narrow sidewalk, adding warning signs, path striping and various pavement markings at intersections; safety and design countermeasures at key intersections	104th Avenue to south City Limits, with focus at the intersections of 88th Avenue, 92nd Avenue and 100th Avenue	$$$	Projects 11, 41, and 361 could be bundled. Coordination with CDOT; Pending recommendations from corridor study (Project 378)

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

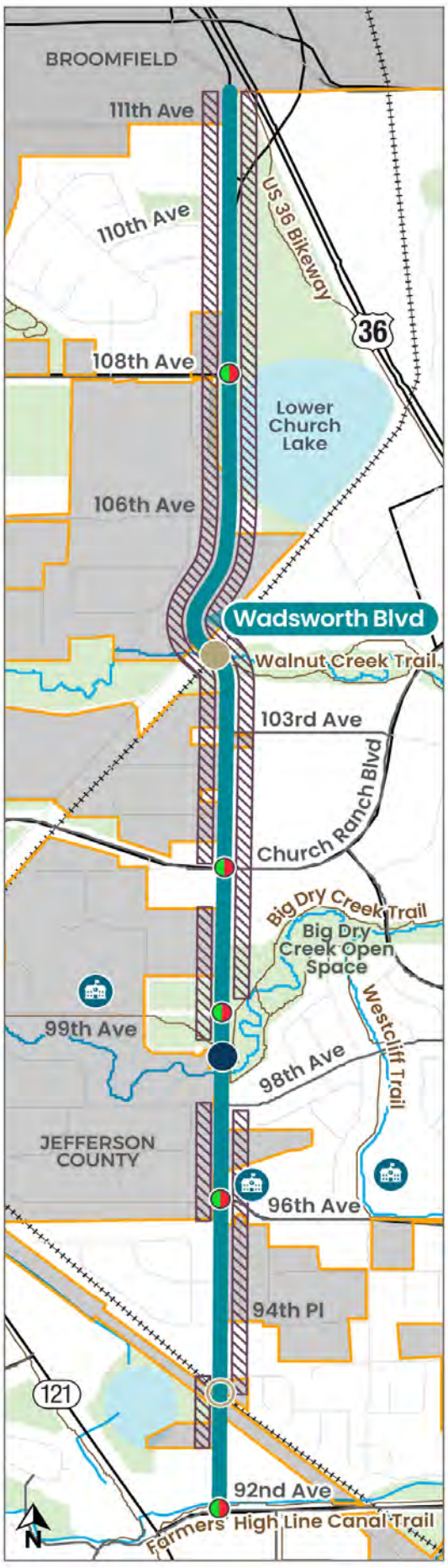
c Improvement extent may be revised during project planning, analysis and/or design.

d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Wadsworth Boulevard Corridor

Existing Conditions



LEGEND

- Bicycle Facility
- Sidewalk Gap
- School
- Trail Grade-Separated Crossing
- Railroad Grade-Separated Crossing
- Railroad At-Grade Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- Wadsworth Boulevard from 92nd Avenue to 112th Avenue/Uptown Avenue (2.7 miles)
- North-south: 2-lane Minor Arterial
- Posted speed of 40 MPH along entire corridor
- 7,000 – 8,000 vehicles per day[1]
- No recorded high crash locations along corridor

REGIONAL CORRIDOR DESIGNATIONS

- ○ DRCOG Network Corridor[2]
- ○ DRCOG Critical Corridor[3]
- ○ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Neighborhood Connector Street Typology)[4]
- ☑ Intersects 1 DRCOG Active Transportation Corridor[5]
- ○ RTD Regional BRT Corridor[6]
- ○ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- Jefferson County North Plains Area Plan

TRANSIT (2021 SERVICE)[9]

- RTD Route 76 (30 minute frequency)
- Intersecting transit route on 92nd Avenue (Route 92)

BICYCLE

- No bike lanes along corridor
- High traffic stress for bicyclists.[10]
- Intersecting bikeway on Big Dry Creek Trail, and US 36 Bikeway

PEDESTRIAN

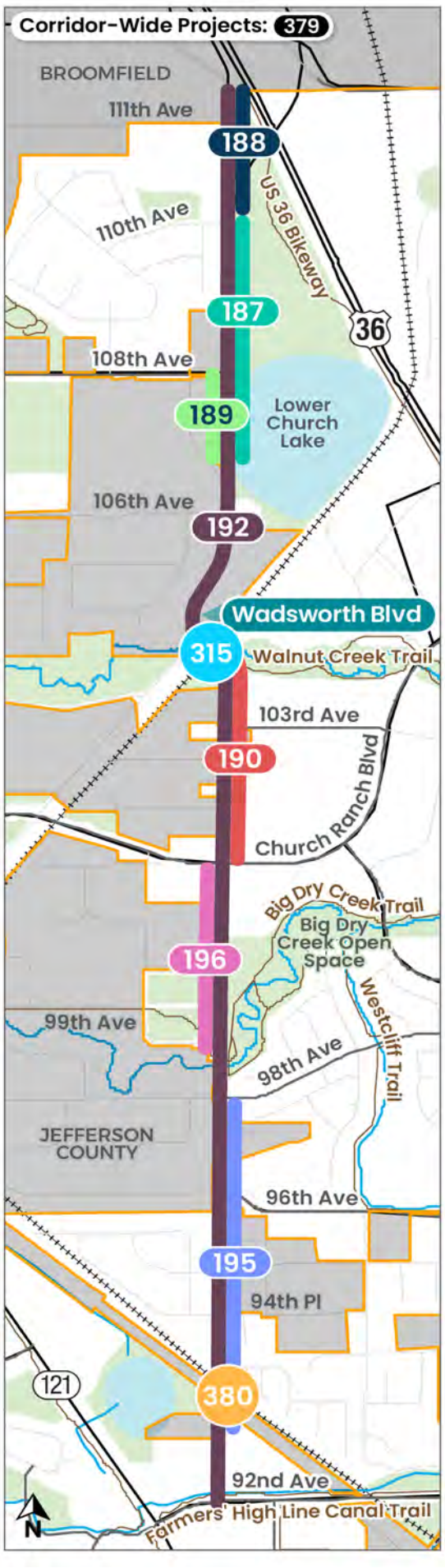
- Sidewalk and sidepath widths range from 8 feet to 10 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gaps along large stretches of corridor
- Moderate to high pedestrian activity[11] near 104th Ave

Footnotes

1. Source: City of Westminster, 2018; Wadsworth Parkway traffic volumes are lowest near 96th Avenue and highest south of 108th Avenue
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. High-stress corridors are only suitable for "strong and fearless" bicyclists.
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

Wadsworth Boulevard Corridor

Future Conditions



The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
None					
Mid-Term Projects (6-10 Years)					
187	Pedestrian	Add sidewalk on east side	Yukon Street to 110th Avenue	$$	
188	Pedestrian	Add sidewalk on west side	110th Avenue north to City limit	$$	Coordinate with Broomfield and Jefferson County
189	Pedestrian	Add sidewalk on west side	Yukon Street to 108th Avenue	$$	
190	Pedestrian	Add sidewalk on both sides	Church Ranch Boulevard to 105th Avenue	$$$	
196	Pedestrian	Add sidewalk on both sides	99th Avenue to Church Ranch Blvd	$$$	
Long-Term Projects (11+ Years)					
379	Street/ Multimodal	Conduct a corridor traffic study to identify multimodal transportation improvements, along the corridor and adjacent corridors	Corridor-wide	$	
192	Bicycle	Construct separated bike lanes	92nd Avenue to 112th Avenue	$$$$	Will require widening some sections of Wadsworth Boulevard and repurposing auxiliary lanes in other sections; Pending recommendations from corridor study (Project 379)
195	Pedestrian	Add sidewalk on west side and east side	West side: storage access to 93rd Place, 96th Avenue to 98th Avenue East side: railroad to 98th Avenue	$$$	Will require coordination with Railroad and Public Utilities Commission; Pending recommendations from corridor study (Project 379)
315	Bicycle/ Pedestrian	Reconstruct underpass at BNSF crossing, including adding trail and bike lanes and evaluate trail crossing and access improvements	BNSF crossing	$$$$	Pending recommendations from corridor study (Project 379)
380	Street/ Multimodal	Add Quiet Zone crossing	North of 92nd Avenue	$$$	Will require coordination with Railroad and Public Utilities Commission

Footnotes

a. Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b. Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

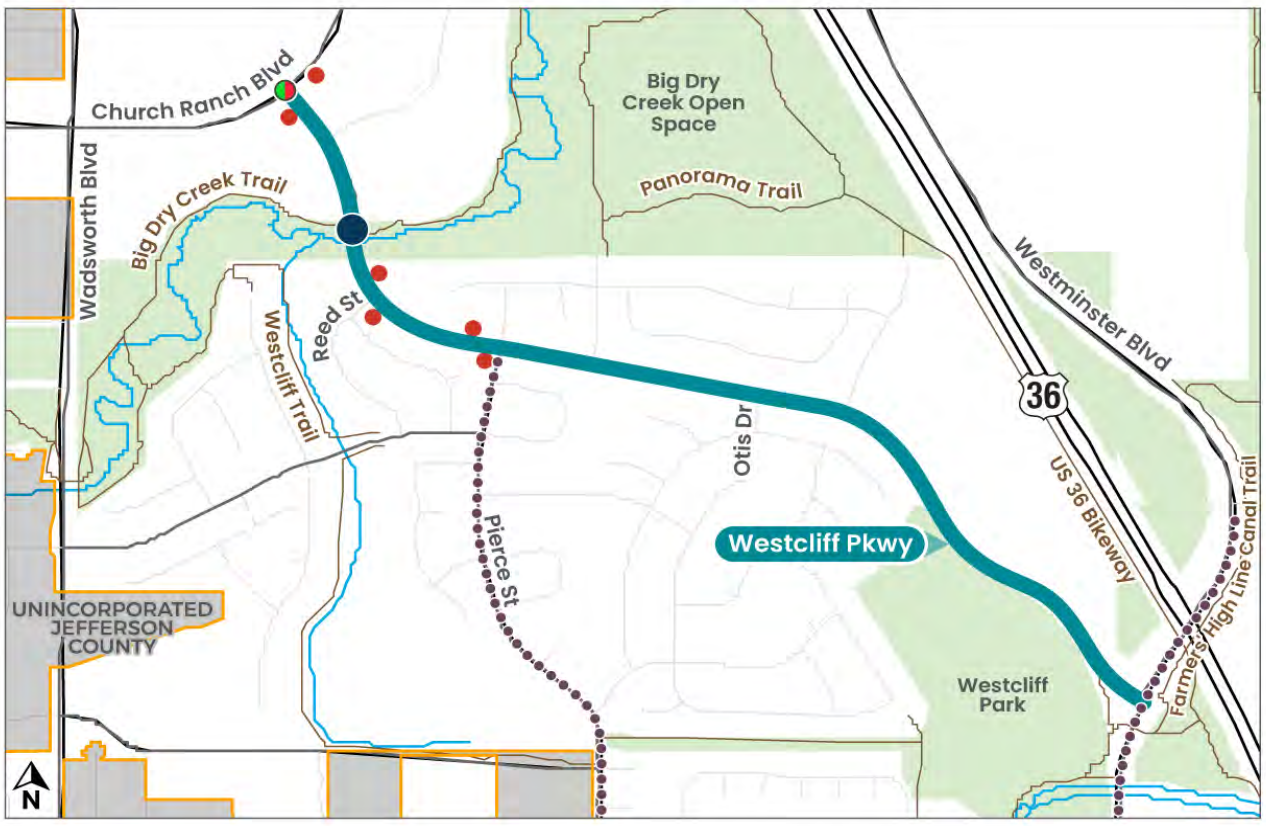
c. Improvement extent may be revised during project planning, analysis and/or design.

d. Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e. Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Westcliff Parkway Corridor

Existing Conditions



LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- Trail Grade-Separated Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- Westcliff Parkway from Westminster Boulevard to Church Ranch Boulevard (1 mile)
- North-south: 4-lane Minor Arterial
- Posted speed of 35 MPH along entire corridor
- 4,000 – 5,000 vehicles per day[1]
- No recorded high crash locations along corridor

REGIONAL CORRIDOR DESIGNATIONS

- ○ DRCOG Network Corridor[2]
- ○ DRCOG Critical Corridor[3]
- ○ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Neighborhood Connector Street Typology)[4]
- ○ DRCOG Active Transportation Corridor[5]
- ○ RTD Regional BRT Corridor[6]
- ○ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- RTD Route 104 (1 hour frequency)

BICYCLE

- No bike lanes along corridor
- Moderate traffic stress for bicyclists.[10]
- Intersecting bikeway on Westminster Blvd, Pierce St, and Big Dry Creek Trail

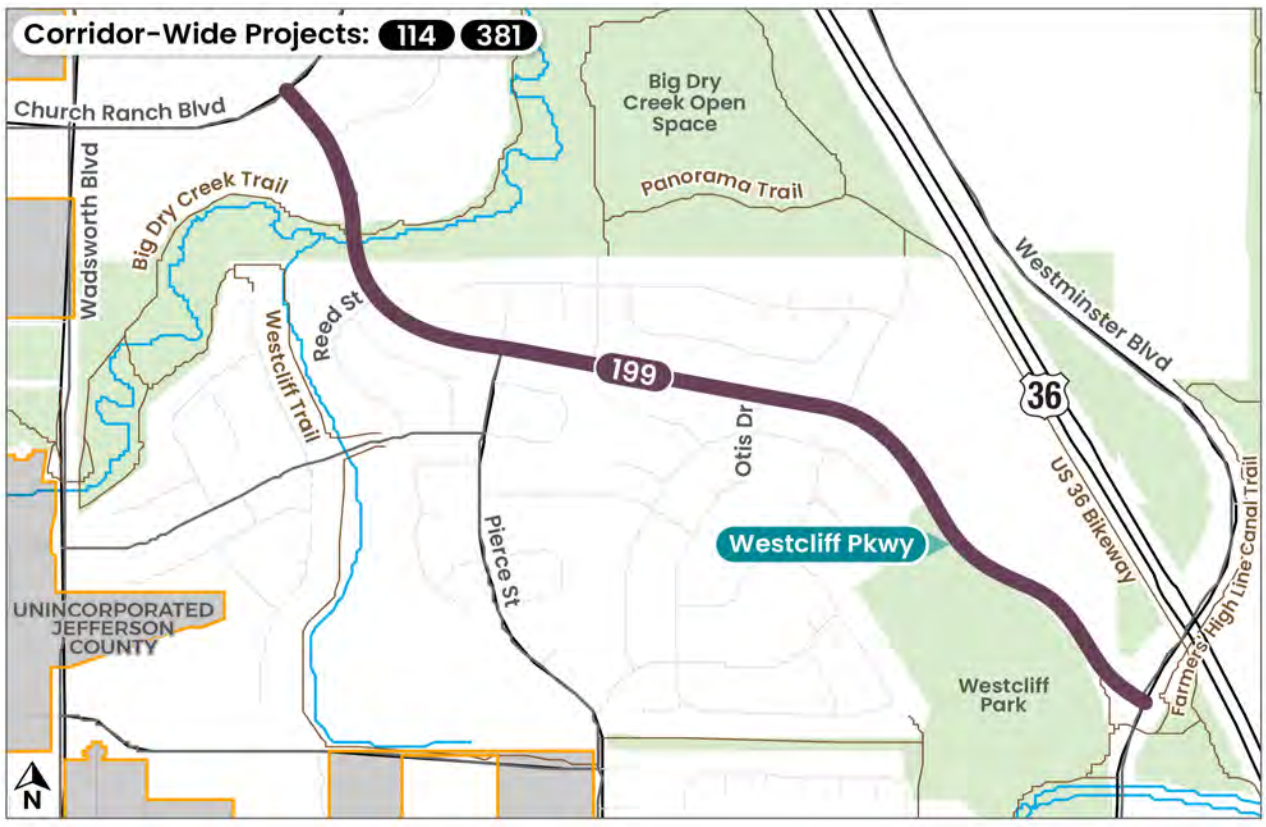
PEDESTRIAN

- Sidewalk and sidepath widths range of 6 feet
- Both detached and attached sidewalks along corridor
- No sidewalk gaps along corridor
- Moderate to high pedestrian activity[11] near corridor
- Major Trail connections at Big Dry Creek Trail and Farmers High Line Canal Trail

Footnotes

1. Source: City of Westminster, 2018; Westcliff Parkway traffic volumes are lowest north of Westminster Boulevard and highest south of Church Ranch Boulevard
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. Moderate traffic stress corridors are only suitable for “enthused and confident” bicyclists.
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

Westcliff Parkway Corridor
Future Conditions



The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
381	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)	Corridor-wide	$	
114	Street/ Multimodal	Conduct a traffic analysis to identify multimodal transportation improvements, along the corridor and adjacent corridors	Corridor-wide	$	
Mid-Term Projects (6-10 Years)					
199	Bicycle	Add buffered bike lanes	Westminster Boulevard to Church Ranch Boulevard	$ to $$	Pending recommendations from traffic analysis (Project 114); would require lane repurposing
Long-Term Projects (11+ Years)					
None					

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

c Improvement extent may be revised during project planning, analysis and/or design.

d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Harlan Street/Westminster Boulevard Corridor
Existing Conditions

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/ corridor analysis and design.

DESCRIPTION

- Harlan Street/Westminster Boulevard from 88th Avenue to 112th Avenue (3.2 miles)
- North-south, 2-4 lane Minor Arterial
- Posted speed of 30 MPH south of 92nd Avenue, 35 MPH between 92nd and Westcliff Parkway, 40 MP north of Westcliff Parkway
- 6,000 – 21,000 vehicles per day[1]
- High crash location at 104th Avenue

REGIONAL CORRIDOR DESIGNATIONS

- ○ DRCOG Network Corridor[2]
- ○ DRCOG Critical Corridor[3]
- ○ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (112th Avenue to 104th Avenue: Mixed Use Street Typology, 104th Avenue to 88th Avenue: Neighborhood Connector Street Typology)[4]
- ☑ Intersects 2 DRCOG Active Transportation Corridors[5]
- ○ RTD Regional BRT Corridor[6]
- ○ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- Downtown Westminster Specific Plan[9]

TRANSIT (2021 SERVICE)[10]

- RTD Route 92 (88th Avenue to 92nd Avenue) (1 hour frequency)
- Intersecting transit routes on 112th Avenue (Route 112) and 88th Avenue (Route 100)

BICYCLE

- Bike lanes/buffered bike lanes from 92nd Ave to 98th Ave
- Moderate traffic stress for bicyclists where bike lanes exist; high traffic stress for bicyclists where no bike lanes exist[12]
- Intersecting bikeways on 88th Ave, US 36 bikeway, 98th Ave, Big Dry Creek Trail, and 112th Ave

PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 16 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gap on southwest corner of 91st Ave and portions of both sides from Westcliff Pkwy to Church Ranch Blvd
- Moderate to high pedestrian activity[10] along corridor
- Major Trail connections at Farmers' High Line Canal Trail, Big Dry Creek Trail, Sheridan Green Trail

Footnotes

1. Source: City of Westminster, 2018; Harlan Street/Westminster Boulevard traffic volumes are lowest north of 92nd Avenue and highest between 104th Avenue and 108th Avenue
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Downtown Westminster Specific Plan
10. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
11. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. Moderate traffic stress corridors are suitable for enthused and confident bicyclists (92nd Avenue to 98th Avenue). High-stress corridors are only suitable for "strong and fearless" bicyclists (88th Avenue to 92nd Avenue and 98th Avenue to 112th Avenue)
12. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density

Harlan Street/Westminster Boulevard Corridor
Future Conditions

The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
382	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)	Corridor-wide	$ to $$	Some bus stop improvements included in Downtown Westminster transportation improvements
306	Bicycle	Add bike lanes	88th Avenue to 92nd Avenue	$	Completed as part of the 92nd Avenue/Harlan Street safety improvements and Downtown Westminster transportation improvements
383	Pedestrian	Add pedestrian crossing safety improvements	95th Avenue crossing	$	
170	Pedestrian	Add sidewalk on west side	Church access to 91st Avenue	$	Completed as part of the 92nd Avenue/Harlan Street safety improvements and Downtown Westminster transportation improvements
Mid-Term Projects (6-10 Years)					
None					
Long-Term Projects (11+ Years)					
115	Street/ Multimodal	Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing, along the corridor and adjacent corridors	Corridor-wide	$ to $$	
202	Bicycle	Upgrade to buffered bike lanes	92nd Avenue to 94th Avenue	$ to $$	Pending recommendations from corridor study (Project 115); would involve lane narrowing
201	Bicycle	Add buffered bike lanes and widen to 4 lanes	98th Avenue to 104th Avenue	$$$$	Projects 72 and 201 could be bundled Depends on future development east of Westminster Boulevard Pending recommendations from corridor study (Project 115)
72	Pedestrian	Add sidepath on east side from north	98th Avenue to 104th Avenue	$$	Projects 72 and 201 could be bundled; Pending recommendations from corridor study (Project 379)
47	Bicycle	Upgrade to separated bike lanes	88th Avenue to 92nd Avenue	$$$	Pending recommendations from corridor study (Project 115); would require lane repurposing

Footnotes

a. Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b. Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

c. Improvement extent may be revised during project planning, analysis and/or design.

d. Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e. Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Sheridan Boulevard Corridor

Existing Conditions

LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- School
- Trail Grade-Separated Crossing
- Trail At-Grade Crossing
- Railroad Grade-Separated Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/ corridor analysis and design.

DESCRIPTION

- Sheridan Boulevard from 68th Avenue (City limits) to 120th Avenue (7 miles)
- North-south, 4-lane Highway (88th Avenue to US 36), 4-lane Major Arterial (US 36 to 120th Avenue)
- Posted speed ranges between 40 MPH and 45 MPH
- 34,000 – 47,000 vehicles per day[1]
- High crash locations at 72nd Avenue, 76th Avenue, 84th Avenue, 88th Avenue, 92nd Avenue, 104th Avenue, 112th Avenue, 118th Avenue, and 120th Avenue

REGIONAL CORRIDOR DESIGNATIONS

- DRCOG Network Corridor (Prinicipal Arterial)[2]
- DRCOG Critical Corridor (72nd Avenue to 80th Avenue)[3]
- DRCOG High Injury Network Corridor[3]
- DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- Intersects 4 DRCOG Active Transportation Corridors[5]
- RTD Regional BRT Corridor (south of 88th Ave)[6]
- CDOT Corridor (south of US 36)[7]

KEY AREA PLANS/STUDIES[8]

- Downtown Westminster Specific Plan[9]

TRANSIT (2021 SERVICE)[10]

- RTD Route 51 (68th Avenue to 92nd Avenue) (30 minute frequency)
- RTD FlexRide service (112th Avenue to 118th Avenue)
- Access to US 36/Sheridan Station
- Intersecting transit route on 72nd Avenue (Route 72), 88th Avenue (Route 100), US 36 (Flatiron Flyer), 92nd Avenue (Route 92), 112th Avenue (Route 112), and 120th Avenue (Route 120)

BICYCLE

- No bicycle facilities present along the corridor
- High traffic stress for bicyclists[11]
- Intersecting bicycle facilities on City Center Drive, 98th Avenue, 112th Avenue, 118th Place
- Major trail connections at Little Dry Creek Trail, Hyland Trail, Farmers' High Line Canal Trail, Big Dry Creek Trail, Cattail Creek Trail, and 120th Avenue Trail

