



## **Agency/Organizational Comments**

*The Draft Comprehensive & Transportation Master Plans were released on August 8 and available until 5:00PM on September 16, 2019 for public comment.*



**ARAPAHOE COUNTY**  
COLORADO'S FIRST

## Public Works and Development

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**BRYAN D. WEIMER, PWLF**  
Director

September 18, 2019

Development Review Team  
City of Littleton – Community Development  
2255 W Berry Ave  
Littleton, CO 80120  
[drt@littletongov.org](mailto:drt@littletongov.org)

Re: AC Case No O19-123 / Littleton Envision Draft of Comprehensive Plan and Transportation Plan

Thank you for the opportunity to review and comment on this project. The Arapahoe County Planning Division has the following comments related to this referral:

### Comprehensive Plan:

1. p. 9 – It would be helpful to know what county forecast was used for the two scenarios that were based on Arapahoe County growth.
2. The forecast section anticipates a need for more than 6,000 more housing units in Littleton. The plan has no discussion of how that increase might be achieved. No inventory of available residential properties, for example. Would this require some significant upzoning?
3. p. 11. The “Regional factors” section was not included in the review copy of the plan. That might have some key items of interest to Arapahoe County. Could we see that section when it is available?
4. Land use – no mention of transit oriented development. A couple of mentions of BRT on Broadway. No policies related to transit.
5. We would encourage Littleton to annex remaining unincorporated areas adjacent to the City. County staff would be glad to meet with City staff to discuss possible annexations. Does the City intend for the plan to meet the requirements for a 3-mile annexation plan?
6. p. 47 – We especially liked the policy (H&N 6) on mobile home parks. We should have something similar in the county plan.
7. p. 51 – no policy related to transit.
8. p. 55 – In the discussion of flooding, include coordination with SEMSWA.
9. p. 70 – we might encourage corridor plans for Bowles and Platte Canyon where the County and Littleton each has interests. Policy 5 seems to be the only mention of transit oriented development.
10. p. 75 – Implementation. It would be helpful to have the Littleton staff present the plan to our planning commission where the focus could be on areas of coordination.



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**BRYAN D. WEIMER, PWLF**  
Director

### Transportation Plan:

1. p. 16. Major corridors should include Lowell/Platte Canyon.
2. p. 41 – No regional arterial classification. It seems that Santa Fe and C470 do not fit any of the classifications. Even Broadway may be more than a “commercial corridor.” (A Freeway classification is mentioned on p. 46 but does not appear on the map.)
3. p. 58 – priority planning corridors – the Arapahoe County 2035 Transportation Plan anticipates the need to widen Platte Canyon Road from 2 to 4 lanes, including the portions in or adjacent to Littleton. The plan might recognize the need to coordinate planning in this corridor.
4. p. 75 – the locations of the candidate signal improvements should be noted in the text and/or the map.
5. p. 104 – list of Actions starts with item 5. Are the first 4 items missing?

Please reach out to myself or Larry Mugler, Long Range Planning, at [lmugler@arapahoegov.com](mailto:lmugler@arapahoegov.com) with questions.

Thank you,

*Terri*

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**Terri L. Maulik | Duty Planner | Arapahoe County Public Works & Development**  
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789 SHERMAN STREET  
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CBCA.ORG

September 16, 2019

Kathleen Osher  
Innovation and Performance Excellence Manager  
City of Littleton  
2255 W. Berry Ave.  
Littleton, CO 80120

Dear Kathleen,

The Envision Littleton Comprehensive Plan (the Plan) outlines an inspiring vision for development and community enrichment over the next two decades. However, one vital element of any community improvement plan seems to be overlooked: the arts.

This letter of comment is submitted on behalf of Colorado Business Committee for the Arts (CBCA), which has been advancing Colorado's creative economy by connecting business and the arts for nearly 35 years. CBCA advocates for the critical role the arts play in economic development and community vitality.

The Plan includes numerous goals and policy recommendations to manage development and enable thoughtful growth. By making the arts more explicit and integrated throughout the Plan, Littleton can remain a place that current (and new) residents want to live, work and play. This is particularly true for younger people and families, as well as an aging population.

The arts are a proven economic catalyst. According to CBCA's 2018 [Economic Activity Study of Metro Denver Culture](#), nonprofit arts, cultural and scientific organizations in the seven-county metro region generated \$1.9 billion in economic activity. Those dollars are fueling our regional economy from direct and indirect audience spending, operating expenditures and capital improvements. The arts also provided 11,820 jobs and 4.3 million education opportunities for children.

Littleton is home to many nonprofit cultural assets, such as the Town Hall Arts Center, Hudson Gardens, Arapahoe Philharmonic and the Littleton Chorale, as well as arts programming at educational institutions like Arapahoe Community College. There are also many creative businesses in the downtown corridor, including dance studios, photography services, art galleries and design companies.

By emphasizing arts and cultural connections in the Plan, the City can ensure that they stay top-of-mind and get incorporated into various objectives and strategies ranging from workforce development to safe and comfortable neighborhoods.

Arts, cultural and entertainment opportunities should be included in all lists of recreational amenities and potential commercial tenants. A more deliberate focus on the arts and creative sector would help to address many of the goals listed in the Economy and Tax Base section, such as revitalizing commercial districts and growing target industries.



The Recreation, Heritage and Tourism section surprisingly lacks a focus on arts enhancements. By highlighting the nonprofit partners already in the area, beyond the Library and Museum, the City could easily tap into existing cultural assets to achieve the goals and priorities enumerated in the Plan.

If the City of Littleton truly wants to be “a vibrant city for both residents and visitors, enlivened by an active downtown, an array of cultural and entertainment options both indoor and outdoor, and popular community events and festivals throughout the year” (page 61), then the arts need to be explicitly woven throughout the RHT section and the entire Plan.

In Americans for the Arts’ 2018 Public Opinion Poll, 90% of people agree that arts institutions are important to quality of life and 86% agree arts institutions are important to local businesses and the economy. Furthermore, creative placemaking has been found to positively impact public health goals, such as wellness, safety and community cohesion.

This Plan is an opportunity to leverage the economic and social power of the arts to enhance Littleton’s fiscal strength, regional reputation, community character, social connectivity and overall quality of life for residents of all ages.

CBCA looks forward to the next steps in the Envision Littleton project. Please don’t hesitate to reach out with questions.

Sincerely,

A handwritten signature in black ink that reads "Christin Crampton Day". The script is fluid and cursive, with the first name "Christin" being more prominent than the last name.

