



NATA Board Meeting

October 26, 2017

Agenda

Project Goals

Travel Shed Mode Priority

Project Decision Scoring Process

Top Connectivity Projects

Project Goals

Industrial Area Study

- The goal of the project is to **identify and prioritize projects** in the study area; provide **conceptual design and cost estimates** for the top 10 priority projects; and discuss **funding and implementation needs** for the projects. The basis for prioritization will be based on identifying those **projects which will provide connectivity in the industrial area the best, regardless of jurisdictional boundaries.**

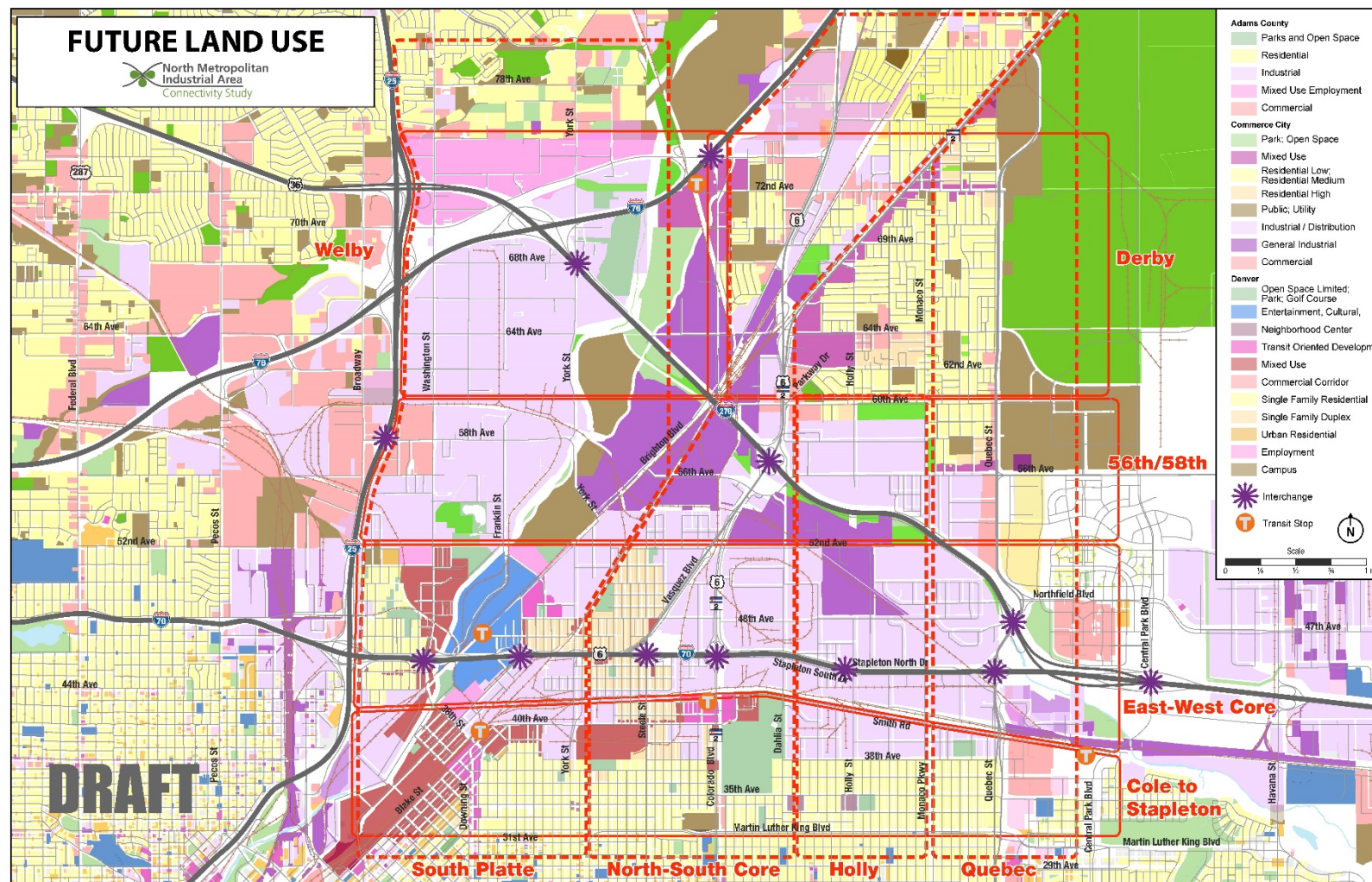
Vasquez PEL

- The purpose of transportation improvements in the vicinity of I-270 and Vasquez Blvd is to improve safety and mobility for vehicles and freight at the I-270/Vasquez Blvd Interchange and the surrounding local road system, and improve transportation connectivity for all modes.