PEDESTRIAN

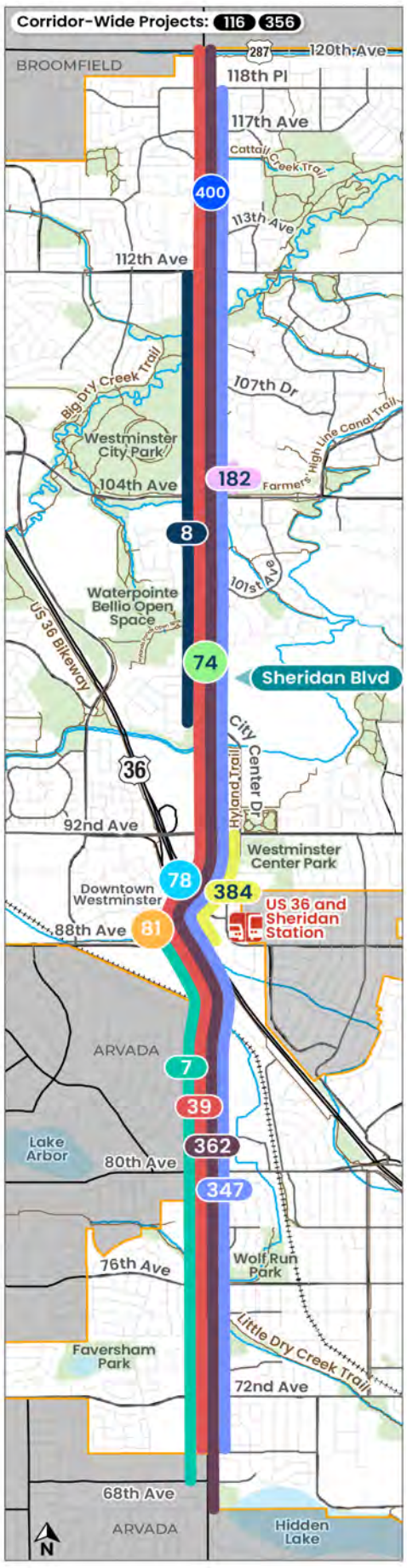
- Sidewalk and sidepath widths range from 4 feet to 8 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gaps from 105th Avenue to park entrance and approaching 112th Avenue
- Moderate to high pedestrian activity[12] near Downtown Westminster and Sheridan Crossing Area
- Major trail connections at Little Dry Creek Trail, Hyland Trail, Farmers' High Line Canal Trail, Big Dry Creek Trail, Cattail Creek Trail, and 120th Avenue Trail

Footnotes

1. Source: City of Westminster, 2018; Sheridan Boulevard traffic volumes are lowest south of 120th Avenue and highest south of 92nd Avenue
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Sheridan Boulevard south of US 36 is managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Downtown Westminster Specific Plan
10. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
11. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. High-stress corridors are only suitable for "strong and fearless" bicyclists.
12. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density

Sheridan Boulevard Corridor

Future Conditions



The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
347	Street/ Multimodal	Implement traffic signal infrastructure and ITS signal coordination improvements	70th Avenue to 118th Place	$$	Funded through DRCOG and CDOT grants
384	Street/ Multimodal	Widening as part of the Sheridan underpass project (anticipated completion in 2023)	88th Avenue to 92nd Avenue	$$$$	Coordination with CDOT
356	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and last mile connections)	Corridor-wide	$$	
78	Pedestrian	Pedestrian enhancements (such as signage, raised crossings)	at US 36 on- and off-ramps	$	Some improvements funded by CDOT and DRCOG grants
81	Bicycle/ Pedestrian	Construct a pedestrian/ bicycle underpass to provide connection between Downtown Westminster and the US 36/ Sheridan Station	at 88th Avenue	$$$$	Funded through DRCOG and CDOT grants
400	Street/ Multimodal	Evaluate new traffic signal to improve intersection safety and ped/bike mobility	115th Avenue	$$	
Mid-Term Projects (6-10 Years)					
74	Pedestrian	Construct median pedestrian refuge and protected crossing	at 98th Avenue	$$	May require intersection study for potential signalized intersection
116	Street/ Multimodal	Conduct a corridor safety study to identify safety mitigation measures at high crash intersections; consider access consolidation between 78th Avenue and 81st Avenue and between 92nd Avenue and 104th Avenue	72nd Avenue, 88th Avenue, Turnpike Drive, US 36 interchange, 92nd Avenue, 104th Avenue, and 118th Place	$	
182	Pedestrian	Add sidewalk on east side	105th Avenue to northern City Park access	$	
Long-Term Projects (11+ Years)					
7	Street/ Multimodal	Widen to 6 lanes, integrating multimodal transportation improvements	68th Avenue to 88th Avenue	$$$$	Coordinate with CDOT and Arvada; Pending recommendations from corridor study (Project 116)
8	Street/ Multimodal	Widen to 6 lanes, integrating multimodal transportation improvements	96th Avenue to 112th Avenue	$$$$	Pending recommendations from corridor study (Project 116)
362	Transit	Evaluate and implement transit speed and reliability improvements	Corridor-wide	$$$	Project should be bundled with 7 and 8; Pending recommendations from corridor study (Project 116)
39	Bicycle/ Pedestrian	Retrofit multiuse sidepath on both sides, including warning signs, path striping/pavement markings, and safety and design countermeasures at major intersections	70th Avenue to 120th Avenue	$$$	Pending recommendations from corridor study (Project 116)

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

c Improvement extent may be revised during project planning, analysis and/or design.

d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Yates Street/City Center Drive Corridor

Existing Conditions

LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- Government Building
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- Yates Street/City Center Drive from 88th Avenue (Yates Drive) to Sheridan Boulevard (1 mile)
- North-south, 2-4 lane Minor Arterial
- Posted speed of 25 MPH south of 92nd Avenue, 30 MPH north of 92nd Avenue
- ~4,000 vehicles per day[1]
- No recorded high crash locations along the corridor

REGIONAL CORRIDOR DESIGNATIONS

- ○ DRCOG Network Corridor[2]
- ○ DRCOG Critical Corridor[3]
- ○ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Neighborhood Connector Street Typology: 92nd Avenue to 88th Avenue)[4]
- ○ DRCOG Active Transportation Corridors[5]
- ○ RTD Regional BRT Corridor[6]
- ○ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- No RTD transit service present along corridor
- Intersecting transit route on 92nd Avenue (Route 92)

BICYCLE

- Buffered bike lanes from 88th Avenue to 92nd Avenue, bike lane form 92nd Avenue to Sheridan Boulevard
- Little to minimal traffic stress for bicyclists.[10]
- Major trail connection at Hyland Trail

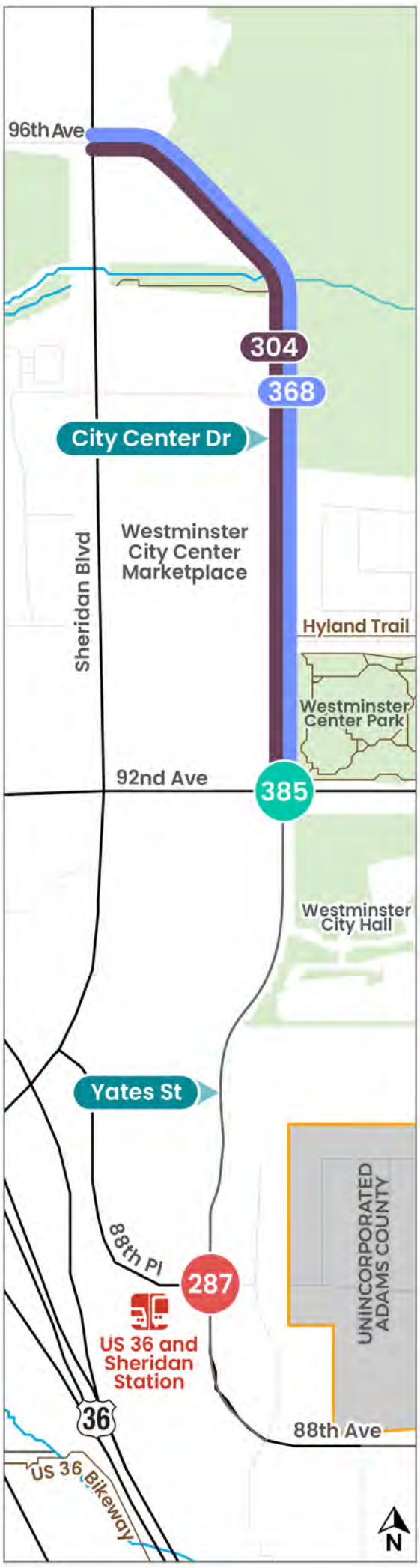
PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 8 feet
- Both detached and attached sidewalks along corridor
- No sidewalk gaps along corridor
- Moderate to high pedestrian activity[11] near Westminster City Center Marketplace and Northview Shopping Center

Footnotes

1. Source: City of Westminster, 2018; Yates Street/City Center Drive traffic volumes are approximately 4,000 vehicles per day
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. Little traffic stress corridors are suitable for most all bicyclists (Yates Street). Minimal traffic stress corridors are suitable for most adult bicyclists (City Center Drive).
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

Yates Street/City Center Drive Corridor
Future Conditions



The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
287	Pedestrian	Install pedestrian crossing improvements (RRFB)	Intersection at 88th Place	$	Funded by CDOT grant
385	Street/ Multimodal	Upgrade traffic signal infrastructure (controllers and switches)	Intersection at 92nd Avenue	$	Funded by DRCOG grant
Mid-Term Projects (6-10 Years)					
368	Street/ Multimodal	Conduct a corridor study and/or traffic analysis of City Center Drive to assess the feasibility of lane repurposing and selective widening to improve multimodal mobility	Sheridan Boulevard to 92nd Avenue	$	
304	Bicycle	Upgrade existing bike lanes to buffered bike lanes	92nd Avenue to Sheridan Boulevard	$$	Pending recommendations from corridor study (Project 368)
Long-Term Projects (11+ Years)					
None					

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

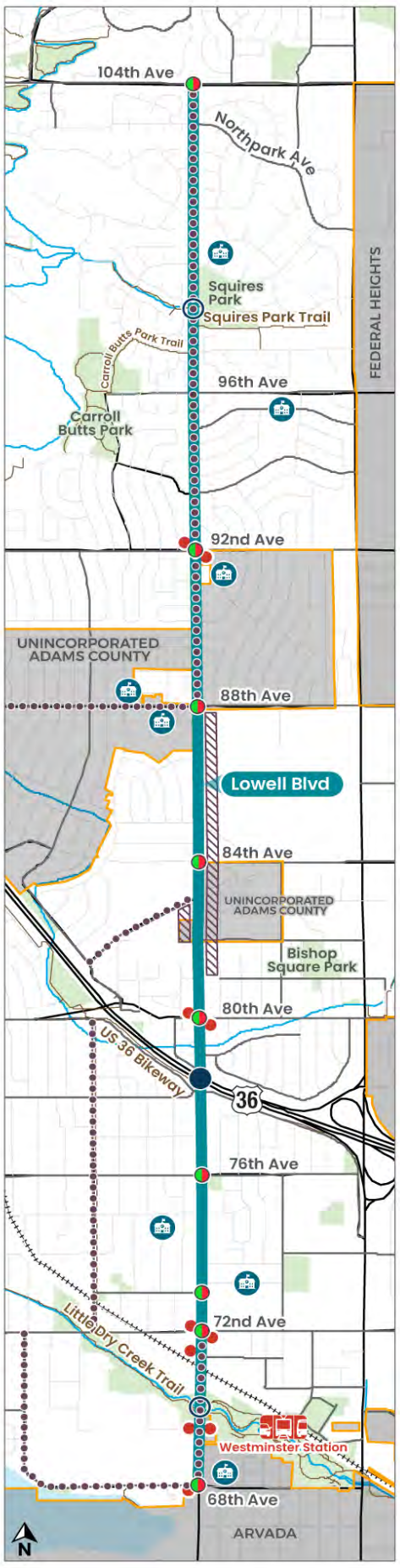
c Improvement extent may be revised during project planning, analysis and/or design.