Christin Crampton Day  
Executive Director

A handwritten signature in black ink that reads "Mark Davidson". The signature is written in a bold, cursive style with a large, sweeping initial "M".

Mark Davidson  
Chair of the Board

**From:** Mike Braaten  
**Sent:** Wednesday, September 11, 2019 2:51 PM  
**To:** Mike Braaten <[MBraaten@ssprd.org](mailto:MBraaten@ssprd.org)>  
**Subject:** comments from SSPRD/Littleton Envision Doc.

Hi Kathleen- Our Planning Director and myself reviewed – Rob, our Ex. Director, said he may review and submit comments too.

1. Throughout the document please refer to us as “South Suburban Park and Recreation District” (legal name) or “South Suburban Parks and Recreation” (Marketing purposes). If you use District...then don’t use plural Parks.
2. Transportation/Policies – TMP 6: Define “vulnerable users groups”
3. Infrastructure and Services, 2 Paragraph, “the city can employ financing and special district mechanisms....” In Littleton Village, the park, built by a developer and now managed by the metro district is under-sized and we regularly get approached by residents (and the city) to “take over the park.” ....unfortunately, it wasn’t built to SSPRD standards so we can’t/won’t. We’re working with Lone Tree right now on taking over parks that were under the control of a metro district – that were built to SSPRD standards. Should the city use special district mechanisms, consider coordination with SSPRD regarding park development.
4. In same paragraph – please add SSPRD as a key public agency.
5. Infrastructure and Services/Key Issues and Consideration: 5<sup>th</sup> bullet: Ensuring effective partnerships... you list parks/trails, etc. We constantly get requests for more recreational amenities beyond parks/trails, including recreational programs and new/improved sport courts/fields.....We’d appreciate this bullet being expanded to include fields/courts and recreation.
6. Pg 54/Actions/Capital Investments Action I&S 2...impact fee study – consider addition of parks/Trails/Open Space/Rec Facilities to impact fees.
7. Pg 58 ADDITIONAL POLICY – Continued improvement and development of parks, open space, and recreational amenities as a means to attract people and companies? Action or Partnerships & Coordination: /continue to pursue improvement and development of new and existing parks, open space and recreational amenities in cooperation with SSPRD. Add SSPRD to potential partners.
8. Pg 61: Rec, Heritage and Tourism: First Paragraph, 2<sup>nd</sup> sentence....consider the additional “They offer relaxation, exercise AND AN OPPORTUNITY TO CONNECT/RECONNECT WITH NATURE.
9. Pg 61 first bullet under key issues – I have no idea what is meant by the language after, “whether....” Confusing statement should be reworded.
10. Pg 61 – suggested add: Address the increasing desire and need of a growing population for new and expanded entertainment, cultural, and recreational facilities as well as related programs.
11. PG 62 – policy RHT1 Strike “s” from SS park and recreation district. ADD South Platte Working Group?
12. Policy RHT3: after community, add facilities and events....so it reads: while enjoying parks, trails, and community facilities and events.
13. Pg 62 – under Actions/Capital Investments...strike “s” from SS Park and Rec. District.
14. Action RHT4 – add: Coordinate with partners to Track...
15. Action RHT6 – add: cash....for cash in lieu of land contributions...
16. Pg 63 green “potential partners” box, strike s in parks from SSPRD

17. Action RHT 8 – consider adding: Continue and enhance collaboration, COMMUNICATION and partnerships.
18. Action RHT 9 – add SSPRD as a collaborator
19. Action RHT 16 – “Complete regular updates the Parks, Recreation and Trails Master Plan....add: , in coordination with SSPRD and other partners (FYI – original/Existing plan was city/ssprd at the table). Add trails to, “...Littleton’s park, recreation, open space and trails priorities.
20. There has been much discussion in recent years about the acquisition/development of public space in the downtown....but no mention of that in the plan (later mention of downtown master plan)?
21. Page 64 - under goals...Littleton’s water resources?...suggest deleting Littleton and say water resources.
22. Pg. 65 – Policies....Policy ENV 3: We’d appreciate the promotion of synthetic turf fields as a means to eliminate water use on sports fields.
23. Action ENV 6 – Evaluate opportunities.... In this bullet it is of note that SSPRD manages City Owned Parks....so if the city is evaluating storm water management, it should be done in coordination with your partners.
24. Pg 67 – Action ENV 8 – add “water-use” after irrigation design and before xeriscaping.
25. Action ENV 11 drop “s” in park for SSPRD
26. Action ENV 9 – in evaluating changes to code updates, please be mindful of SSPRD’s need to provide synthetic turf fields to reduce water use, reduce field wear, and expand usability of fields.
27. Pg. 67 – GREEN POTENTIAL PARTNERS box....strike “s” from parks in SSPRD
28. Pg 70 – consider the addition on another bullet under key issues and considerations – be cognizant of the desire and need for additional public space in new development or redevelopment projects.
29. Under Policies #1....considering expanding commitment to....direction of the majority of council, to avoid the one-off requests of the recent past.
30. Pg 71 – More Targeted Planning and study/ Downtown Masterplan....add to e.g.: the possible acquisition and improvement of public space (if still a desire).

Happy to elaborate if desired. Thx.

**Mike Braaten, Deputy Executive Director**  
South Suburban Parks and Recreation  
6631 S University Blvd Centennial, CO 80121  
[ssprd.org](http://ssprd.org) | 303.483.7003



## Transportation & Mobility Board

September 23, 2019

To City Council and Joint Leadership Committee:

The Littleton Transportation & Mobility Board is providing support for the adoption of the Comprehensive Plan and Transportation Master Plan. The Board recognizes the extraordinary work that has been done in the past 18 months to update the Comprehensive Plan and develop a Transportation Master Plan from scratch.

The extensive public outreach with over 7,000 conversations, compared to other communities, shows an extraordinary level of commitment to engaging our neighbors and businesses in shaping the future of Littleton and the region.

The Transportation and Mobility Board only having been established this spring entered the process at the tail end and as a result, faced a daunting task in reviewing and commenting on both plans. Attached to this memo of support, you will see the Board's commentary on the Transportation Plan as well as the individual comments submitted by Board members.

First, the Board expresses full support for the Comprehensive Plan as drafted.