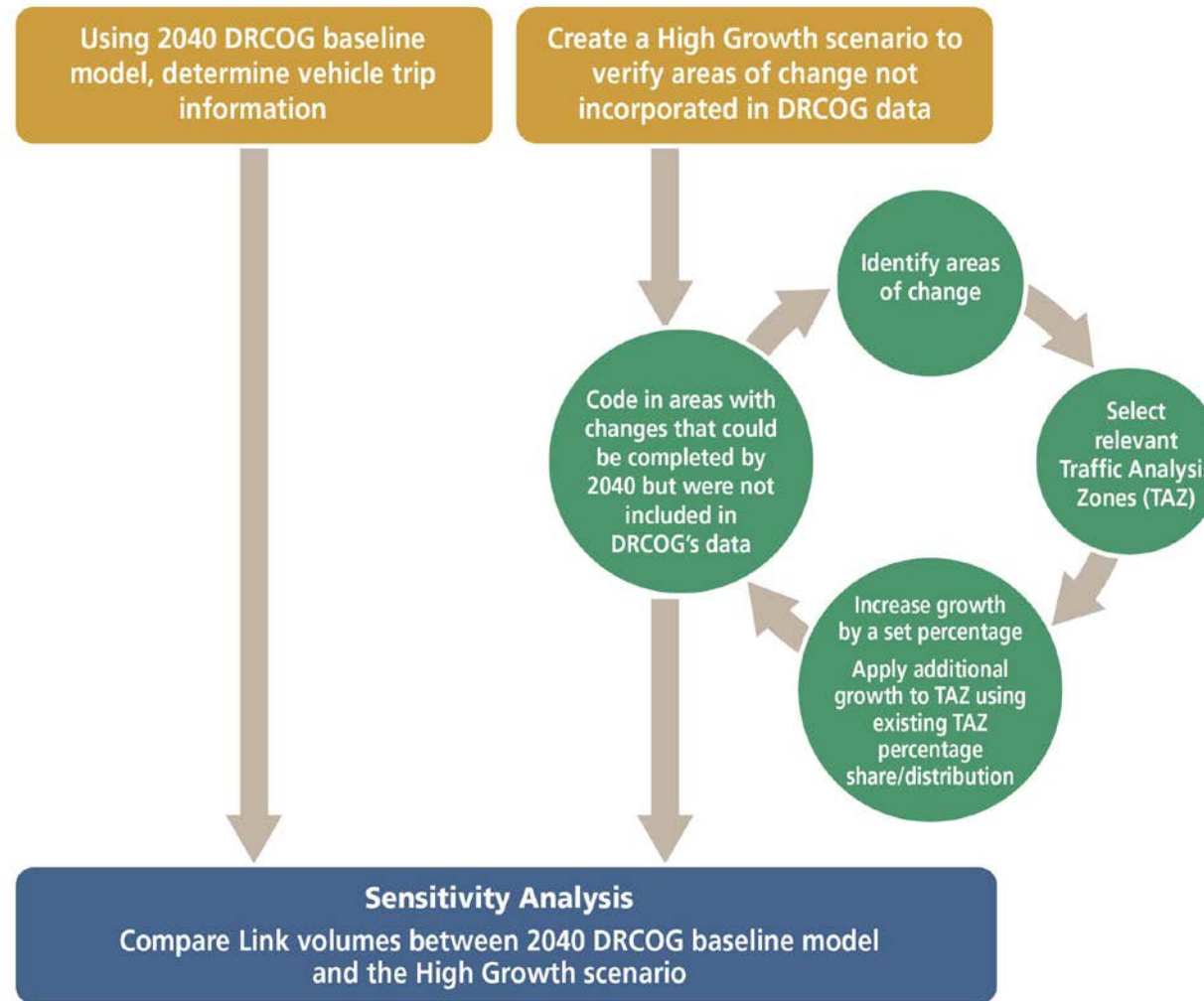


Travel Shed Mode Priority

Travel Sheds (New version)