d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Lowell Boulevard Corridor

Existing Conditions



LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- School
- Trail Grade-Separated Crossing
- Trail At-Grade Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces
- Transit Station

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- Lowell Boulevard from 68th Avenue (City limits) to 104th Avenue (4.5 miles)
- North-south, 2-lane Minor Arterial (68th Avenue to 72nd Avenue) 2-lane Collector (72nd Avenue to 104th Avenue)
- Posted speed of 30 MPH along entire corridor
- 8,000 - 12,000 vehicles per day[1]
- High crash locations on 72nd Avenue, 80th Avenue, 92nd Avenue, and 104th Avenue

REGIONAL CORRIDOR DESIGNATIONS

- ○ DRCOG Network Corridor[2]
- ○ DRCOG Critical Corridor[3]
- ○ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Neighborhood Connector Street Typology)[4]
- ☑ Designated as DRCOG Active Transportation Corridor[5] (entire corridor) and intersects 5 DRCOG Active Transportation Corridors
- ○ RTD Regional BRT Corridor[6]
- ○ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- Harris Park Community Vision Plan[9]

TRANSIT (2021 SERVICE)[10]

- RTD Route 72 (68th Avenue to 72nd Avenue) (1 hour frequency)
- Intersecting transit routes on US 36 (Flatiron Flyer), 92nd Avenue (Route 92), and 104th Avenue (Route 31)

BICYCLE

- Bike lane along 68th Avenue and 72nd Avenue and 88th Avenue to 104th Avenue
- Minimal to moderate traffic stress for bicyclists.[11]
- Intersecting bikeway on 68th Avenue, US 36 Bikeway, Bradburn Dr, 88th Avenue
- Major trail connection to Little Dry Creek Trail, Squires Park Trail

PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 8 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gaps between 80th Avenue and 88th Avenue
- Moderate to high pedestrian activity between 68th Avenue and 76th Avenue and near 108th Avenue[12]
- Major trail connection to Little Dry Creek Trail, Squires Park Trail

Footnotes

1. Source: City of Westminster, 2018; Lowell Boulevard traffic volumes are lowest north of 92nd Avenue and highest south of 72nd Avenue
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Harris Park Community Vision Plan
10. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
11. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. Minimal traffic stress corridors are suitable for most all adult bicyclists (88th to 104th Avenue). Moderate traffic stress corridors are suitable for enthused and confident bicyclists (68th Avenue to 88th Avenue).
12. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density

Lowell Boulevard Corridor

Future Conditions

The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
124	Street/ Multimodal	Conduct safety study to identify crash mitigation measures at high-incident intersections	Corridor-wide	$$	Pending recommendations from 72nd Avenue Corridor Study, Federal Boulevard Multimodal Transportation Study
391	Pedestrian	Pedestrian crossing signal upgrades	73rd Avenue, 80th Avenue, 90th Avenue, 92nd Avenue	$	Funded by CDOT grant
307	Bicycle	Add bike lanes	72nd Avenue to 88th Avenue	$	
386	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and last mile connections)	Corridor-wide	$$	
283	Pedestrian	At-grade crossing improvements	96th Avenue, 99th Avenue, 94th Avenue, Squires Park	$	
Mid-Term Projects (6-10 Years)					
390	Street/ Multimodal	Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing or street widening, along the corridor and adjacent corridors	Corridor-wide	$ to $$	Pending recommendations from 72nd Avenue Corridor Study, Federal Boulevard Multimodal Transportation Study, and adjacent development
174	Pedestrian	Add sidewalk on east side	81st Avenue to 88th Avenue	$$	Sections to be constructed with development of adjacent parcel
175	Pedestrian	Add sidewalk on west side	Bradburn Drive to 84th Avenue	$$	
329	Pedestrian	At-grade crossing improvements	At 88th Avenue	$	
331	Pedestrian	At-grade crossing improvements	South of Bradburn Drive	$	
Long-Term Projects (11+ Years)					
172	Bicycle	Upgrade bike lanes to separated bike lanes	68th Avenue to 88th Avenue	$$$	Pending recommendations from corridor study (Project 390)
275	Bicycle	Upgrade bike lanes to separated bike lanes	88th Avenue to 104th Avenue	$$$	Pending recommendations from corridor study (Project 390)

Footnotes

a. Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b. Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

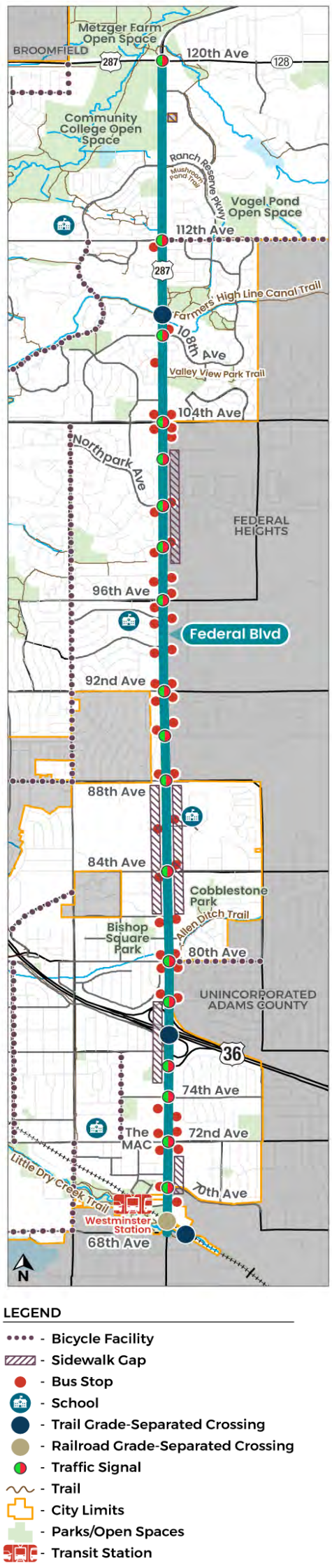
c. Improvement extent may be revised during project planning, analysis and/or design.

d. Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e. Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Federal Boulevard Corridor

Existing Conditions



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DESCRIPTION

- Federal Boulevard from 68th Avenue to 120th Avenue (6.6 miles)
- North-south, 4-6 lane Highway
- Posted speed of 40 MPH south of 104th Avenue, 45-55 MPH north of 104th Avenue
- 30,000 - 54,000 vehicles per day[1]
- High crash locations at 70th Avenue, 72nd Avenue, 74th Avenue, near US 36, 80th Avenue, 84th Avenue, Cottonwood Drive, 92nd Avenue, 104th Avenue, 112th Avenue, and 120th Avenue

REGIONAL CORRIDOR DESIGNATIONS

- DRCOG Network Corridor (Principal Arterial)[2]
- DRCOG Critical Corridor (64th Avenue to 80th Avenue[3]
- DRCOG High Injury Network Corridor[3]
- DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- Intersects 3 DRCOG Active Transportation Corridor[5]
- RTD Regional BRT Corridor[6]
- CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- Federal Boulevard Multimodal Transportation Study[9]
- Harris Park Community Vision Plan[10]

TRANSIT (2021 SERVICE)[11]

- RTD Route 31 (68th Avenue to 112th Avenue) (30 minute frequency)
- RTD FlexRide service (84th Avenue to 104th Avenue)
- Access to Westminster Station (B-Line commuter rail service)
- Intersecting transit routes on 72nd Avenue (Route 72), US 36 (Flatiron Flyer), 92nd Avenue (Route 92), 104th Avenue (Route 31), 112th Avenue (Route 112), and 120th Avenue (Route 120)

BICYCLE

- No bicycle facilities present along corridor
- High traffic stress for bicyclists.[12]
- Intersects US 36 Bikeway
- Major trail connections at Little Dry Creek Trail, Allen Ditch Trail, Valley View Park Trail, Farmers' High Line Canal Trail, Mushroom Pond Trail

PEDESTRIAN

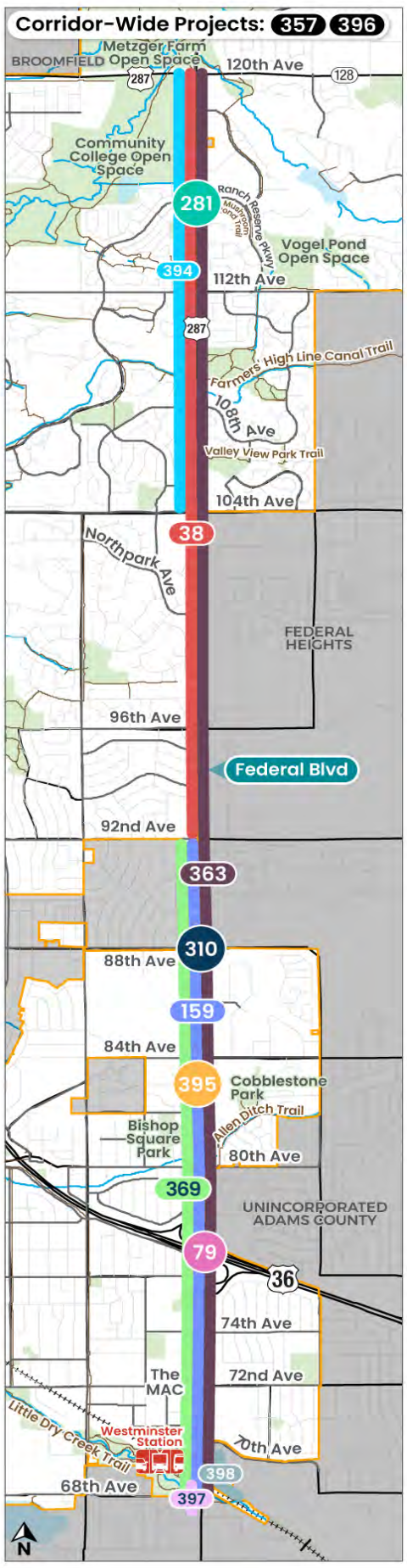
- Sidewalk and sidepath widths range from 4 feet to 10 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gaps along large stretches of corridor (see map)
- Moderate to high pedestrian activity near Westminster Station and between 84th Avenue and 104th Avenue[13]
- Major trail connections at Little Dry Creek Trail, Allen Ditch Trail, Valley View Park Trail, Farmers' High Line Canal Trail, Mushroom Pond Trail

Footnotes

1. Source: City of Westminster, 2018; Federal Blvd traffic volumes are lowest south of 104th Avenue and highest south of 76th Avenue
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Federal Boulevard Multimodal Transportation Study
10. Harris Park Community Vision Plan
11. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
12. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. High-stress corridors are only suitable for "strong and fearless" bicyclists.
13. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