On the Transportation Master Plan, the Board endorses the descriptive section of the plan. The Implementation Plan only having been available for ten days and containing an exceptional level of detail, provided a limited opportunity for review. The Board generally supports the intent and outline of the TMP Implementation Plan as drafted but is looking forward to engaging with the community, Planning Commission, City Council, and staff in executing the plan recommendations. The Board's work plan for the next year will focus on building out the vision and ideas denoted in the Implementation Plan.

Specifically related to the Transportation Master Plan, the Board recommends the following future considerations as implementation proceeds:

- Littleton is an exceptional city and supporting the Comprehensive Plan, and Transportation Plan's vision and goals are essential to continuing the high quality of life we enjoy
- Committing funds to support advanced planning, engineering, and design to hone the projects in the plan is critical to success including but not limited to study and planning for the Broadway Corridor, Littleton Boulevard, Littleton Downtown Transportation and Mobility, and all associated current and future land use and access considerations
- Consistent budgetary set-asides for local matching funds will be essential to leveraging grant and partnership opportunities to execute the goals of the program
- City Council should commit to reviewing and updating the Transportation Master Plan every five years if not sooner
- Littleton must be an active regional leader in partnerships to achieve the plan goals
- Always seek to include business interests in making decisions to deploy transportation solutions
- The components of the TMP will see dynamic shifts over the next decade as demographics change, and community members consider and utilize mode changes to travel and commute. New technologies will be evolving in this sector, and Littleton must be prepared to capitalize on technology to improve transportation solutions
- The TMP must always be a living, flexible document to adapt to change as the region evolves, and Littleton demands high levels of service with effective funding solutions
- The TMP is a "fiscally unconstrained" plan thus the Board and City Council will need to work in partnership to execute a "fiscally constrained" plan seeking sustainable funding methodologies.

Thank you for establishing the Transportation & Mobility Board, and we look forward to the challenge of working to enhance and promote high-quality transportation alternatives for our citizens, businesses, and visitors.

Respectfully,

Littleton Transportation & Mobility Board

Attachments:

- TMB compiled review comments on Transportation Master Plan
- TMB member individual review comments

# **TRANSPORTATION MASTER PLAN ADVISORY COMMENTS**

## **CITY OF LITTLETON TRANSPORTATION & MOBILITY BOARD**

**SEPTEMBER 9, 2019**

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### **PURPOSE**

The City of Littleton Transportation & Mobility Board convened on August 29, 2019 to review the public draft of the city's first ever Transportation Master Plan (TMP). The TMP review is part of the City Council directed development of a new Comprehensive Plan, the two are being developed in parallel targeting an October 2019 adoption. The commentary in this memo is a compilation of the Board's review of the document and is provided as part of the city's public comment period of the TMP draft.

The commentary is provided by chapter with feedback divided into "Pluses" and "Deltas," the deltas being items to consider for change.

### **OVERALL IMPRESSIONS OF THE PLAN**

#### **Plus**

- Historical context is important to include in understanding how we got to where we are
- Great framework, especially for a first transportation plan ever
- Emphasis on the leadership aspect is key, especially as we consider innovative solutions to transportation problems

#### **Delta**



- Biggest challenge was to review without the implementation plan, makes it hard to propose and discuss other solutions
- Logical and consistent format, people will be eager to see the implementation chapter
- Lacks mention of climate change in document, document seems to be short on ride hailing service and mobility services
- Specific strategies on how we reach goals should be more specific
- Better connections to surrounding communities--Highlands Ranch specifically--and how we make connections over major barriers (Highline Canal Trail & Broadway)

## CHAPTER 1 – INTRODUCTION & PLANNING CONTEXT

- No comments

## CHAPTER 2 – EXISTING CITY

### Plus

- The city is wrestling with how we fight for the character along Santa Fe we want, while recognizing it needs to move a serious amount of cars (Staff)
- Safety is the most critical thing we should consider, along with transparency

### Delta

- Using the percentage of people who commute via bike (.4%) could be a little misleading. What about people who bike to school, bike for pleasure, etc.
- Santa Fe being identified as a “Commercial Corridor” when Broadway, Mineral, and Bellevue are also identified as this? Seems like its own beast
- Data that is mapped (crash specifically) is from 2011-2015 but tables show more recent data
- We should have HDR map those high accident areas, shouldn’t be too heavy of a lift

## CHAPTER 3 – MISSION & GOALS

### Plus

- Can we identify streets where we want to limit traffic growth rather than planning on accommodating traffic growth?

### Delta

- How does the TMB address issues of climate change within this document and moving forward
- It may be wise to avoid charged language when developing long term plans

- How do we address issues of micro-mobility?
- Is there a LOS for quality of life for people along major corridors (Corridors will be identified in the City's Land Use/Zoning Plan)
- It is interesting that discussions of Windermere and Gallup being pushed through for connectivity were happening in the early 1980's
- For the 'prosperous' goal economic success is mentioned but direct mention of businesses and business community is lacking
- Addition of 'business access' to commercial corridor under primary purpose
- Consideration of developing a classification for Mixed Use Downtown Connector
- Verbiage in bike and pedestrian overlay looks to be copied and pasted, should be somewhat unique

## CHAPTER 4 – MISSION & GOALS

### Plus & Delta

- How were the roadway designations determined? Broadway is a commercial corridor but has many residents along it
- How do we utilize C-470 to help alleviate traffic in Littleton?

## CHAPTER 5 – ACTIVE TRANSPORTATION

### Plus & Delta

- Why wasn't more bike connectivity provided to LHS?
- Label trails on bike maps
- Connections across Santa Fe should be shown in proposed bike network
- Change colors on proposed bike map
- Barrier on Lee Gulch Trail at Broadway is a major hindrance to connectivity
- A lot of west Littleton seems to be absent from this plan

## CHAPTER 6 – TRANSIT

### Plus

- Note the continued relationship between Littleton and RTD
- We need to make it a key to address last mile/first mile connectivity

### Delta

- How do we get additional service at stops with high boarding and alighting? COL to work with RTD when they update service--about every 6 months
- How far south does the proposed BRT go? (Northridge Road)

## CHAPTER 7 – MOBILITY TRENDS

### Plus & Delta

- Where does enforcement belong in this plan?
- There are significant demographic changes occurring in the United States and Colorado that will change transportation needs and uses the TMP needs to be flexible enough to adapt to those changes
- How do we handle the micro-mobility (scooters) in the plan?
- Have we integrated ride share into the plan and how do we get data from operators to support our strategy for ride share?
- As technology such as autonomous vehicles develops how will the plan adapt and change?
- As society changes, potentially less car owners, the plan needs to continue to develop mode change education and growth

## CHAPTER 8 – COMPLETE NETWORK RECOMMENDATIONS

### Plus & Delta

- Is Santa Fe near Aspen Grove a pedestrian priority street?
- Is it possible to extend light rail to a stop not all the way to Lucent?
- Broadway Corridor Concepts include Englewood, Denver, Doug Co, Highlands Ranch
- Shared mobility section could use a more robust discussion
- Broadway Corridor: How are Littleton residents impacted? How are Centennial residents impacted?
- Santa Fe Corridor: Why aren't Prince and Church addressed on the corridor?

