



Public Works Committee Meeting Summary

May 6, 2008

1:30 p.m.

Conference Room 391

Members Present: Johnson, Brown, Lehmann, López, Nevitt
Members Absent: None
Others Present: Garcia

Agenda: Major Projects Update:
Broadway NEPA Process
South Federal Blvd. Assessment
Speer, First Avenue, Leetsdale, Park Corridor Assessment
Colfax Bus Rapid Transit

1. Public Works: Major Projects Update

Crissy Fanganello, Director of Policy & Planning; Roger Mutz, Capital Project Manager; and Dan Roberts, Deputy Manager of Operations, presented an update of the four of the largest Public Works projects.

Broadway NEPA (National Environmental Policy Act) Process:

- Any project with federal dollars must follow NEPA.
- The goal is have everyone in agreement on the alternative selected by:
 - Identifying the problems to be solved
 - Identifying the issues
 - Developing alternative approaches
 - Developing criteria by which to evaluate the alternatives
- This project started by identifying the transportation improvements needed at Broadway/ I-25; expanded with the redevelopment of the Gates site.
- Takes into consideration of the rail transit station, pedestrian and bike access.
- Funding is comprised of federal, City bond funds, and metro district funds.
- The draft Environmental Assessment has been signed; need to address the 4 or 5 comments received then assemble the final document this summer.
- Design of improvements will be prepared in 2009.

South Federal Boulevard Assessment:

- The problem is pedestrian and vehicle safety:
 - average right-of-way of 68 feet with many traffic lanes;

- no separation of directional lanes;
- one shared center turn lane;
- high traffic volume;
- multiple curb cuts, multiple points of conflict;
- very active transit corridor, meaning many pedestrians; and
- grid doesn't match across Federal.
- Began the Environmental Assessment in 2005.
- Identified 8 alternatives.
- Preferred alternative is 6 travel lanes, raised center median, attached sidewalks of at least 8 foot width (13.5 where feasible)
- Federal is not a bike route, but improved east-west crossings pedestrians will help bike riders cross Federal.
- Early efforts to improve alignment of Bayaud across Federal or install signal didn't work; there will be a $\frac{3}{4}$ turn movement.
- Total cost is estimated at between \$28-\$32 million, most of which is property acquisition. Project funding is 70% federal; 20% state; 10% city; all funds are allocated.
- Exact private property needed won't be known until CDOT completes the design, then Office of Economic Development, CDOT and Public Works will meet with those owners and help with relocation plans.
- Medians will be planted; targeted areas will be landscaped; private property owners must commit to maintain trees.
- Dan Roberts declares this project a major success story.

Speer, First Avenue, Leetsdale, Parker Corridor: Livable Streets Initiative

- This corridor encompasses the 9 miles between I-25 downtown and I-225.
- This is a joint project with Glendale; hope to involve Aurora and Arapahoe County as well.
- A non-monetary EPS grant will provide technical assistance from the EPA Office of Smart Growth.
- EPA staff will be here for 4 days July 30-Aug. 2; two public sessions will be held: one on the ingredients for great streets, one design workshop for a small area.
- This will be a pilot for the region and the state; it was selected due the variety of types of areas: historic, employment center, strip development.
- Summary of the work due in October; public educational series is planned through the fall; public workshops in spring 2009.
- Effort and outcomes will inform projects in this corridor and others.
- Work will be applicable to parts of the Strategic Transportation Plan.
- There will be a construction project at Mississippi/Leetsdale this summer that is not part of this.

Colfax Bus Rapid Transit:

- This is a joint project with RTD and Aurora along the 15 bus route.
- Funding is \$3.2 M from State Senate Bill 1 (dedicates 10% of transportation dollars to transit projects) with a \$795,000 local match.
- Goal is to speed up the buses to provide enhanced transit service, so the project includes:
 - traffic modeling and simulation;

- traffic signal priority and queue jumps for busses;
 - advance fare collection; and
 - enhanced transit stops.
- Funding may be available in October, or perhaps even July.
- Physical changes to busses discussed, but the Rt. 15 busses are mostly the long articulated buses, which are 7 years old, with a life expectancy of 10 years. New busses for the route might look different.
- The idea of this is to move the busses faster, enhancing the service; this would replace the service with limited stops on Rt. 15
- This would not replace the idea of a trolley, or streetcar, which might be able to replace the local service (more stops than limited service).

Councilman Garcia said that he and Councilwoman Robb want to push the envelope toward trolley service on Colfax, which is the most suitable corridor for it. We must seriously look at its viability.