Federal Boulevard Corridor

Future Conditions



The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
357	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and last mile connections)	Corridor-wide	$ to $$	In coordination with RTD, CDOT, adjacent businesses and neighborhoods
369	Street/ Multimodal/ Pedestrian	Repaving project plus signal replacement at 72nd Avenue, and signal modifications at 84th Avenue, 90th Avenue, HAWK signal at 86th Avenue, second left turn lane on southbound Federal at 84th Avenue, reconstruction of curb ramps to current ADA standards	68th Avenue to 92nd Avenue	$$$	Specific recommendations are detailed in the Federal Boulevard Multimodal Transportation Study
79	Pedestrian	Pedestrian enhancements to the US 36 on- and off-ramps Restripe roadway and construct a 5 foot ' concrete sidewalk on westside of bridge	US 36 on-/off-ramps	$	Coordination with CDOT Specific recommendations are detailed in the Federal Boulevard Multimodal Transportation Study
310	Pedestrian	At-grade crossing improvements Realign west side of roadway with east side	88th Avenue	$	Coordination with CDOT Specific recommendations are detailed in the Federal Boulevard Multimodal Transportation Study
281	Pedestrian	At-grade crossing improvements	Stratford Lakes Drive	$	Coordination with CDOT Specific recommendations are detailed in the Federal Boulevard Multimodal Transportation Study
394	Street/ Multimodal	Evaluate reducing the speed limit	104th Avenue to 120th Avenue	$	Coordination with CDOT
395	Bicycle/ Pedestrian	Evaluate an underpass	At 83rd Avenue	$	Coordination with CDOT
Mid-Term Projects (6-10 Years)					
363	Transit	Transit speed and reliability improvements including dedicated curbside bus and right turn lanes and transit signal priority	Corridor-wide	$$$	Coordination with CDOT Specific recommendations are detailed in the Federal Boulevard Multimodal Transportation Study
38	Bicycle/ Pedestrian	Complete sidewalk gaps and widen existing sidewalks to create multiuse sidepaths including warning signs, pavement markings and safety and design countermeasures at major intersections	92nd Avenue to 120th Avenue	$$$	Coordination with CDOT Specific recommendations are detailed in the Federal Boulevard Multimodal Transportation Study
159	Bicycle/ Pedestrian	Complete sidewalk gaps and widen existing sidewalks to create multiuse sidepaths including warning signs, pavement markings and safety and design countermeasures at major intersections	68th Avenue to 92nd Avenue	$$$	Coordination with CDOT Specific recommendations are detailed in the Federal Boulevard Multimodal Transportation Study
396	Transit	Evaluate dedicated bus rapid transit lanes and associated amenities	Corridor-wide	$ - $$	Coordination with CDOT and RTD
397	Bicycle/ Pedestrian	Add an 8-foot trail connection on west side of Federal Boulevard	North of 67th Avenue to connect to Little Dry Creek Trail in Westminster Station Park	$$	
398	Bicycle/ Pedestrian	Add a trail connection on east side of Federal Boulevard	Goodwill building to railroad tracks, then east to Little Dry Creek Trail		
Long-Term Projects (11+ Years)					
None identified – May be revised as per recommendations detailed in the Federal Boulevard Multimodal Transportation Study					

Footnotes

a. Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b. Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

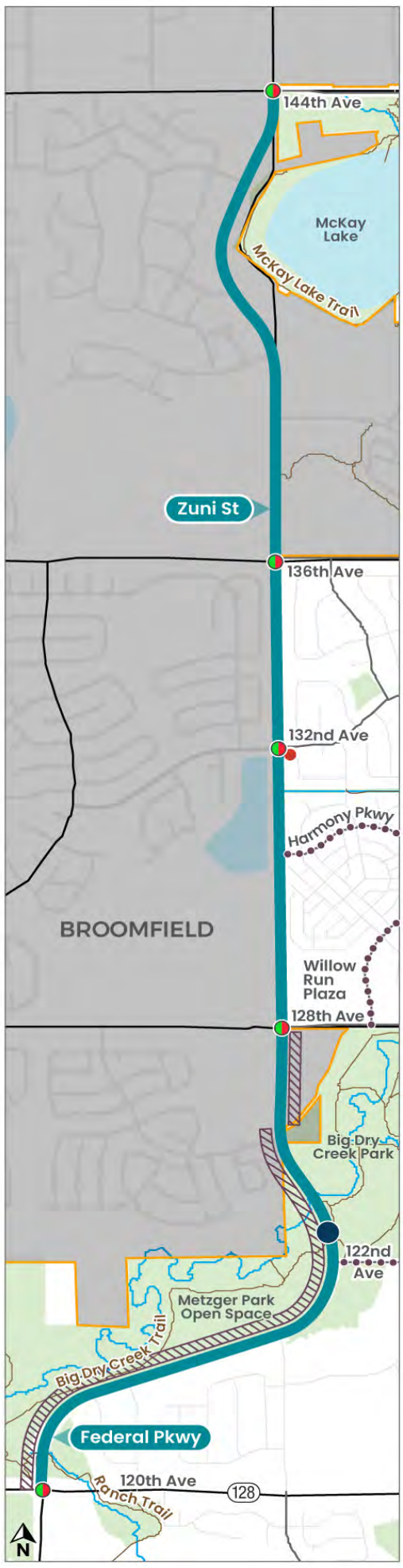
c. Improvement extent may be revised during project planning, analysis and/or design.

d. Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e. Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Federal Parkway/Zuni Street Corridor

Existing Conditions



LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- Trail Grade-Separated Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/ corridor analysis and design.

DESCRIPTION

- Zuni Street/Federal Parkway from 120th Avenue to 144th Avenue (3.2 miles), portions of corridor in Broomfield
- North-south, 4-6 lane Major Arterial
- Posted speed of 45 MPH south of 128th Avenue, 40 MPH between 128th Avenue and 136th Avenue, and 35 MPH north of 136th Avenue
- 12,000 - 14,000 vehicles per day[1]
- High crash locations at 120th Avenue

REGIONAL CORRIDOR DESIGNATIONS

- [x] DRCOG Network Corridor (Principal Arterial)[2]
- [ ] DRCOG Critical Corridor[3]
- [ ] DRCOG High Injury Network Corridor[3]
- [x] DRCOG Complete Streets Corridor (Regional Connector Street)[4]
- [x] Intersects 1 DRCOG Active Transportation Corridor[5]
- [ ] RTD Regional BRT Corridor[6]
- [ ] CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- Federal Parkway Widening Project[9]

TRANSIT (2021 SERVICE)[10]

- No RTD fixed-route transit service present along corridor
- RTD FlexRide service (Willow Run Pkwy to 136th Avenue)
- Intersecting transit route on 120th Avenue (Route 120)

BICYCLE

- No bicycle facilities present along corridor
- Moderate to high traffic stress for bicyclists.[11]
- Major trail connections at Ranch Trail and Big Dry Creek Trail

PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 10 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gaps from 120th Avenue to 128th Avenue and Lake Vista Dr to 144th Avenue (east side)
- Low pedestrian activity[12] along corridor
- Major trail connections at Ranch Trail and Big Dry Creek Trail

Footnotes

1. Source: City of Westminster, 2018; Zuni Street/Federal Parkway traffic volumes are lowest north of 120th Avenue and highest between 128th Avenue and 136th Avenue
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Federal Parkway Widening Project
10. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
11. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. Moderate traffic stress corridors are suitable for enthused and confident bicyclists (north of 136th Avenue). High-stress corridors are only suitable for “strong and fearless” bicyclists (south of 136th Avenue).
12. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density

Federal Parkway/Zuni Street Corridor

Future Conditions

The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
335	Street/ Multimodal	Widen Federal Parkway to 4 lanes and add a median, bike lanes, mid-block crossing and connection to Big Dry Creek Trail, street lights, and storm drainage improvements	120th Avenue to 122nd Avenue	$$$$	Design complete
Mid-Term Projects (6-10 Years)					
169	Bicycle	Add bike lanes or buffered bike lanes	122nd Avenue to 128th Avenue	$ to $$	Coordination with Broomfield as a portion of this project is located in Broomfield
401	Street/ Multimodal	Design and replace existing bridge and widen street over Big Dry Creek	North of 122nd Avenue, near Big Dry Creek Trail	$$$$	
Long-Term Projects (11+ Years)					
206	Bicycle/ Pedestrian	Widen sidewalk to multiuse sidepath on east side of Zuni Street	132nd Avenue to 136th Avenue	$	
203	Pedestrian	Add sidewalk on east side	Lake Vista Drive to 144th Avenue	$ to $$	Coordination with Broomfield as most of this project is located in Broomfield

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

c Improvement extent may be revised during project planning, analysis and/or design.

d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Pecos Street/124th Avenue Corridor

Existing Conditions

LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- Government Building
- School
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces
- Transit Station

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- Pecos Street/124th Avenue from 112th Avenue to Delaware Drive (2 miles)
- North-south, 4-6 lane Minor Arterial
- Posted speed of 40 MPH south of Huron Street, 25 MPH north of Huron Street
- 11,300 vehicles per day[1]
- High crash location at 120th Avenue

REGIONAL CORRIDOR DESIGNATIONS

- ○ DRCOG Network Corridor[2]
- ○ DRCOG Critical Corridor[3]
- ○ DRCOG High Injury Network Corridor[3]
- ☑ DRCOG Complete Streets Corridor (Industrial Street Typology: 120th Avenue to Huron Street, Neighborhood Connector Street Typology: 120th Avenue to 112th Avenue)[4]
- ○ DRCOG Active Transportation Corridors[5]
- ○ RTD Regional BRT Corridor[6]
- ○ CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- No RTD fixed-route transit service present along corridor
- RTD FlexRide service (112th Avenue to 120th Avenue)
- Intersecting transit routes on 112th Avenue (Route 112) and 120th Avenue (Route 120)

BICYCLE

- Bike lanes present along entire corridor
- Minimal to moderate to high traffic stress for bicyclists.[10]
- Intersecting bicycle facilities on 116th Avenue and 122nd Avenue

PEDESTRIAN

- Sidewalk and sidepath widths range from 4 feet to 8 feet
- Both detached and attached sidewalks along corridor
- Sidewalk gaps near Ranch Open Space (west side), between 120th Avenue and Huron Street (west and north side), and from Huron Street to Delaware Drive (south side)
- Moderate pedestrian activity[11] along eastern side of corridor

Footnotes

1. Source: City of Westminster, 2018; Pecos Street/124th Avenue traffic volumes are approximately 11,300 vehicles per day
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. Minimal traffic stress corridors are suitable for most adult bicyclists (Huron Street to Delaware Drive). Moderate traffic stress corridors are suitable for enthused and confident bicyclists (112th Avenue to Huron Street).
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

Pecos Street/124th Avenue Corridor

Future Conditions

The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
n/a	Street/ Multimodal	Change the functional classification of 124th Avenue to Collector	Huron Street to Delaware Drive	n/a	
Mid-Term Projects (6-10 Years)					
177	Pedestrian	Add sidewalk on west side of Pecos Street	Tejon Street to 122nd Avenue	$$	
Long-Term Projects (11+ Years)					
125	Street/ Multimodal	Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing, along the corridor and adjacent corridors	Corridor-wide	$ to $$	
176	Bicycle	Upgrade existing bike lanes to buffered bike lanes	112th Avenue to Huron Street	$$	Pending recommendations from corridor study (Project 125)
178	Pedestrian	Add sidewalk on west side of Pecos Street	122nd Avenue to Northridge Access	$$	
180	Pedestrian	Add sidewalk on north side of 124th Avenue	Northridge Access to Huron Street	$$	
181	Pedestrian	Add sidewalk on south side of 124th Avenue	Huron Street to Delaware Drive	$$	

Footnotes

a Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

c Improvement extent may be revised during project planning, analysis and/or design.

d Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Huron Street Corridor

Existing Conditions

LEGEND

- Bicycle Facility
- Sidewalk Gap
- Bus Stop
- Government Building
- School
- Medical Facility
- Trail Grade-Separated Crossing
- Traffic Signal
- Trail
- City Limits
- Parks/Open Spaces
- Transit Station

The existing condition map and information presented on this profile represents a high-level overview of transportation infrastructure/services and destinations along the corridor – not all infrastructure or destinations are shown on the map or listed. A more comprehensive inventory of existing conditions including demographics and land use along the corridor and adjacent corridors will be completed during project/corridor analysis and design.