# Transportation Master Plan Review

QUESTIONS

RESPONSES 6

6 responses



Not accepting responses ☐

Message for respondents

This form is no longer accepting responses

SUMMARY

INDIVIDUAL

## Who has responded?

Email

kwbagley@aol.com

dooly3466@comcast.net

daniel.flynn@sodexo.com

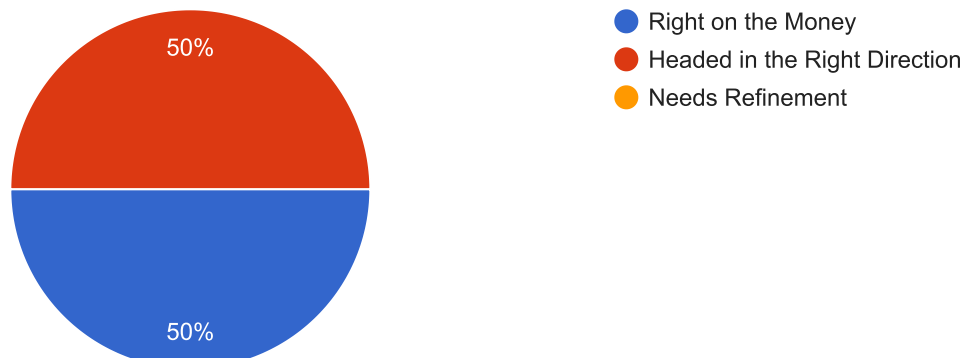
honecker21@yahoo.com

geoff@selzers.com

papagrantom@gmail.com

## Introduction and Planning in Context - Pages 9-13

6 responses



## Other Comments - Introduction and Planning in Context

4 responses

Indicate the reservation system at Mineral and Downtown light rail stations

I saw no issues here, I liked the common themes from past plans.

"anticipated demographic and technological changes" are subjective and often wrong. The City and Board should have clear understanding of how this phrase is woven into the document.

The "city's ultimate transportation system vision" has not yet been concluded (the Envision process hasn't even finished, and the economic plan is still missing). That vision is an important reason for bringing together the TMB for study and deliberation.

"The City's arterials and expressways, and often its collector streets, swell with traffic beyond their physical capacity (defined as losing how many letter grades?) during the daily rise and fall of regional commuting traffic (the majority of which is pass-through).

"tremendous increases in regional growth south and west of Littleton that will increase pressure on the major thoroughfares" should prompt actions to encourage the use of U.S. and State highways, not Littleton corridors.

When and how does this happen: "consider different types of transportation improvements on a level playing field, and allow us to prioritize improvements".

The capital improvements and funding analysis won't even be available until the FINAL draft.

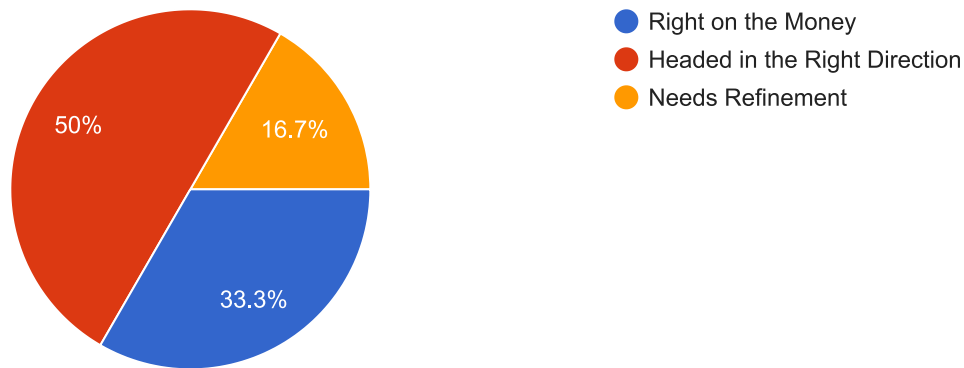
"This is about returning streets to the community and improving a community's quality of life" (not about pleasing passer-throughs) and updated corridor studies are needed before making decisions.

"A toolbox of analysis techniques and operations strategies to manage roadway capacity has been identified". Where?

In the electronic version of the TMP, could there be links to some of the context resources shared on pages 11 and 12?

## Existing City (Updated data book first released March 20, 2019) - Pages 15-27

6 responses



## Other Comments - Existing City

4 responses

Safety and Transparency are very critical, more discussion of funding needs to be stated if the action plans are to be achieved.

Mostly well done, while I do like stats I think that 0.4% of residents bike to work could be misleading. I would wonder what the number would be if people had a good bike route to work. I also think that bicycle usage is for pleasure for many of the people that use it. While it may not be a help to reducing congestion it is definitely something that attracts people to Littleton. Additionally, the map on page 17 that has "street types" may or may not be a good idea as we are moving to new definitions. I will elaborate later.

The mission statement is good but I would like to bring up the word "all" as in "connection and accessibility for all". I am assuming this means anyone who uses the system but is it really our obligation to do what is best for people in Highlands Ranch? Maybe a change to all Littleton citizens and businesses?

Not a big fan of the word conveniently in the connected heading under the mission.

"Vehicular delay is common in Littleton, with several major corridors experiencing many hours of delay each day" should be followed by "as should continue with "E" rated or "D" rated corridors to be expected.

"Of note, Santa Fe Drive, Broadway, and Bowles Avenue are congested throughout most of the day" can be misleading. If north and southbound lanes are counted separately the hours per day go way down. Solutions that take that into account may be overlooked.

How do Littleton safety stats compare to other communities and how do corridors compare when accidents are divided per vehicle.

Bus boardings on Broadway drop quickly south of Littleton Boulevard. How do the numbers in Englewood compare? Does BRT have some threshold or target?

