



MEMORANDUM

TO: File

FROM: David E. Hattan, P.E.

DATE: July 27, 2009

SUBJECT: Summary of Public Input to Date Concerning Transportation

PROJECT: Commerce City Comprehensive Plan
FHU # 08-218-01

The Commerce City C3 Vision process for developing Comprehensive and Transportation Plans has had a number of public meetings. These have given citizens and businesses the opportunity to provide responses to questions and general opinions concerning current and future land use and transportation. The following is a summary of the feedback guidance that is being used to evaluate the current transportation system and plan the future system.

The most comprehensive input was obtained at public meetings in late January and early February 2009 where workbooks containing a series of statements about guiding principals and follow-up questions about specific modes were asked. The five guiding principles are as follows:

Guiding Principles for Transportation

1. Plan for Comprehensive Transportation and Multiple Modes

Incorporate all future modes of travel – vehicles, transit, railroads, bicycles, and pedestrians – in the Transportation Plan and develop priorities for providing Commerce City residents and businesses with the greatest number of transportation options.

2. Coordinate Regionally on the Transportation System

The numerous regional transportation entities including RTD, DIA, E-470, Colorado Department of Transportation, and the railroads all help to form the transportation framework within Commerce City and throughout the metro area. Continue coordination among all of these entities to provide sufficient infrastructure and funding for current needs and future growth and improve the image of road corridors and safety.

3. Improve Local Connections and Safety

Establish and improve connections (both road and bicycle/pedestrian) through the Transportation Plan, as well as clearly identify local and truck routes, and look at ways to reduce traffic and increase safety in congested areas.

4. Develop a Comprehensive Transit Strategy

Develop a long-term transit strategy to address the future light rail line and ensure that the light-rail transit station is built in a suitable location that will tie in with other modes of transit.

5. Expand a Connected System of Trails

Expand the existing trail network and provide linkages in the Northern Range area and to the National Wildlife Refuge to reduce congestion and to promote regular physical activity and recreation.

Thirty-three (33) responses were received and 85% agreed with these principles. Respondents were also asked for additions and changes. Most suggestions related to more emphasis on expanding transit service.

Importance of Modes for Transportation System

The results of a question asking participants to rank (1 = most important to 4 = least important) the four transportation modes in order of importance provided the following results:

<u>Mode</u>	<u>Average Rank</u>
Vehicles and Roads	1.8
Transit – buses and light rail	2.0
Bicycling – paths and bike lanes	2.8
Walking – sidewalks and trails	2.9

The most surprising result was how strongly transit ranked among Commerce City residents.

Bus Service Improvements

Participants were asked what improvements they think are needed to improve bus service in the community. The following are ranked in order of the most positive responses:

<u>Improvement</u>	<u>Yes</u>	<u>Neutral</u>	<u>No</u>	<u>Total</u>
More regional express buses	23 (70%)	9	1	33
Bus routes that serve the Northern Range	21 (62%)	13	0	34
More frequent buses on existing routes	19 (54%)	16	0	35
Bus routes between the Historic City and Northern Range	18 (55%)	15	0	33

The most surprising result is the relative low importance of increasing the frequency of buses on existing routes. There were 19 specific suggestions for bus system improvements provided in the results.

Walkability

Several options were presented to the participants related to the improvements that would help them walk around Commerce City more. The following are ranked in order of the most positive responses:

<u>Improvement</u>	<u>Yes</u>	<u>Neutral</u>	<u>No</u>	<u>Total</u>
Improved safety crossing busy streets	30 (81%)	4	3	37
Off-street walking trails	26 (68%)	7	5	38
Slower traffic – particularly in neighborhoods	20 (53%)	15	3	38
Wider sidewalks	19 (53%)	13	4	36

Many of the respondents live in the Historic City where there are a number of minor arterials and residential collectors that serve this older community. The highest response reflects a desire for locations where they feel safer when crossing streets with a high volume of traffic. In a follow-up question, thirteen locations were noted where improved bike or trail connections should be considered.

Congested Locations

The final question in the workbook requested corridors and intersections where congestion is regularly encountered. A total of 25 responses were provided, and these have been shown on the following "Congested Roadways" figure.