DESCRIPTION

- Huron Street from 112th Avenue to City limits north of 148th Avenue (4 miles)
- North-south, 4-lane Minor Arterial (112th Avenue to 116th Avenue), 4-lane Major Arterial (116th Avenue to 144th Avenue)
- Posted speed of 40 MPH south of 128th Avenue, 45 MPH north of 128th Avenue
- 12,000 – 26,000 vehicles per day[1]
- High crash locations at 120th Avenue and 128th Avenue

REGIONAL CORRIDOR DESIGNATIONS

- [x] DRCOG Network Corridor (Principal Arterial)[2]
- [ ] DRCOG Critical Corridor[3]
- [x] DRCOG High Injury Network Corridor (112th Avenue to 128th Avenue)[3]
- [x] DRCOG Complete Streets Corridor (Regional Connector Street Typology)[4]
- [x] Intersects 1 DRCOG Active Transportation Corridor[5]
- [ ] RTD Regional BRT Corridor[6]
- [ ] CDOT Corridor[7]

KEY AREA PLANS/STUDIES[8]

- None

TRANSIT (2021 SERVICE)[9]

- RTD Route 8 (112th Avenue to 136th Avenue) (1 hour frequency)
- RTD FlexRide service (136th Avenue to 144th Avenue)
- Intersecting transit routes on 112th Avenue (Route 112) and 120th Avenue (Route 120)
- Access to Wagon Road Park-n-Ride

BICYCLE

- No bicycle facilities present along corridor
- High traffic stress for bicyclists.[10]
- Intersecting bicycle facilities on 124th Avenue and 132nd Avenue
- Major trail connections at Home Farm Trail, Big Dry Creek Trail, Quail Creek Trail, and McKay Creek Trail

PEDESTRIAN

- Sidewalk and sidepath widths range from 5 feet to 8 feet
- Both detached and attached sidewalks along corridor
- Moderate to high pedestrian activity[11] between 112th Avenue and 128th Avenue and near 144th Avenue
- Major trail connections at Home Farm Trail, Big Dry Creek Trail, Quail Creek Trail, and McKay Creek Trail

Footnotes

1. Source: City of Westminster, 2018; Huron St traffic volumes are lowest north of 144th Avenue and highest south of 120th Avenue
2. Designation based on the 2040 Metro Vision Regional Transportation Plan – designation will be updated as needed after the 2050 Metro Vision Regional Transportation Plan is adopted in 2021
3. DRCOG Taking Action on Regional Vision Zero, June 2020
4. DRCOG Regional Complete Streets Toolkit, draft street typology 2020
5. DRCOG Active Transportation Plan, 2019. Studies, design, and grant applications may also account for other Active Transportation Plan factors including Pedestrian Focus Areas or Short-Trip Analysis Zones.
6. RTD Regional BRT Network Feasibility Study, 2020
7. Corridor managed by CDOT
8. The list of plans and studies highlights those specific to the corridor area. Citywide plans, for example: the 2040 Comprehensive Plan and the Parks, Recreation and Libraries Plan, as well as regional and state plans, will be considered in the existing and future conditions along a corridor. Future development along the corridor will also be accounted for in existing and future conditions.
9. Transit service shown reflects 2021 limited/modified service during COVID-19 impacts. Corridor/project studies and design will use the most recent transit service data available.
10. Bicycle Level of Traffic Stress (LTS) tool assesses the comfort level associated with bicycling on different types of on-street bicycle facilities. High-stress corridors are only suitable for "strong and fearless" bicyclists.
11. Pedestrian demand analysis accounts for job density, population density, zero vehicle households, urban activity centers, parks & open space, school zones, and transit density.

Huron Street Corridor

Future Conditions

The future conditions map and information presented on this profile represents conceptual locations of recommended transportation improvements along the corridor. Locations and level of improvements along this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The level of investment for each improvement may change based on analysis and design results and as priorities and resources are identified.

Implementation Strategy

Project ID[a]	Mode	Description[b]	Improvement Location Extent[c]	Cost Estimate[d]	Funding, Partnerships, & Consideration[e]
Near-Term Projects (0-5 Years)					
346	Street/ Multimodal	Implement traffic signal improvements (new traffic signal controllers, switches, detection equipment, cameras)	At intersections between 119th Avenue to 148th Avenue	$$	Funded through CDOT and DRCOG grants
171	Pedestrian	Complete sidepath gap on west side of Huron Street	121st Avenue to 122nd Avenue	$	Funded through CDOT grant
n/a	Street/ Multimodal	Change the functional classification of Huron Street to Minor Arterial	116th Avenue to 120th Avenue	n/a	
Mid-Term Projects (6-10 Years)					
387	Street/ Multimodal	Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing or street widening, along the corridor and adjacent corridors	Corridor-wide	$ to $$	
126	Street/ Multimodal	Conduct safety study to identify crash mitigation measures at high-crash intersections	Corridor-wide, with specific focus on Huron Street at 120th Avenue	$ to $$	In coordination with CDOT and RTD Pending recommendations from corridor study (Project 387)
388	Transit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and last mile connections)	Corridor-wide	$ to $$	In coordination with RTD, adjacent businesses and neighborhoods Pending recommendations from corridor study (Project 387)
Long-Term Projects (11+ Years)					
43	Bicycle/ Pedestrian	Retrofit existing multiuse sidepath with warning signs, striping, and pavement markings at intersections; implement safety and design countermeasures at major intersections	At major intersections corridor-wide	$$	Pending recommendations from safety study (Project 126), Vision Zero guidance, and corridor study (Project 387)

Footnotes

a. Project IDs and the order in which the projects are listed within a timeframe (e.g., near-term) does not indicate priority or order of implementation.

b. Locations and type of improvements recommended for this corridor and adjacent corridors will be further evaluated and defined during analysis and design. The implementation timeframes as well as level of investment for each improvement may change based on analysis and design outcomes and as priorities and resources are identified.

c. Improvement extent may be revised during project planning, analysis and/or design.

d. Cost estimates shown are corridor-wide and are for planning purposes only. Costs vary based on implementation year, project scope and resources. Costs are defined during project scoping, planning and/or design. Cost estimates do not include annual maintenance or operational costs. Cost estimates key: $: Less than $100,000 $$: $100,001 to $500,000 $$$: $500,001 to $1,000,000 $$$$: more than $1,000,000

e. Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Examples of key implementing partners and considerations are listed in the table and additional partners and considerations will be identified during project planning and implementation.

Improvements by Mode

The following tables summarize the recommended transportation improvements, by mode of transportation, along the previously described 24 corridors as well as along a number of minor arterial and collector streets and at intersections in Westminster. The implementation phasing, cost estimates, and other details for each project will be further determined through future studies/analyses, design, and project scoping, and as priorities and resources are identified. Successful implementation of many of the recommended improvements will require coordination and participation from local and regional partner agencies and organizations as well as through the implementation of transportation-supportive policies and programs identified in the TMP and TMP implementation. Locations **bolded** represent the key 24 corridors presented in the previous corridor profiles. The ID number and order of each project listed does not represent order of priority nor implementation. Other corridors not shown in the TMP will benefit from future improvements through the application of improvement toolkits, industry best practice guidance, traffic calming/speed management measures, and future studies, planning and design projects.

Table D.1: Multimodal Streets Plan Projects

Location	ID	From	To	Description
72nd Avenue	107	Corridor-wide		Conduct a corridor study to identify multimodal transportation improvements, including lane repurposing, along 72nd Avenue and adjacent corridors
	338	Depew Street	Zuni Street	Implement traffic signal infrastructure and ITS signal coordination improvements
80th Avenue	349	Corridor-wide		Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing, along 80th Avenue and adjacent corridors
84th Avenue	350	Corridor-wide		Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing, along the corridor
88th Avenue	339	Field Street	Eaton Street	Implement traffic signal infrastructure and ITS signal coordination improvements
92nd Avenue	340	Wadsworth Parkway	Lowell Boulevard	Implement traffic signal infrastructure and ITS signal coordination improvements
	364	Corridor-wide		Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing, along the corridor and adjacent corridors
100th Avenue	6	Simms Street		Evaluate and implement intersection realignment and safety improvements
100th Avenue/ Church Ranch Boulevard/ 104th Avenue	341	Countryside Drive	Bryant Street	Implement traffic signal infrastructure and ITS signal coordination improvements
	370	Corridor-wide		Conduct a corridor study or traffic analysis to identify multimodal transportation improvements the along corridor and adjacent corridors
108th Avenue	372	Corridor-wide		Conduct a corridor study or traffic analysis to identify multimodal transportation improvements along the corridor and adjacent corridors

Table D.1: Multimodal Streets Plan Projects

Location	ID	From	To	Description
112th Avenue	366	Corridor-wide		Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing and roadway widening, along the corridor and adjacent corridors
	374	Eaton Street, Marshall Street, and Harlan Street		Provide left-turn phase at signalized intersections
120th Avenue	111	Melody Drive		Evaluate and implement safety improvements at intersection
	367	Corridor-wide		Conduct a corridor study or traffic analysis, in coordination with CDOT, Broomfield and other stakeholders, to identify multimodal transportation improvements, including lane repurposing and roadway widening, along the corridor and adjacent corridors
128th Avenue	112	Zuni Street	Huron Street	Widen to 4-lanes with consistent cross-section, ensuring Complete Streets/Vision Zero elements are included in the design
	375	I-25		Study, design and construct a new interchange in partnership with CDOT, City of Thornton and other stakeholders
136th Avenue	343	Huron Street	Orchard Parkway	Implement traffic signal infrastructure and ITS signal coordination improvements
	376	Corridor-wide		Conduct a corridor traffic analysis in partnership with Broomfield to identify multimodal transportation improvements along the corridor and adjacent corridors
144th Avenue	344	Huron Street	I-25	Implement ITS signal coordination improvements
Church Ranch Boulevard	108	US 36		Evaluate and implement safety improvement at ramps, including pedestrian crossing improvements
City Center Drive	368	Corridor-wide		Conduct a corridor study and/or traffic and multimodal analysis to assess the feasibility of lane repurposing and selective widening to improve multimodal mobility
	385	92nd Avenue		Upgrade traffic signal infrastructure (controllers and switches)
Federal Boulevard	369	68th Avenue	92nd Avenue	Repaving project plus signal replacement at 72nd Avenue, and signal modifications at 84th Avenue, 90th Avenue, HAWK signal at 86th Avenue, second left turn lane on southbound Federal at 84th Avenue, reconstruction of curb ramps to current ADA standards
	394	104th Avenue	120th Avenue	Evaluate reducing speed limit

Table D.1: Multimodal Streets Plan Projects

Location	ID	From	To	Description
Federal Parkway	335	120th Avenue	122nd Avenue	Widen Federal Parkway to 4 lanes and add a median, bike lanes, mid-block crossing and connection to Big Dry Creek Trail, street lights, and storm drainage improvements
	401	Big Dry Creek Trail		Design and replace existing bridge and widen street over Big Dry Creek
Harlan Street	115	Corridor-wide		Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing, along the corridor and adjacent corridors
Huron Street	126	120th Avenue		Conduct safety study to identify crash mitigation measures at high-crash intersections
	346	119th Avenue	148th Avenue	Implement traffic signal improvements (new traffic signal controllers, switches, detection equipment, cameras)
	387	Corridor-wide		Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing or street widening, along the corridor and adjacent corridors
Lowell Boulevard	124	Corridor-wide		Conduct safety study to identify crash mitigation measures at high-incident intersections
	390	Corridor-wide		Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing or street widening, along the corridor and adjacent corridors
	391	73rd Avenue, 80th Avenue, 90th Avenue, 92nd Avenue		Conduct safety study to identify crash mitigation measures at high-incident intersections
Pecos Street/124th Avenue	125	Corridor-wide		Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing, along the corridor and adjacent corridors
Sheridan Boulevard	7	68th Avenue	88th Avenue	Widen to 6 lanes, integrating multimodal transportation improvements
	8	96th Avenue	112th Avenue	Widen to 6 lanes, integrating multimodal transportation improvements
	116	Corridor-wide		Conduct a corridor safety study to identify safety mitigation measures at high crash intersections; consider access consolidation between 78th Avenue and 81st Avenue and between 92nd Avenue and 104th Avenue
	347	70th Avenue	118th Place	Implement traffic signal infrastructure and ITS signal coordination improvements
	384	88th Avenue	92nd Avenue	Widening as part of the Sheridan underpass project (anticipated completion in 2023)
	400	115th Avenue		Evaluate new traffic signal to improve intersection safety and ped/bike mobility