In Mode: Walk, why are the ped accident numbers so old (2011-2015) when newer stats seem available throughout the remainder of the document? Seven bike crashes (at Jackass) and 5 ped crashes (at Prince and Belleview) seem undermentioned.

It might be noted that not one of the ped/veh accidents tie to residences on Broadway.

Why is the half-mile walk shading limited to stations and not show bus stops?

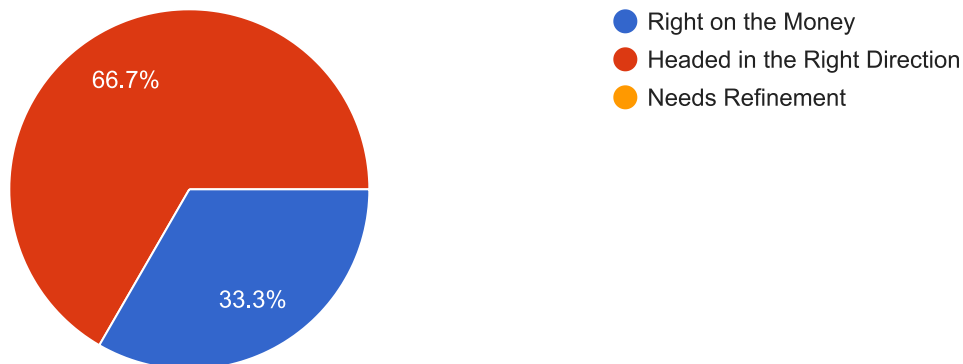
It should be noted that stops along Broadway have been eliminated thereby reducing transit delays and avoiding traffic conflicts which added to congestion.



Doesn't touch on micromobility as a current mode of transport. Might be that it is not in use at the moment, just noting this.

## Mission & Goals - Pages 29-36

6 responses



## Other Comments - Mission & Goals - Pages 29-36

3 responses

Under the prosperous goal the word business is never mentioned. Their prosperity is what gets us money to spend on transportation needs to certain degree. Possibly amend to "thriving neighborhoods and businesses".

Are all the objectives "Specific, measurable, time limited, quantifiable desired achievements in support of the goals"?

"Actions we will be taking" are still missing.

"How we will measure our progress toward our plan and a way for us to

assess the need to adjust the plan" has not been, and apparently will not be, discussed by the TMB in time to affect this document.

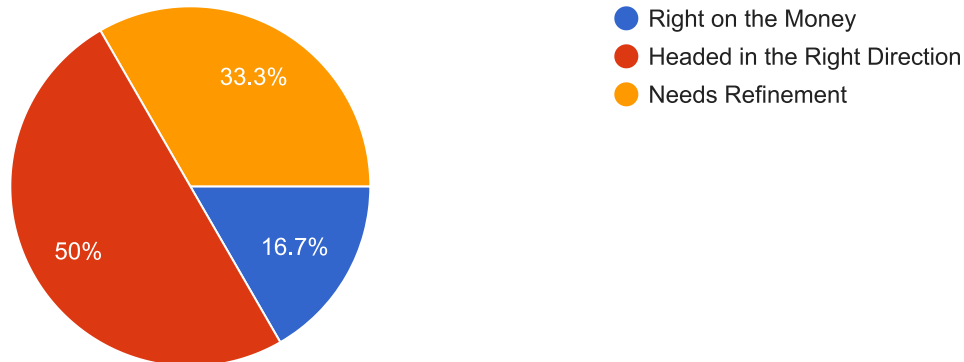
Achieving this goal requires a coordinated approach to land use, transportation, and other infrastructure development" yet the TMB is being told that land use will not be discussed.

"Success will mean thriving neighborhoods throughout the city" should apply to all neighborhoods.

It is really good, but really dense. Would be helpful to include the parties involved/responsible for the goals.

## Objectives - Pages 37-38

6 responses



## Other Comments - Objectives - Pages 37-38

4 responses

The TMB needs to have a broader discussion of the outlined objectives.

The council and planning commission already gave a bunch of comments that I do generally agree with but just a few other things.

Goal 11 - I don't know if this will ever be a possibility, maybe take the word afford out and just say maintain?

Goal 13 - This, to me, is a "why" goal. Why should this be balanced? By our own stats 81% of people drive to work and traffic is the #1 concern by our own research. Until something very drastic happens to our transportation networks (automation or something that game changing) this region is going to stay auto centric. Therefore, the mode share is NEVER going to be balanced. Maybe Achieve is too strong a word, possibly Strive for a more balanced approach?

Goal 16 - The kind of information may be needed for this goal to work, right now it may be too generic.

Goals 31-33 - I know this was brought up at the joint session but we don't, but for a few cases, actually do this. Provide is not the right word for these goals, something in the vein of Accommodate is more appropriate.

Just about every section has the 3 goals of "safe", "high quality" and "comfortable". This almost feels like a student trying to split one idea into a paragraph in order to make the paper longer. Combine these goals into "Provide a safe, comfortable and high quality.....". It really looks like we are just trying to rack up points. With that, I would take the totals out, no need to keep score.

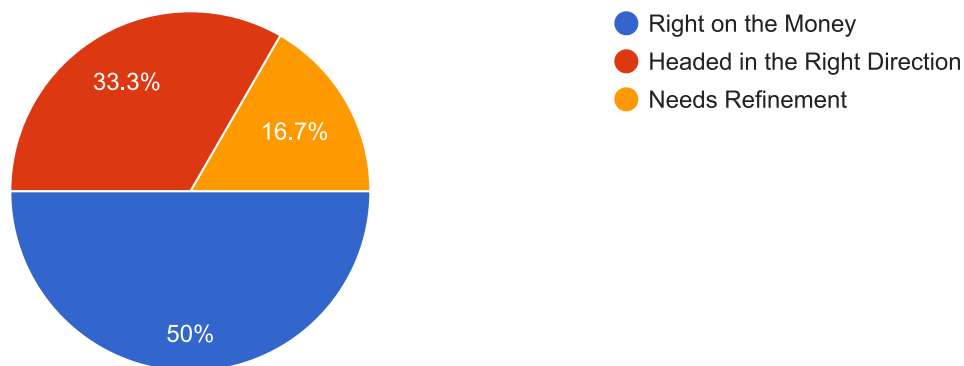
Council identified a number of excellent opportunities for improving language only the objectives shows the level of involvement that a good plan requires and therefore importance of delegating to the TMB with a longer timeframe to work within.

"Time-limited and quantifiable" might be a stretch for describing some of the objectives. Even "specific" may be hard to claim for some.