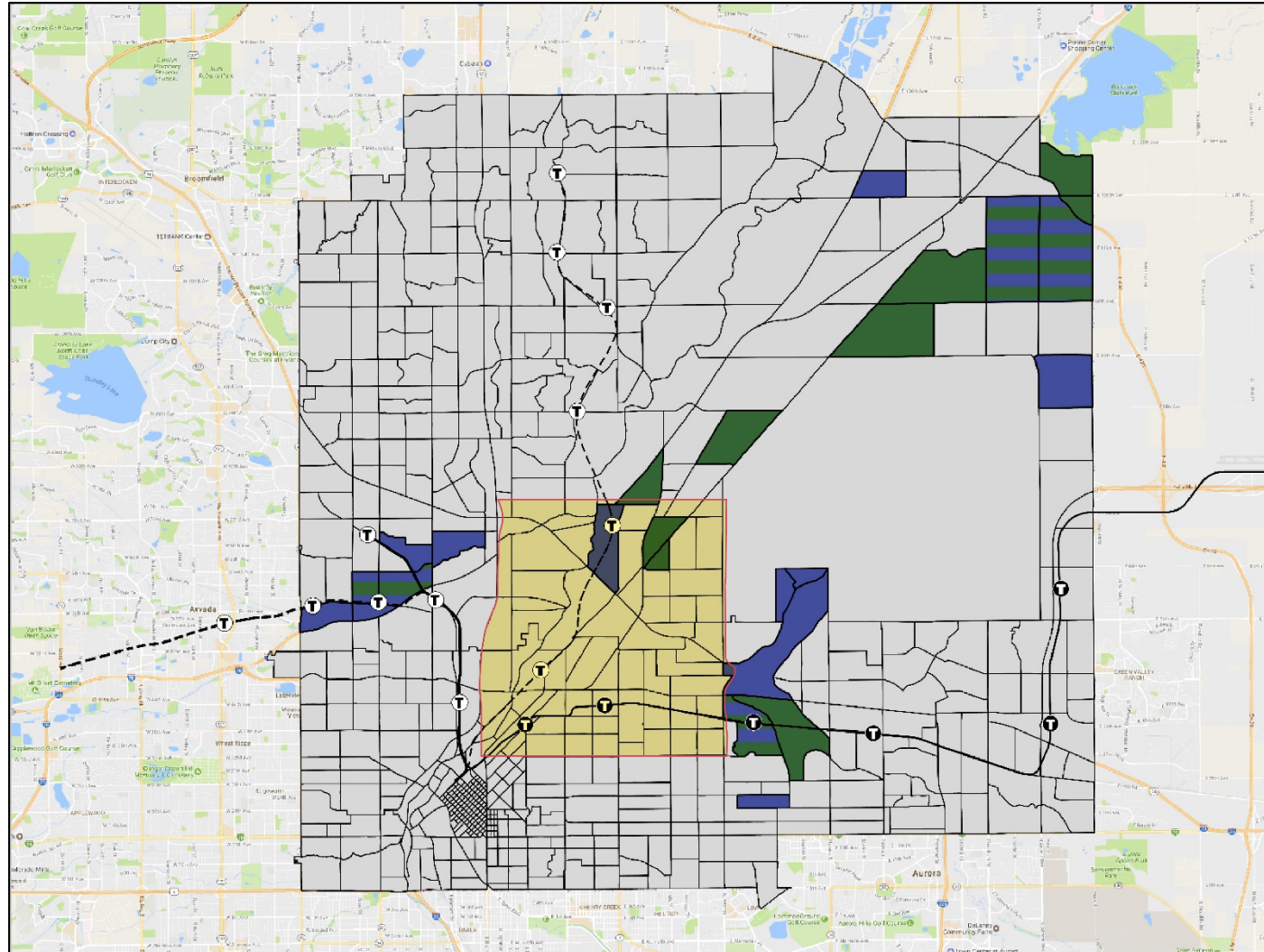
High Growth Scenario Development Process



