EAST CENTRAL AREA PLAN

Steering Committee Meeting

December 14, 2017
6:00 PM – 8:00 PM
Tears McFarlane House
<table>
<thead>
<tr>
<th>Time</th>
<th>Item</th>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:00-6:10</td>
<td>Approval of November Meeting Summary</td>
<td>Confirm or make edits to meeting summary</td>
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<tr>
<td>6:10-7:00</td>
<td>Overview of Colfax Bus Rapid Transit (BRT)</td>
<td>Learn about the details of the proposed Colfax BRT</td>
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<tr>
<td>7:00-7:30</td>
<td>Financing Tools Overview and Discussion</td>
<td>Understand how different financing tools are used to help pay for infrastructure and public services.</td>
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<tr>
<td>7:30-7:40</td>
<td>Recap: What have we done so far?</td>
<td>Understand the status of the project and how work completed to date will be used in the next phases.</td>
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<tr>
<td>7:40-7:50</td>
<td>Upcoming Look Forward</td>
<td>Understand upcoming work in the first quarter of 2018.</td>
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<td>7:50-8:00</td>
<td>Myths/Facts &amp; Announcements</td>
<td>Opportunity to share what you are hearing in the community and help improve the accuracy of information being spread about the project.</td>
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Project Partners

- Regional Transportation District (RTD)
- Colorado Department of Transportation (CDOT)
- Denver Regional Council of Governments (DRCOG)
- City of Aurora
Project Update
GO Bond Election Results

- Referred Question 2A (Transportation & Mobility System) includes:
  - $55 million for Colfax BRT
  - $20 million for Colfax Corridor Improvements

- 2A passed with 74% in favor

- Funding secured for detailed design, initial implementation and matching federal funds
Corridor Development Timeline

Opportunity for Stakeholders and Public To Influence Project Design

Broad Definition of Project

Design Detail

Alternatives Analysis

12-18 months

Conceptual Design & Environmental Analysis

18 months

Engineering & Design

18-24 months

Construction

Revenue Service

Ongoing

Federal Transit Administration Project Development

We Are Here

Locally Preferred Alternative
- Definition of mode & alignment
- Conceptual station locations
- Operating plan
- Local decision

Concept Design & Environmental Analysis
- Design detail determined
- Environmental impacts identified

Fully Designed and Funded Project
- Design complete
- Finance package

colfax corridor connections
Preliminary Recommendation of Center-Running BRT
Basis for Decision and Decision-Making Process

- Screening criteria/evaluation
- Technical requirements
- Community input:
  - Task Force
  - Technical Working Group
  - Broader public feedback
Basis: Safety and Accessibility

- Island stations calm traffic
- Pedestrian refuges reduce crossing distance
- Shorter crossing distances = less exposure to vehicle traffic
- Eliminating unprotected lefts improves pedestrian, bicycle, and vehicular safety
- Station lighting enhances security
Basis: Optimizing Person Mobility

Center-running BRT results in an increase in daily person trips on Colfax of 14%.

Provides the greatest expansion capacity allowing neighborhoods and businesses to grow around reliable, high-capacity transit.
Basis: Investing in Transit Performance

- Ridership more than doubles to 50,000 daily rides by 2035
- Transit travel time improved by 15 minutes compared to future baseline
- Optimal reliability for surface running transit

In 2035:
- Up to 50,000 daily riders
- Access to 280,000 jobs
- Up to 15 minute travel time improvement

Future proofing from delay as land-use, traffic, and curb uses change

Colfax Corridor Connections
Basis: Building Vital Neighborhoods Around Transit

Opportunity for Street Trees

Unique lighting

Wider sidewalks

Attractive, vertical features distinguish street

Expanded Furniture Zone
Project Features: Street Design

EXCEPTIONS:

- Major arterial crossings w/ large truck turns
- Terminal locations

Pedestrian crossings at signalized crossings every 700' or less

Left turn lanes at signalized intersections

Prioritize curb parking/loading and expanded sidewalks

Far-side of intersection stations

Center running way; median to vary in width
Project Features: Full Transit Stations

- High Quality Shelters
- Off Board Payment
- Line Level Branding
- Lighting and Security
- Public Art Features
- System Traveler Information
- Protection from Traffic

colfax corridor connections
Project Features: Integrated Operations

All corridor buses use one set of stations between Yosemite and Civic Center.
Areas for Further Refinement

- Station Locations
- Branding
- Station Design
- Corridor Bus Operating Plan
- Curb Use and Mitigations
- Median Treatments
- Sidewalk Expansion & ADA Improvements
- Bike Facility Crossing
- Traffic Operations and Mitigations
Center-Running BRT: Community Outreach Process and Preference Survey
Community Outreach Process: Late 2017-Early 2018

- Partner outreach
- Pop-up events
- Office hours
- Input kiosk
- Traditional media engagement
- Digital engagement (email/web/social updates)
- Preference survey