Table D.1: Multimodal Streets Plan Projects

Location	ID	From	To	Description
Simms Street	19	100th Avenue	112th Avenue	Widen to 4 lanes, integrating multimodal transportation improvements
Wadsworth Boulevard	379	Corridor-wide		Conducte a corridor straffic study to identify multimodal transportation improvements along the corridor and adjacent corridors
	380	Railroad Crossing north of 92nd Avenue		Add Quiet Zone crossing
Wadsworth Parkway	1	100th Avenue		Intersection improvements at Wadsworth Parkway and 100th Avenue including additional northbound and southbound through lanes, southbound and eastbound dual left turn lanes
	11	92nd Avenue	108th Avenue	Widen Wadsworth Parkway, integrating multimodal transportation improvements
	378	Corridor-wide		Conduct a corridor study or traffic analysis to identify multimodal transportation improvements, including lane repurposing and roadway widening, along the corridor and adjacent corridors
Westcliff Parkway	114			Conduct a traffic analysis to identify multimodal transportation improvements, along the corridor and adjacent corridors

Table D.2: Transit Plan Projects

Location	ID	From	To	Description
72nd Avenue	351	Lamar Street	Zuni Street	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)
80th Avenue	352	Sheridan Boulevard	Federal Boulevard	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)
88th Avenue	353	Kipling Street	Sheridan Boulevard	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)
92nd Avenue	354	Vance Street	Federal Boulevard	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)
	358	Vance Street	Federal Boulevard	Evaluate and implement transit speed and reliability improvements (e.g., transit signal priority, dedicated transit lanes, queue jumps)
100th Avenue/ Church Ranch Boulevard/104th Avenue	389	Alkire Street	Zuni Street	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)

Table D.2: Transit Plan Projects

Location	ID	From	To	Description
112th Avenue	348	US 36	Huron Street	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)
	359	US 36	Huron Street	Evaluate and implement transit speed and reliability improvements (e.g., transit signal priority, dedicated transit lanes, queue jumps)
120th Avenue	355	Sheridan Boulevard	I-25	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)
	360	Sheridan Boulevard	I-25	Evaluate and implement transit speed and reliability improvements (e.g., transit signal priority, dedicated transit lanes, queue jumps)
Federal Boulevard	357	68th Avenue	112th Avenue	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and last mile connections)
	363	68th Avenue	112th Avenue	Evaluate and implement transit speed and reliability improvements (e.g., transit signal priority, dedicated transit lanes, queue jumps)
	363	Corridor-wide		Evaluated dedicated bus rapid transit lanes and associated amenities
Huron Street	388	112th Avenue	City Limit	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and last mile connections)
Lowell Boulevard	386	68th Avenue	104th Avenue	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and last mile connections)
Sheridan Boulevard	356	68th Avenue	120th Avenue	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and last mile connections)
	362	68th Avenue	120th Avenue	Evaluate and implement transit speed and reliability improvements (e.g., transit signal priority, dedicated transit lanes, queue jumps)
Wadsworth Parkway	361	87th Drive	108th Avenue	Evaluate and implement transit speed and reliability improvements (e.g., transit signal priority, dedicated transit lanes, queue jumps)
Westcliff Parkway	381	Westminster Boulevard	Church Ranch Boulevard	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)
Westminster Boulevard	382	88th Avenue	112th Avenue	Evaluate and implement stop amenity upgrades (e.g., shelters, benches, first and final mile connections)

Table D.3: Bicycle Plan Projects

Location	ID	From	To	Description
68th Avenue	228	Creekside Drive	Lowell Boulevard	Add shared lane markings and signage
70th Avenue	230	City Limit	Federal Boulevard	Add buffered bike lanes
	231	Utica Street	Sheridan Boulevard	Add bike lanes
72nd Avenue	151	Depew Street	Pierce Street	Upgrade bike lanes to buffered bike lanes
73rd Avenue	238	Winona Court	Depew Street	Add shared lane markings
74th Avenue	233	Zuni Street	Federal Boulevard	Add bike lanes
	271	Federal Boulevard	Irving Street	Add bike lanes
76th Avenue	232	Federal Boulevard	Winona Court	Add bike lanes
	235	Winona Court	Sheridan Boulevard	Add buffered bike lanes
	236	Sheridan Boulevard	City Limit	Add buffered bike lanes
80th Avenue	152	Zuni Street	Sheridan Boulevard	Upgrade to separated bike lanes or widen sidewalks to multiuse sidepaths along both sides of 80th Avenue
	295	Zuni Street	Sheridan Boulevard	Add buffered bike lanes
84th Avenue	296	Federal Boulevard	Zuni Street	Add buffered bike lanes
	297	Federal Boulevard	Zuni Street	Upgrade to separated bike lanes or widen sidewalk to multiuse sidepath on north side
	298	Lowell Boulevard	Federal Boulevard	Add bike lanes and sidewalk
88th Avenue	87	Wadsworth Parkway	Sheridan Boulevard	Add new median treatments, raised separated bike lanes, and dedicated lanes for buses and right-turning vehicles
	157	Kipling Street	Wadsworth Parkway	Upgrade bike lanes to separated bike lanes
	299	Federal Boulevard	Zuni Street	Add bike lanes

Table D.3: Bicycle Plan Projects

Location	ID	From	To	Description
90th Avenue	272	Wadsworth Parkway	Yukon Street	Add bike lanes
91st Avenue	300	Harlan Street	Pierce Street	Add bike lanes and potentially parking
92nd Avenue	104	Wadsworth Parkway	Sheridan Boulevard	Add new median treatments, separated bike lanes, a multiuse sidepath on north side of the street between Wadsworth Pkwy and Sheridan Blvd; widen sidewalk adjacent to Downtown; create raised crossings at right turn bypass islands
	158	Sheridan Boulevard	Federal Boulevard	Upgrade to separated bike lanes
	301	Sheridan Boulevard	Federal Boulevard	Add bike lanes
	70	US 36 Bikeway		Construct multiuse trail connecting sidewalk on north side of 92nd Avenue to US 36 Bikeway
94th Avenue	243	Federal Boulevard	Raleigh Street	Add shared lane markings
96th Avenue	244	Federal Boulevard	Perry Street	Add bike lanes
101st Avenue	290	Sheridan Boulevard	Benton Street	Construct sidepath as part of future development
107th Avenue	249	Grove Court	King Street	Add shared lane markings OR shared bike/parking lane
108th Avenue	134	Eaton Street	Westminster Boulevard	Add Signed Bicycle Route with Sharrows
112th Avenue	141	Sheridan Boulevard	Westminster Boulevard	Upgrade to separated bike lanes
	142	Huron Street	Federal Boulevard	Upgrade to separated bike lanes
	143	Westminster Boulevard	Wadsworth Boulevard	Add bike lanes and complete sidewalks on both sides
	291	Westminster Boulevard	Sheridan Boulevard	Upgrade/add buffered bike lanes
	292	Federal Boulevard	Huron Street	Upgrade/add buffered bike lanes
115th Avenue	263	Eaton Street	Kendall Street	Add neighborhood bikeway
116th Avenue	256	Huron Street	Pecos Street	Add bike lanes
132nd Avenue/134th Avenue	274	Pecos Street	Zuni Street	Add neighborhood bikeway
134th Avenue	293	Huron Street	Pecos Street	Add bike lanes

Table D.3: Bicycle Plan Projects

Location	ID	From	To	Description
136th Avenue	294	Zuni Street	Huron Street	Upgrade/add buffered bike lanes (near-term improvement)
	147	Zuni Street	Huron Street	Upgrade buffered bike lanes to separated bike lanes
Alcott Street	252	Bruchez Parkway	112th Avenue	Add neighborhood bikeway
Alkire Street	270	86th Parkway	100th Avenue	Add separated bike lanes (long-term improvement)
	302	86th Parkway	100th Avenue	Add shared lane makings and signage (near-term improvement)
Bradburn Drive	223	Oakwood Street	Lowell Boulevard	Add bike lanes
Bruchez Parkway	251	Federal Boulevard	Alcott Street (Alcott Way)	Add bike lanes
Chase Street	259	117th Avenue	118th Place	Add shared lane markings (near-term improvement)
	303	117th Avenue	118th Place	Add bike lanes during future resurfacing (long-term improvement)
City Center Drive	304	92nd Avenue	Sheridan Boulevard	Upgrade bike lanes to buffered bike lanes
Cotton Creek Drive	305	Stuart Street	Vrain Street	Add bike lanes
Country Club Loop	255			Add shared lane markings or neighborhood bikeway
Depew Court/ 117th Avenue	261	115th Avenue	Chase Street	Add neighborhood bikeway
Depew Street	237	72nd Avenue	76th Avenue	Add neighborhood bikeway
Eaton Street	262	108th Avenue	Depew Court	Add neighborhood bikeway
Federal Parkway	169	122nd Avenue	128th Avenue	Add bike lanes or buffered bike lanes
Grove Street	248	104th Avenue	Grove Court	Add bike lanes
Harlan Street	239	76th Avenue	City Limit	Add shared lane markings
Harlan Street/ Westminster Boulevard	47	88th Avenue	92nd Avenue	Add separated bike lanes
	306	88th Avenue	92nd Avenue	Add bike lanes
Hooker Street	227	Westminster Station Drive	70th Street	Add shared lane markings
	229	70th Street	72nd Avenue	Add bike lanes
	247	Northpark Avenue	104th Avenue	Add bike lanes

Table D.3: Bicycle Plan Projects

Location	ID	From	To	Description
Independence Drive	273	Carr Street	Brentwood Way	Add bike lanes
Johnson Street	266	106th Avenue	108th Avenue	Add bike lanes (include buffer where space allows)
King Street	250	104th Avenue	Federal Boulevard	Add shared lane markings
Lowell Boulevard	172	68th Avenue	88th Avenue	Upgrade bike lanes to separated bike lanes
	275	88th Avenue	104th Avenue	Upgrade bike lanes to separated bike lanes
	307	72nd Avenue	88th Avenue	Add bike lanes
	173	120th Avenue	124th Avenue	Convert bike lanes to separated bike lanes
	276	118th Place	120th Avenue	Add bike lanes
Northpark Avenue	246	Federal Boulevard	Lowell Boulevard	Add bike lanes
Oak Street	265	100th Avenue	Countryside Drive	Add shared bike/parking lanes
Oakwood Street	241	80th Avenue	90th Avenue	Add shared lane markings
Orchard Parkway	222	Lowe's Access	144th Avenue	Convert bike lanes to buffered bike lanes
	257	136th Avenue	Lowes Access	Add buffered bike lanes
Pecos Street/ 124th Avenue	176	112th Avenue	Huron Street	Upgrade existing bike lanes to buffered bike lanes
Pierce Street	267	90th Avenue	92nd Avenue	Add bike lanes
	268	88th Avenue	90th Avenue	Add buffered bike lanes
Raleigh Street	242	90th Avenue/ Oakwood Street	94th Avenue	Add shared lane markings
Ranch Preserve Parkway	254	112th Avenue	Federal Boulevard	Add bike lanes
Simms Street	336	100th Avenue	115th Avenue (City limits)	Upgrade/add buffered bike lanes
Stratford Lakes Drive	253	112th Avenue	Federal Boulevard	Add bike lanes
Stuart Street/ Tennyson Street	337	Legacy Ridge Parkway	Cotton Creek Drive	Add bike lanes (with shared lane markings where narrow)
Tennyson Street	240	80th Avenue	Turnpike Drive	Add shared lane markings
Wadsworth Boulevard	192	92nd Avenue	112th Avenue	Add separated bike lanes
Westcliff Parkway	199	Westminster Boulevard	Church Ranch Boulevard	Add buffered bike lanes