NMIACS Model Area

Population & Employment

SIGNIFICANT GROWTH TAZ



POPULATION



EMPLOYMENT



EMPLOYMENT
& POPULATION

Mode Priorities

Priority		Secondary
Freight	-	Vehicles
Bicycle/Pedestrian	-	Transit

Freight

- Highest priority in four travel sheds: South Platte, Holly, 58th/56th and East-West Core.
- Freight has been prioritized based on existing and future land use, and because several proposed improvements within the study area offer significant enhancement to freight mobility.
- Commerce City believes freight should be a higher priority throughout the study area.

Vehicles

- Highest priority in Welby and second highest in four other travel sheds: North-South Core, Holly, 58th/56th and East-West Core.
- Focus on providing employment access for industrial areas and providing access to interstate/highway network for commuters in residential areas.

Bicycle/Pedestrian

- Need to improve permeability of barriers with more bike/pedestrian connections.
- Highest priority in two travel sheds, Derby and Cole to Stapleton, and second highest priority in three travel sheds; South Platte, Quebec and Welby.
- Part of the reason of prioritizing bicycle and pedestrian facilities is to improve connectivity to transit—this benefit is twofold, expanding the bicycle and pedestrian network and providing access to transit.
- Bike/pedestrian improvements aim to offer people a viable alternative to the automobile.

Transit

- Transit is ranked #1 in North-South Core and Quebec and #2 in Cole to Stapleton and Derby.
- Much of the focus is on improving connections to existing or new transit, which will mostly be accommodated through bicycle and pedestrian improvements; thus, they are a higher priority than transit.
- Increase number of bus stops.
- Transit improvements aim to offer people a viable alternative to the automobile—common theme to many plans.



Project Decision Scoring Process

Project Scoring

Variables Grouped by Project Goals

Improves mobility for all modes

- 1 = Alternative provides benefit at a local scale
- 2 = Alternative provides benefit at a regional scale
- 3 = Alternative provides significant benefit at a study area scale

Alternative benefits multiple jurisdictions

- 0 = Alternative primarily benefits one jurisdiction
- 1 = Alternative benefits two jurisdictions
- 2 = Alternative benefits three jurisdictions

Improves transit connections in underserved areas

- 0 = Alternative does not improve transit connections in underserved areas
- 1 = Alternative does improve transit connections in underserved areas
- 2 = Alternative significantly improves transit connections in the underserved areas

