

Meeting guests: Arvada Transportation System Plan (TSP) presenters

KHA: Mike Griffith, Curtis Rowe, Chris _

City: Mazadur

Guest = Jordan, Shelley (CDOT Commissioner)

KHA recorded the TSP presentation, had a meeting sign in sheet

We're at Existing Conditions Review

? = my own questions developed during KHA presentation

? How often are City bridges inspected?

The City maintains a Citywide road synchro model

? How does big data differentiate between drivers/passengers/transit riders?

? For sidewalk gap corridors, is there a way to differentiate by land use whether ped destinations could be achievable within a 0.5 mi walk shed aka active tp propensity?

6:35 Q&A start

Terri: Would like a tool for relating future land use decisions with TSP

KHA - we're developing 2 land use related models

-low growth

-high growth

-is based on DRCOG 2050 model #s

Current speed data is based on 2022; requested 2023 data (or 2019 as a data point for pre-covid travel patterns)

Jadwiga: would be good to have an on demand transit system to encourage aging in place; short of an entire system perhaps a PPP with Uber/Lyft

Bob: could use the Lone Tree Link as a model for on demand transit

KHA - we could consider a new CDOT NW (to Craig) train station as part of the transportation demand model

Bob Fifer - there's no sidewalk connection to Ralston Valley HS; currently causes lots of vehicle congestion

Shelley: Per CO Governor, goal for regional rail is to have NW Rail (to Craig) as soon as 2030

John: a reminder that Via Mobility did an on-demand transit study in Arvada in 2023, it should be considered in the existing conditions

John: include commitments from FastConnect (2006 RTD voter initiative) in existing conditions

Dan: could we consider a link-analysis type system to establish travel patterns?

Mazadur: yes

Michael: Could existing conditions include highest Uber/lyft drop points in Arvada?

Does Arvada have a Vision zero statement, framework, plan?

Mazadur: currently Arvada doesn't have these, but we are positioning to put one together

Jim: could you include current bus & train headways and hours with ex conditions?

Bob: for future conditions, a model "how to get to LOS A"; consider road improvements, multimodal improvements and associated mode shift potential to help achieve better LOS

Shelley: Arvada 1998 bond initiative included an overarching vision of a goal for multiple transportation projects, we could create a new version of that