Same as the comment above, who will own these objectives? Timeline? (or is that too specific at this point in the planning?)

## Level of Service - Page 39

6 responses



## Other Comments - Level of Service - Page 39

2 responses

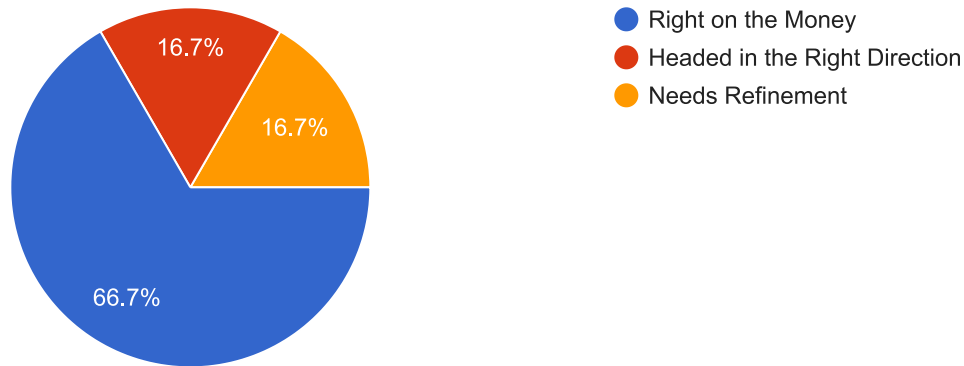
Good introduction to what this is and how it will be used.

The one thing I do not like is the use of "level of stress" to measure LOS for bikes and peds. It seems very subjective. I realize that later in the document this is all defined but I don't think the average person makes it to page 65 to see what that means. This said, I don't have a suggestion on what to use in it's place.

The letter-grades of existing signalized intersections ought to be published.  
The Level of Service section ought to include a category for residents along the road. For instance, if parking is crowded in front of residences the LOS should go down. If new speed limits make a neighborhood dangerous and loud the LOS should go down. If safe access declines the LOS should go down. The LOS should go up whenever those conditions are alleviated. The Residence LOS might be very important on Windemere and on prince for example.

## Street Types and Overlays - Pages 39-44

6 responses



## Other Comments - Street Types and Overlays - Pages 39-44

3 responses

Here is where the expansion is from my existing city comments. I do not understand why the arterial, etc. street types are defined in the definitions and we are shown a map of them and then in this section we say, yeah forget about all of that, we are going completely overhaul what we are doing with street definition. I think this would be confusing to the average person who will "look at the pictures" as our Public Works manager states. This said I like the new definitions.

In the overlay section one thing that strikes me is that the pedestrian and bicycle sections have the exact same bullet points and "sacrifice" statements. This may take some wordsmithing to correct.

Highly inaccurate and misleading to label Broadway, Belleview and County Line the same as Santa Fe. The DRCOG map makes it absolutely clear that US85 (Santa Fe) and CO177 (University) are for regional movement. Broadway, Littleton Boulevard, County Line, and Belleview should only be considered community corridors, Santa Fe is a commercial freeway. That distinction is very important.

The community wishes to avoid pushing traffic into neighborhoods. The plan should therefore deter pass-through traffic and long-hauls on community corridors from the start.

Why are trees not encouraged along corridors?

Grandfathered access should be protected. The idea that "direct access should be discouraged" should be confused to mean access should be destroyed. Misapplied statistics should not override property rights. Broadway homes are right-in and right-out causing little or no problems for traffic.

The community corridors more closely match the description of a suburban connector than the description of commercial corridor.

Is the "the Broadway Transit Corridor" defined?

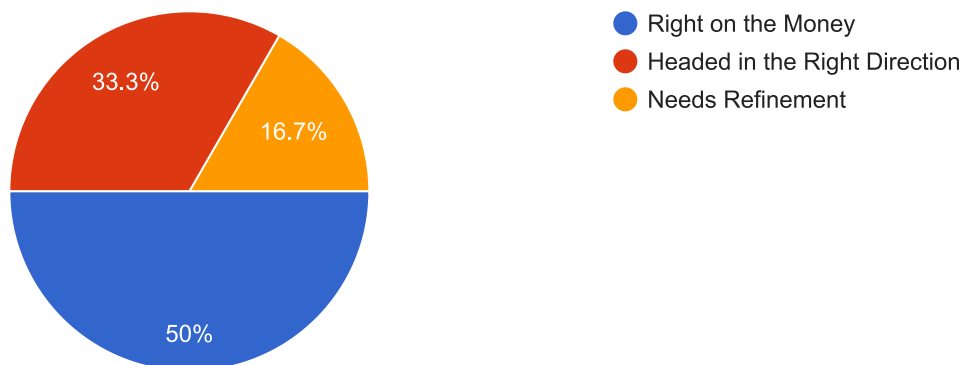
"The character of the adjacent land use should affect the design of the street" and along Broadway we have "detached, wider attached sidewalks, with street trees" and other amenities that exactly match the suburban street description.

..."the City must develop a detailed work plan consisting of capital improvement projects, and organizational strategies" Huzzah!

1194 E. Phillips Place

## Chapter 4 - Auto & Freight - Pages 45-60

6 responses



## Other Comments - Chapter 4 - Auto & Freight - Pages 45-60

4 responses

Parking downtown needs more refinement related to cost/options/availability-when/timing. Safety throughout the entire document is the key issue. Non traditional intersections-use Chatfield Avenue and Platte Canyon as an example. Traffic signal retiming needs to be stressed with the cost and timing on critical corridors.

This section had a lot of data and was very informative, I had no idea Prince and Belleview would be the most Ped/Auto accidents in the city. It points out a lot of the challenges we face as well the need to partner with other agencies (basically to share costs and get some grants).

One thing I may like to see suggested is a Broadway study as it similar to the ones Santa Fe and Littleton Boulevard are getting.

The "LEGACY OF PAST PLANNING" should (somewhere) indicate that the Broadway corridor study was conducted back in 1989 and not adopted. In 2009 closed-door sessions were used to "update" the plan (with no community involvement or consultants) which was then hurriedly put to Council for vote. Every Council since then has talked about the need for a new Broadway Corridor Study and the current Council and staff have talked of slating the study for 2021 because it is desperately needed.

"Due to the number of intersections in the city, a thorough analysis of intersection LOS with traffic engineering software was not feasible for this plan" should not just be glossed over. That information, existing and projected, may be vital for good planning.