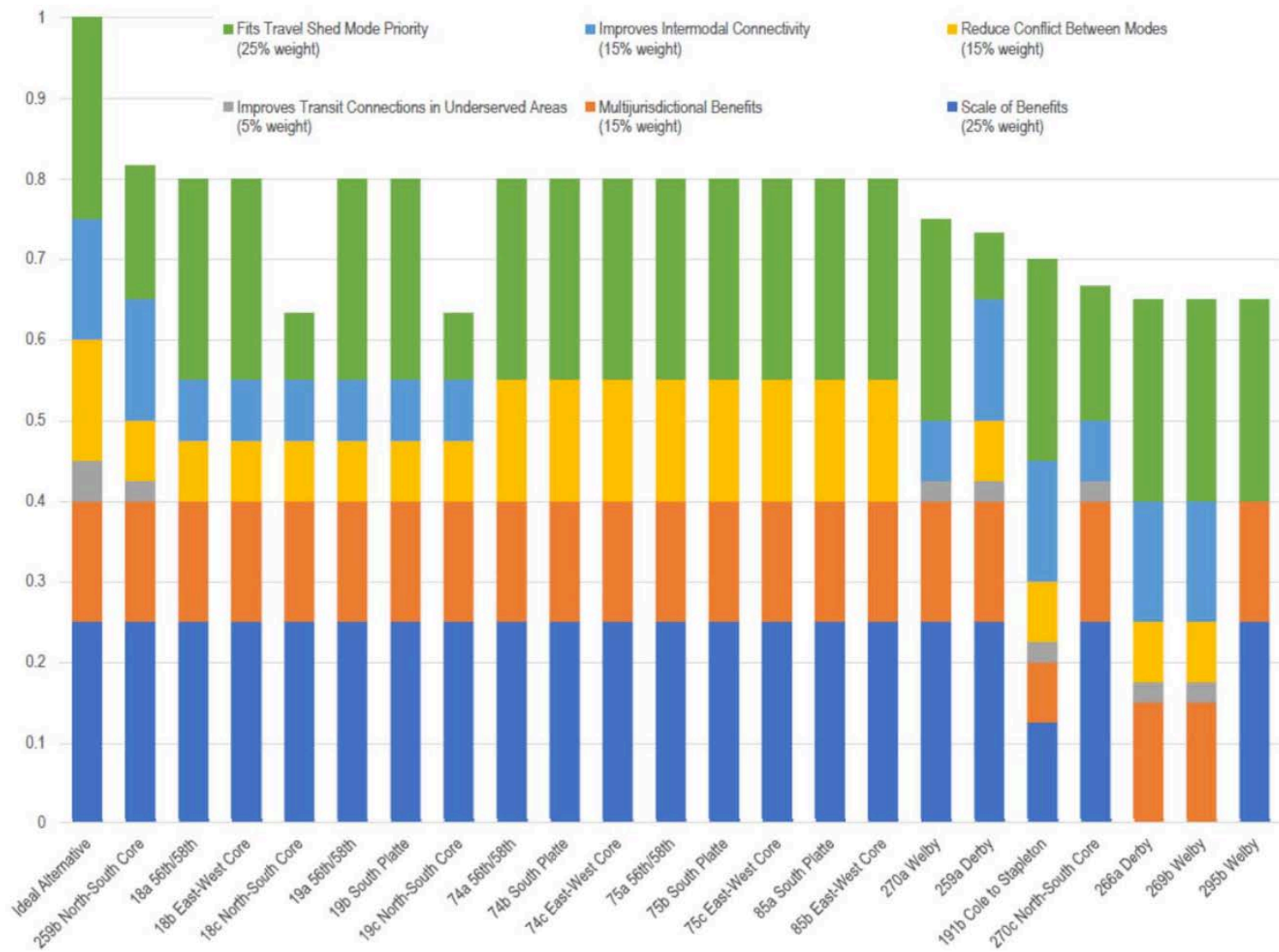
Reduces conflict between modes

- 0 = Alternative does not reduce conflict between modes
- 1 = Alternative does reduce conflict between modes
- 2 = Alternative significantly reduces conflict between modes

Fits travel shed mode prioritization

- 0 = Alternative's primary benefit matches travel shed's 4th priority
- 1 = Alternative's primary benefit matches travel shed's 3rd priority
- 2 = Alternative's primary benefit matches travel shed's 2nd priority
- 3 = Alternative's primary benefit matches travel shed's 1st priority