Table D.3: Bicycle Plan Projects

Location	ID	From	To	Description
Westminster Boulevard	201	98th Avenue	104th Avenue	Add buffered bike lanes
	202	92nd Avenue	94th Avenue	Upgrade to buffered bike lanes
Westminster Station Drive	226	Federal Boulevard	Grove Street	Add bike lanes
Westmoor Drive	225	East of Westmoor Circle	Simms Street	Add buffered bike lanes
Winona Court	234	72nd Avenue	76th Avenue	Add shared bike/parking lanes
Wolff Street	258	112th Avenue	117th Avenue	Widen bike lanes
	264	117th Avenue/Wolff Street	118th Place	Add bike lanes (possibly shared lane markings with parking in spots)
	309	Underpass beneath railroad at Wolff Park to connect to 78th Avenue or Sunrise Park		Add trail underpass
	277	Sheridan Boulevard	104th Avenue	Add shared lane markings

Table D.4: Pedestrian Plan Projects

Location	ID	From	To	Description
68th Avenue	207	Hidden Lake Access	WHS Access	Add sidewalk along south side of road
72nd Avenue	149	Clay Street	Eliot Circle	Complete sidewalk gap on south side of 72nd Avenue
	150	Zuni Street	Sheridan Boulevard	Widen sidewalks to multiuse sidepaths along both sides of 72nd Avenue
76th Avenue	210	Federal Boulevard	Church Access	Add sidewalk along south side of road
78th Avenue	333	Trail	Underpass	Construct underpass
84th Avenue	154	Federal Boulevard	Zuni Street	Add multiuse sidepath along south side
88th Avenue	33	Wadsworth Parkway	Sheridan Boulevard	Retrofit multiuse sidepath; warning signs, and striping may be appropriate for various intersections and more intensive safety and design countermeasures at high-crash intersections
	279	US 36		Construct a bicycle and pedestrian underpass
92nd Avenue	77	Xavier Street		Install crosswalk and HAWK
96th Avenue	215	Pierce Street	Teller Street	Add sidewalk along south side of road
100th Avenue	128	Simms Street	Wadsworth Parkway	Widen sidewalk to multiuse sidepath along north side
	327	Greenway Trail		Implement an at-grade trail crossing improvement

Table D.4: Pedestrian Plan Projects

Location	ID	From	To	Description
100th Avenue/ Church Ranch Boulevard/ 104th Avenue	92	US 36		Construct bikeway underpasses and shared-use path
	93	Alkire Street	Simms Street	Design and construct a concrete multiuse sidepath on the north side
	371	Alkire Street	Zuni Street	Widen existing sidepath to 10-12' width
108th Avenue	132	Simms Street	Wadsworth Pkwy	Install and/or replace existing narrow sidewalks with multiuse sidepaths on both sides of 108th Avenue
	136	Wadsworth Parkway	Zephyr Court	Add sidewalk along south side
	138	Zephyr Court	Dover Street	Add sidewalk along north side
	139	Yukon Street	Wadsworth Boulevard	Add sidewalk along south side
	320	Johnson Street		At-grade pedestrian crossing improvements
	322	Green Knolls Open Space		At-grade pedestrian crossing improvements
112th Avenue	64	Wyandot Street	Pecos Street	Widen sidewalk to multiuse sidepath on north side
	140	Sheridan Boulevard	Dry Creek Trail	Add sidewalk along south side
	373	Alcott Street		Construct a pedestrian refuge median, bus passenger pad (north side) and crosswalk with flashing beacons
120th Avenue	54	Sheridan Boulevard	Huron Street	Retrofit multiuse sidepath on south side; warning signs, striping, and other pavement markings may be appropriate at intersections; bicycle/pedestrian underpasses may be appropriate in select locations; more intensive safety and design countermeasures at intersections with high crashes
	59	Lowell Boulevard		Add pedestrian refuge islands at Vrain Street, Bradburn Blvd, and Lowell Blvd and add raised crossings at the two driveway access points
	144	Lowell Boulevard	Federal Boulevard	Add sidewalk along north side
	280	Zuni Street		Add crosswalk to west side of intersection
	284	Federal Boulevard	Melody Street	Widen sidewalk on north side to multiuse sidepath
	285	Sheridan Boulevard		Assess feasibility of using drainage ditch under Sheridan Blvd to create trail underpass

Table D.4: Pedestrian Plan Projects

Location	ID	From	To	Description
124th Avenue	181	Delaware Drive	Huron Street	Add sidewalk along south side of 124th Avenue
128th Avenue	146	Zuni Street	Big Dry Creek Trail	Add multiuse sidepath on south side
144th Avenue	148	Zuni Street	McKay Lake Access	Add multiuse sidepath along south side
Bradburn Drive	212	Lowell Boulevard	Laplace Court	Add sidewalk along north side of road
	213	Lowell Boulevard	Laplace Court	Add sidewalk along south side of road
Brentwood Trail	317	Big Dry Creek Trail	Wadsworth Boulevard	Construct trail connection
Countryside Drive	219	Routt Street	Simms Street	Add sidewalk along north side of road
	221	Moore Street	Oak Street	Add sidewalk along south side of road
Elk Drive	208	Lowell Boulevard	Raleigh Street	Add sidewalk along north side of road
	209	Lowell Boulevard	Raleigh Street	Add sidewalk along south side of road
Federal Boulevard	38	92nd Avenue	120th Avenue	Complete sidewalk gaps and widen existing sidewalks to create multiuse sidepaths including warning signs, pavement markings and safety and design countermeasures at major intersections
	79	US 36 On Ramp		Pedestrian enhancements to the US 36 on- and off-ramps
	159	68th Avenue	92nd Avenue	Complete sidewalk gaps and widen existing sidewalks to create multiuse sidepaths including warning signs, pavement markings and safety and design countermeasures at major intersections
	395	83rd Avenue		Evaluate underpass
	281	Stratford Lakes Drive		At-grade crossing improvements
	310	88th Avenue		At-grade crossing improvements
Harlan Street	170	Church Access	91st Avenue	Add sidewalk along west side
Huron Street	43	112th Avenue	144th Avenue	Retrofit existing multiuse sidepath with warning signs, striping, and pavement markings at intersections; implement safety and design countermeasures at major intersections
	171	121st Avenue	122nd Avenue	Complete sidepath gap on west side of Huron Street
I-25 Trail	312	140th Avenue	142nd Avenue	Construct trail connection

Table D.4: Pedestrian Plan Projects

Location	ID	From	To	Description
Independence Drive	217	Farmer's High Line Canal	96th Drive	Add sidewalk along west side of road
	218	96th Drive	Carr Street	Add sidewalk along north side of road
Lowell Boulevard	174	81st Avenue	88th Avenue	Add sidewalk along west side concurrent with new development
	175	84th Avenue	Bradburn Drive	Add sidewalk along west side
	283	96th Avenue, 99th Avenue, Squire Park, 94th Avenue		At-grade crossing improvements
	329	88th Avenue		At-grade crossing improvements
	331	South of Bradburn		At-grade crossing improvements
North Walnut Creek Trail	325	Dover Street	Wadsworth Parkway	Construct trail connection
Oakwood Street	211	Laplace Court	Bradburn Drive	Add sidewalk along north side of road
Open Space Trail	321	Walnut Creek Trail	Green Knolls Park	Construct trail connection
Pecos Street	177	Tejon Street	122nd Avenue	Add sidewalk along west side of Pecos Street
	178	122nd Avenue	Northridge Access	Add sidewalk along west side of Pecos Street
Pecos Street/124th Avenue	180	Huron Street	Northridge Access	Add sidewalk along north side of 124th Avenue
Pierce Street	214	Treatment Plant Access	91st Avenue	Add sidewalk along east side of road
Ranch Creek Trail	313	Pecos Street	Huron Street	Construct trail connection
Sheridan Boulevard	39	70th Avenue	120th Avenue	Retrofit multiuse sidepath on both sides, including warning signs, path striping/ pavement markings, and safety and design countermeasures at major intersections
	74	98th Avenue		Construct median pedestrian refuge and protected crossing
	78	US 36 On Ramp		Pedestrian enhancements (such as signage, raised crossing)
	81	88th Avenue		Construct a pedestrian/bicycle underpass to provide connection between Downtown Westminster and the US 36/Sheridan Station
	182	105th Avenue	Northern City Park access	Add sidewalk along east side

Table D.4: Pedestrian Plan Projects

Location	ID	From	To	Description
Simms Street	183	100th Avenue	107th Avenue	Add sidewalk along west side
	184	108th Avenue	Westmoor Circle	Add sidewalk along west side
	185	Westmoor Circle	Westmoor Drive	Pave trail on east side
	186	Westmoor Drive	Control Tower Road	Add sidewalk along east side
	220	Countryside Drive	Existing Sidewalk End	Add sidewalk along east side
	309	107th Avenue		At-grade crossing improvements
	316	112th Avenue		At-grade crossing improvements
	318	105th Avenue		At-grade crossing improvements
	319	108th Avenue		At-grade crossing improvements
	377	101st Avenue		Add crosswalk and crossing enhancements
	393	Corridor-wide		Evaluate additional crossing improvements, including underpasses along the corridor
Turnpike Drive	332	76th Avenue	Julian Street	Construct sidepath
US 36	323	Railroad	underpass	Construct underpass
Wadsworth Boulevard	187	Yukon Street	110th Avenue	Add sidewalk along east side
	188	110th Avenue	City Limit	Add sidewalk along west side
	189	Yukon Street	108th Avenue	Add sidewalk along west side
	190	Church Ranch Boulevard	105th Avenue	Add sidewalk along both sides
	195	93rd Place (south of)	98th Avenue	Add sidewalk on west side and east side
	196	99th Avenue	Church Ranch Boulevard	Add sidewalk along both sides
	315	Walnut Creek Trail		Reconstruct underpass at BNSF crossing, including adding trail and bike lanes, drainage, and evaluation of trail crossing and access improvements

Table D.4: Pedestrian Plan Projects

Location	ID	From	To	Description
Wadsworth Parkway	41	88th Avenue	104th Avenue	Retrofit multiuse sidepaths by widening sections of narrow sidewalk, adding warning signs, path striping and various pavement markings at intersections; safety and design countermeasures at key intersections
	95	92nd Avenue		Safety evaluation and improvements, including feasibility assessment of grade-separated crossing
	97	104th Avenue	108th Avenue	Add multiuse sidepath on both sides
	198	108th Avenue	City Limit	Add sidewalk along west side
	216	92nd Avenue	Big Dry Creek Trail	Add multiuse sidepath along east side
	324	104th (trail)	underpass	Construct Walnut Creek trail underpass north of 104th Avenue
Walnut Creek Trail	314	Wadsworth Boulevard	Dover Street	Construct trail connection
Westminster Boulevard	72	North of 98th Avenue	Church Ranch Boulevard	Add sidepath on east side from north
	383	95th Avenue		Add pedestrian crossing safety improvements
Yates Street/City Center Drive	287	88th Place		Install pedestrian crossing improvements (RRFB)
Zuni Street	203	Lake Vista Drive	144th Avenue	Add sidewalk along east side
	206	132nd Avenue	136th Avenue	Widen sidewalks to sidepaths on east side