How does the Total Delay Table at intersections translate into a map essentially showing gridlock the full length of Broadway?

"The model results were compared to real-world observations of traffic to make sure the model is accurately representing traffic in Littleton and adjusted where necessary." How? Where?

"...the TDM projects that [VMT and VHT] are projected to increase in Littleton if no other measures are implemented to

reduce them" which is why we should focus on reducing them not embracing them.

The traffic data and projections should be analyzed to see why Santa Fe near downtown is projected to rise so rapidly and to understand why traffic counts spike on Broadway south of Littleton Blvd.

"The perception that Santa Fe Drive serves as a pass-through corridor seems to be confirmed by the data" seems like an odd statement considering that it's a U.S. Highway.

One recent crash involving either a bike or a ped puts Littleton Blvd and Broadway on the HIN(?) Why are the maps of existing old but the table further down new?

The community wants to discourage this: Nearly half of all traffic entering the city on Broadway from the south heads east into Centennial..., more than

11% continues through the city to the north while another 10% traverses the city to the west.

2040 projections should therefore promote the implementation of strategies to reduce these pass-throughs.

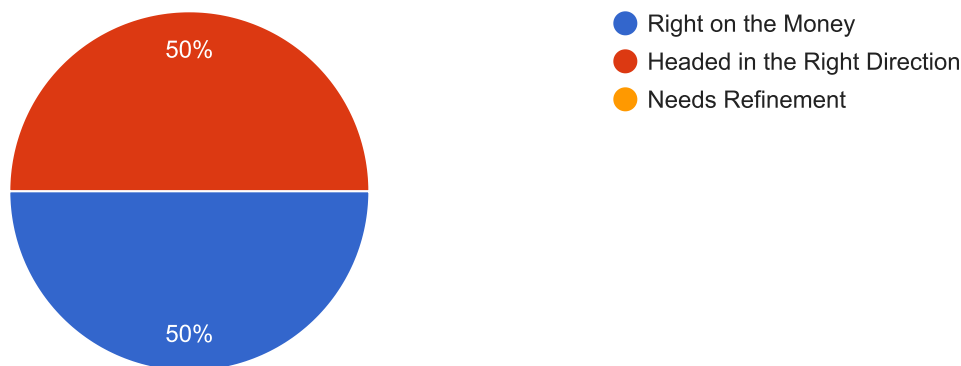
On Santa Fe

The section on NON-TRADITIONAL INTERSECTIONS is interesting and helpful.

Only one page on the "actions" felt a little light to me. Again, this plan might not be the place to get specific on tangible next steps, but it felt like the section could be a little more proactive with proposals or recommendations.

## Chapter 5 - Active Transportation - Pages 62-87

6 responses



## Other Comments - Chapter 5 - Active Transportation - Pages 62-87

4 responses

This chapter made me do the most thinking, it is very important to think like a pedestrian when reviewing this chapter.

Once again this is a very informative section and I think the correct streets/areas are being targeted for improvement.

I will just point something out that you will hear about if this comes to fruition. In the maintenance section it states to



maintain a fleet of small snow removal vehicles to clear bike lanes. I live on a street that does not get plowed but we are going to spend money on clearing bike lanes? Just an observation.

Also in regard to the 24 hour removal code suggestion. It seems reasonable to me but we are the oldest city in the metro area which means there are people who cannot physically do this. I know there is a program that uses volunteers to help these people but in lieu of ticketing and fining on first offense for the elderly maybe we refer them to the program and "waive" this requirement if they are enrolled. This is more a discussion for the code development and enforcement thereof.

I would be interested in seeing the PLTS inputs and outputs for various stretches of road. Why does Littleton Blvd turn orange along the houses on the south for instance?

The walk-shed and bike-shed maps are interesting.

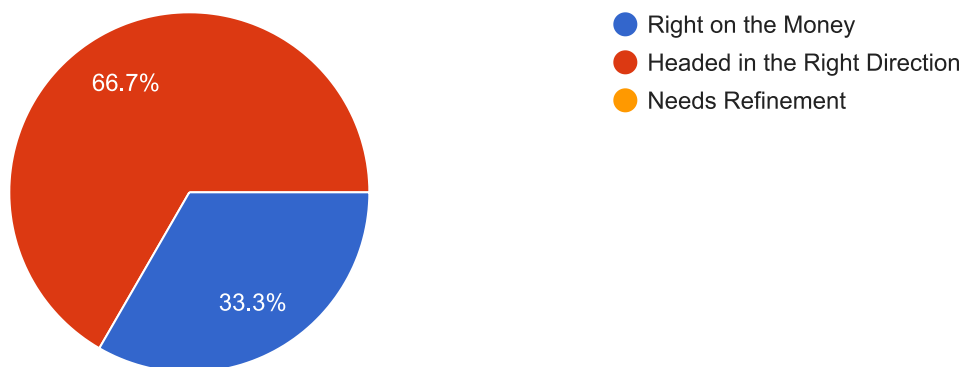
Is a 5' sidewalk a standard threshold? Is detached taken into account?

The proposed bicycle network does not seem to serve Littleton high School very well.

Seems pretty solid and thoughtful to me but I am not an active biker around town so I might defer to some of the other board members here.

## Chapter 6 - Transit - Pages 89-98

6 responses



## Other Comments - Chapter 6 - Transit - Pages 89-98

3 responses

Actions: The City owned shuttles are underutilized and could be utilized along Littleton Boulevard. This corridor has significant implications for land use changes and underutilized properties.

This section is well laid out and, once again, a lot of information and good thoughts on plans for the future.

I like the idea of a shuttle running up and down Littleton Blvd. particularly if we can get some good redevelopment in that

area. I would like to suggest the possibility of shuttle to the Belleveiw corridor as well as that will be an important commerce location in the next generation.

In the Specialized Services section you mention access-a-ride. It may be a good place to work in a plug for access-a-cab as well. It is a \$2 charge to the customer and a \$12 voucher from RTD. Under current rates this is a 5 mile ride, if it goes over then the customer pays the difference. The drawback is you have call in a day ahead to get it scheduled which has always hindered the possibilities for this program.

I would like to know more about "Broadway/Lincoln identified as top-priority BRT corridor through three tiers of screening based on ridership, travel demand, congestion/delay, and viability."

I'd also like to learn more about mobility hubs.

Public transportation can bring undesirable elements into towns and neighborhoods and that aspect should perhaps be taken into account.