Top Project Scoring, Final Version

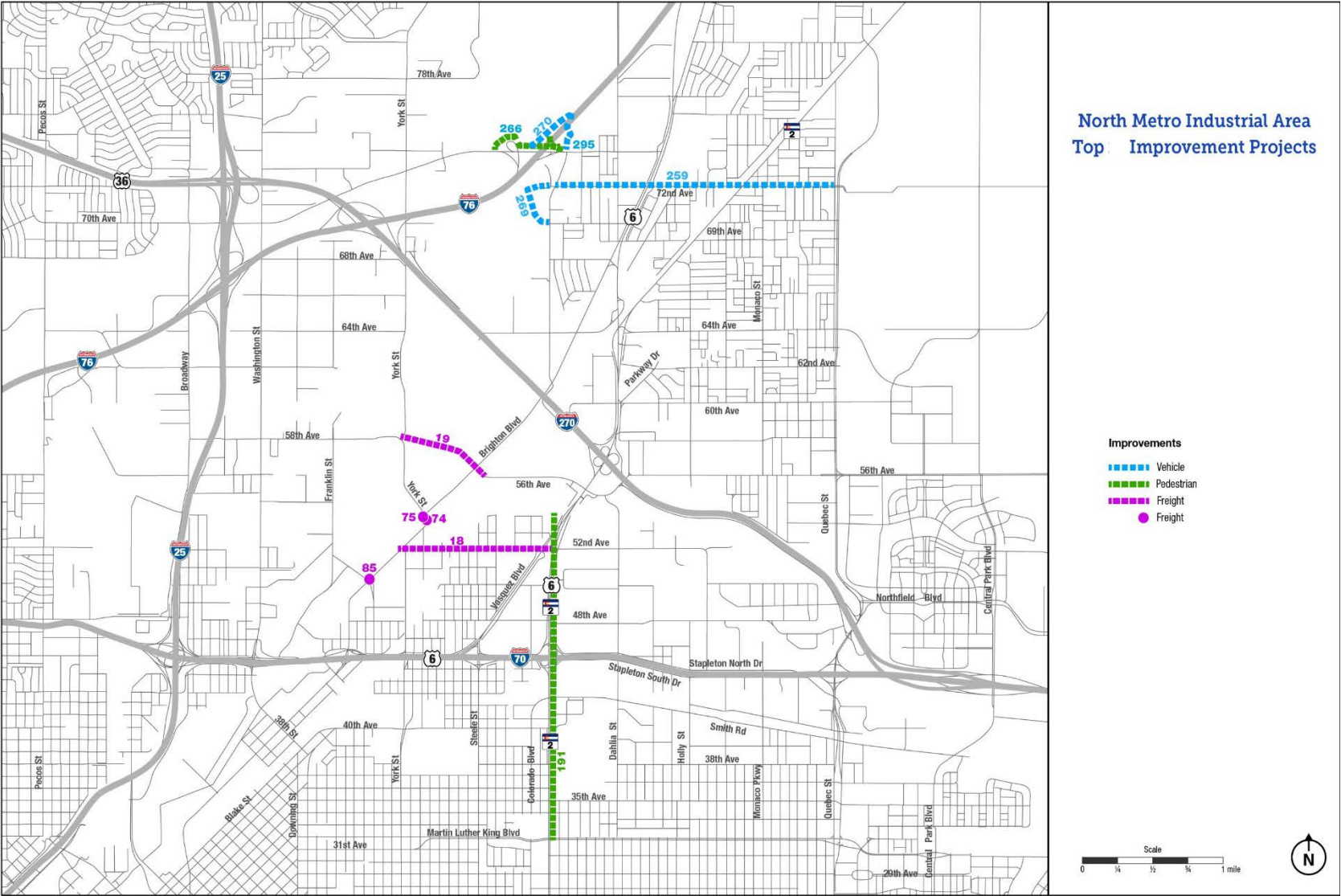


Project number/Travel Shed



Top Connectivity Projects

Top Improvement Projects



Top Improvement Projects

Alternative ID and Travel Shed		Description	Primary mode
18 (a,b,c)	56th/58th	52nd Avenue, Brighton Blvd to Colorado Blvd, extend over UP	Freight
191	Cole to Stapleton	Colorado Blvd: MLK Blvd to 54th, Improve Colorado Blvd with enhanced bike/ped crossings, improved transit service, streetscaping, and sidewalks	Pedestrian
19 (a,b,c)	56th/58th	56th Ave to 58th Ave connection over the South Platte River	Freight
259 (a,b)	Derby	73rd Avenue multimodal corridor	Vehicle
266	Derby	O'Brian Canal loop, connect to South Platte River Trail	Pedestrian
270 (295)	Welby	New I-76 interchange ramps, including ramp from WB SH 224 to EB I-76	Vehicle
74 (a,b,c)	56th/58th	Brighton Blvd and BNSF improve clearance, turning angle	Freight
75 (a,b,c)	56th/58th	Brighton Blvd and York St. intersection angle improvements to support large truck turns	Freight
85 (a,b)	South Platte	Race Ct and BNSF and Brighton, increase height clearance at underpass	Freight

Transit Projects

NMIACS Transit Projects

Score ID	Location	Description	Travel Shed	Score
28a	Brighton Boulevard north of downtown	enhanced bus transit corridor - higher frequency, BRT, priorities for ITS investments	South Platte	0.233
28b			Cole to Stapleton	0.317
28c			North-South Core	0.4
33a	I-25: Denver to I-270	BRT improvement beyond managed lanes	South Platte	0.358
41a	Monaco Street	enhanced bus transit corridor - higher frequency, BRT, priorities for ITS investments	Quebec	0.4
41b			Holly	0.15
41c			Cole to Stapleton	0.317
46a	Smith Road/ 40th Avenue	enhanced bus transit corridor - higher frequency, BRT, priorities for ITS investments	Cole to Stapleton	0.317
46b			East-West Core	0.15
95a	56th Avenue bus routes	new bus routes in and around North Metro corridor	56th/58th	0.433
95b			Quebec	0.6
95c			North-South Core	0.6
101a	Holly Street	new bus routes in and around North Metro corridor	Derby	0.442
101b			Holly	0.275
101c			56th/58th	0.358
109a	Welby bus stops	no bus stops within the Welby neighborhood, rendering most residents dependent on automobiles for traveling needs	Welby	0.283
109b			South Platte	0.283
136a	Colorado Blvd: 40th to 64th	exclusive bus lane	North-South Core	0.6
136b			East-West Core	0.35
136c			56th/58th	0.433
137a	Quebec: 64th to SH 2	exclusive bus lane	Quebec	0.6
137b			Derby	0.517
138a	SH 2: 72nd to I-76	BRT - center or shoulder	North-South Core	0.6
138b			Derby	0.517
139a	72nd and SH 2 stations	Proposed stations	Derby	0.367
139b			North-South Core	0.45
233a	Quebec Street	enhanced bus transit corridor - higher frequency, BRT, priorities for ITS investments	Quebec	0.55
233b			Cole to Stapleton	0.467
233c			East-West Core	0.3
271a	70th/72nd/Colorado	bus routes	Derby	0.517
271b			Welby	0.433
271c			North-South Core	0.6

NATE II

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Note: highlighted in red indicates "selected to the top projects list"