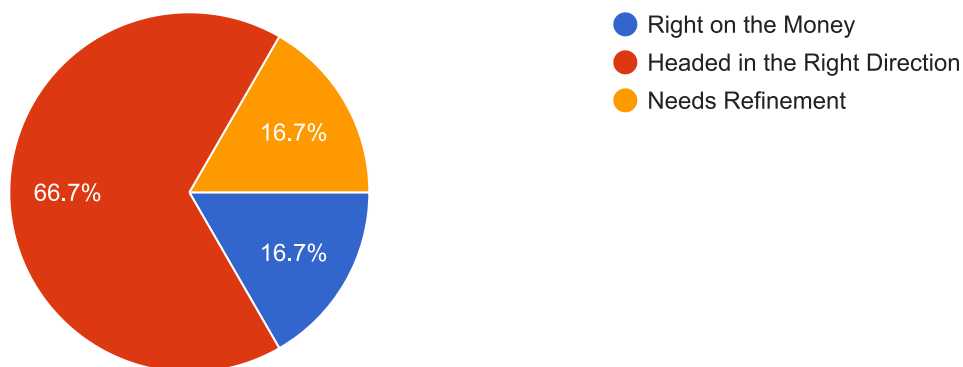
Transit-oriented development (TOD) seems to stir up mixed sentiments locally and so should be approached cautiously.

"...increased property values for nearby homes and businesses" should be a guiding principle for all changes.

How far south along Broadway does the BRT cover?

## Chapter 7 - Mobility Trends - Pages 100-104

6 responses



## Other Comments - Chapter 7 - Mobility Trends - Pages 100-104

4 responses

By and large this section is good, very broad and vague to catch anything that may come to us in the next few years.

There are some issues here though. Frist, is the definition of ridehailing. I don't like giving private companies a plug on our dime so I would like to see company names taken out. This will also avoid dating the document if either of them go out of business. I would propose shortening the definition to "Services that provide on-demand point to point rides." This allows for the original ride hailing service, taxis, to be considered as they are less exclusionary than Uber and Lyft and provide

service to under-served people.

I can make a case that the Goal for inclusive may be false. The goal is "Technology and cost-effective improvements can be used to provide services to under-served populations with the right planning." I think this should be re-worded to say "Infrastructure Technology....." From what I have seen of technology, in general, it has never helped the under-served (most likely the poor), it has really only benefited the affluent and then eventually helped the under-served.

Last, policy 5 implies that electric vehicles are zero-emission. This isn't really true. You have to plug the car in to make it run and in this county we burn stuff to make energy. On top of that, the process of making batteries is extremely unfriendly to the environment. When put together you have vehicles that are worse for the environment, as whole, than gas burners.

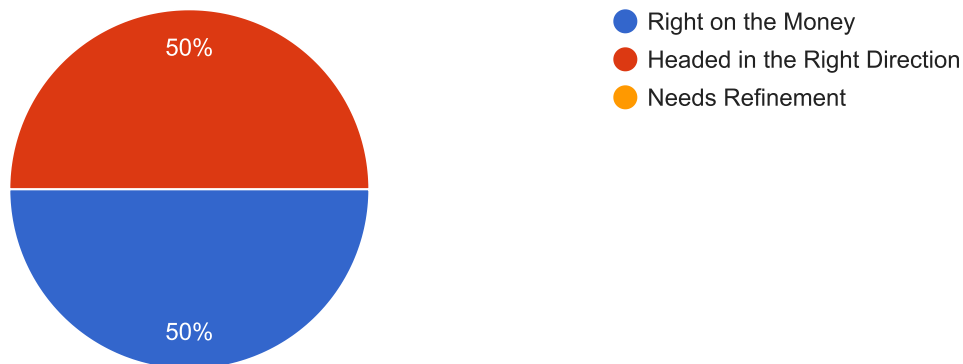
Interesting section but probably difficult to prioritize options.

Maybe the greatest opportunity to innovate and/or lead among neighboring cities, is here, in mobility trends. That said, I think getting the others done right feels most important and the newer "trends" should only supplement or enhance the work being done in the previous areas.

I read this section twice and im still not sure what is being recommended.

## Chapter 8 - Complete Network - Pages 106-116

6 responses



## Other Comments - Chapter 8 - Complete Network - Pages 106-116

3 responses

Any alterations on the Broadway Corridor need to be coordinated with Denver and Englewood to the north and Douglas County and Highlands Ranch to the South, this is especially true in relation to BRT service. This also speaks to the importance of initiating a Southwest TMA that could include Englewood, Littleton and Sheridan as well as Douglas and Arapahoe Counties and Highlands Ranch.

The Corridor maps are good overviews of what needs to be done or can be done. Really liked the comment for Littleton/Main to be "place" not just a "place to move traffic."

Not sure what to make of the statement "special attention will have to be paid to residences on Broadway. More explicit protections would be nice.

The critical corridors section shows how different Santa Fe is and should be from other community corridors.

The critical corridor section for Broadway should explicitly call for an updated Corridor Study.

## GENERAL REACTIONS/COMMENTS

6 responses

I believe that this is a great start and with minor refinements can serve as the framework for the elements that need to be added over time. More specifics on funding sources and collaboration need to be presented and discussed.

Overall great starting point that needs some minor refinement. Liked the layout and flow, the data followed by the goals then policies/objectives and finally actions did well and made it easier to understand and read.

The document is generally well-written. Each of the sections above is important for guiding future decisions. The information should be valuable for weighing community options. Limiting its value to only being used by one consultant under a very tight deadline and prior to corridor studies would be a shame. Public outreach regarding actual plans is impossible with the intended timeline. Unintended negative consequences and missed opportunities for better solutions will result from a rush to now augment this well-crafted document with hurried conclusions.

The board and staff should recommend that Council should instead adopt the document, if at all, only as a guidance document for undertaking the important work of staff with consultants and the TMB to generate action options for consideration.

The document is comprehensive and lays a great framework, which, I believe is the primary purpose. I don't think it paints the most clear road map (pun intended) of where to go/what to do next, but it gives the guidelines around that. It is necessary to have this in place, but I think people/residents will be keen to get to the "what's next" phase and understand what the plan looks like in action.

Overall, I am very impressed by the thought and work your team has put into this document. While I have some specific questions and thoughts to share, overall I am very impressed and comfortable with the document. Thank you for the great work.

Need to place greater emphasis on traffic signal re-timing and optimization.