Project Goals

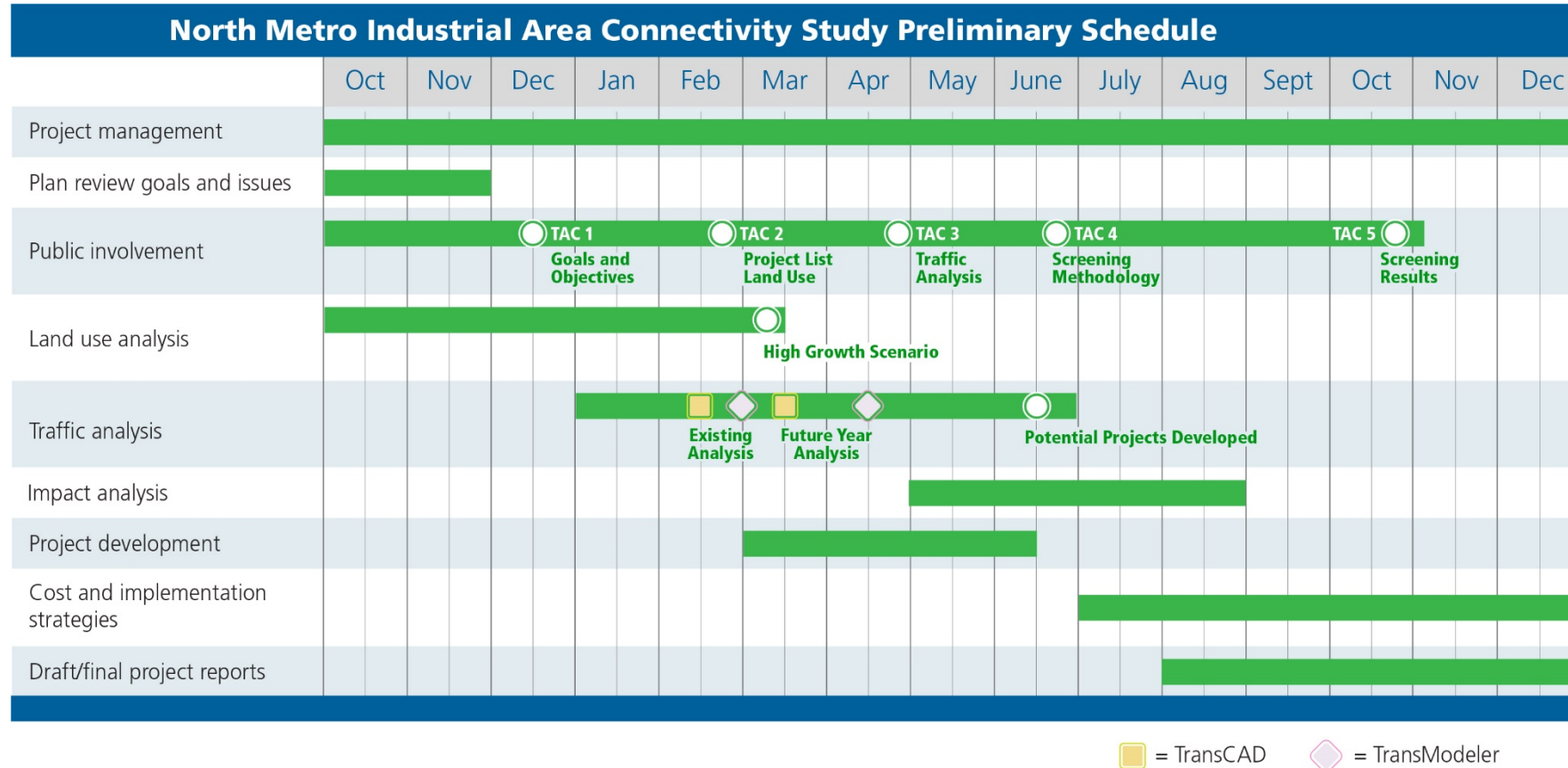
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Updated Schedule



Next Steps

- Design of Top 9 Projects
 - Preliminary design
 - Preliminary cost estimates
- Final Report
 - Summaries of:
 - Land use and growth scenario planning
 - Travel shed identification and mode prioritization
 - Traffic analysis
 - Environmental and social resource scan
 - Project screening and evaluation
 - Implementation packages for top 9 projects



Questions