



City of Arvada City Council Agenda MAY 20, 2025

Councilmembers:

Lauren Simpson, Mayor
Randy Moorman, Mayor Pro-Tem
Shawna Ambrose, District 2
Sharon Davis, At large
Bob Fifer, District 4
John Marriott, District 3
Brad Rupert, At large

Staff Members Usually Present:

Don Wick, City Manager
Linda Haley, Deputy City Manager
Rachel Morris, City Attorney
Jacqueline Rhoades, Director of Public Works
Jessica Garner, Director of Community & Econ. Dev.
Bryan Archer, Director of Finance
Gabriella Bommer, Director of Human Resources
Ryan Stevenson, Director of Vibrant Community & Neighborhoods
Rachael Kuroiwa, Director of Communications & Engagement
Ed Brady, Chief of Police
Kristen Rush, City Clerk

Info: 720-898-7550

THIRD FLOOR CONFERENCE ROOM

The study session can only be watched via Zoom

<https://arvadaco-gov.zoom.us/j/89475850775?pwd=84m1LiQXxLFnKPPpF9bJ4fWRKglTxN.1>

4:00 PM

STUDY SESSION**THIRD FLOOR CONFERENCE ROOM**

1. Call to Order/Roll Call of Councilmembers
2. Study Session Topics
 - A. Transportation System Plan Update
3. Adjournment



REPORT TO CITY COUNCIL STUDY SESSION

AGENDA ITEM
2.A.

TO: THE HONORABLE CITY COUNCIL

DATE: May 20, 2025

SUBJECT: Transportation System Plan Update

Report in Brief

The purpose of this study session is to update the City Council on the progress of the Transportation System Plan's status and provide an opportunity to review the Implementation Strategy of the TSP. This review will include the prioritized project list, long-term funding outlook, and potential strategies to fund the plan's unfunded projects.

Background

The Transportation System Plan has been presented to the City Council at various stages throughout the development. City Council last saw an update on the TSP in October 2024 in which the team presented the unconstrained project list and the evaluation criteria.

Strategic Alignment

This item aligns with INF8: Develops and implements aligned infrastructure master plans and sustainable financial strategies.

Next Steps

FOR WORKSHOPS ONLY

Prepared by:

Kellee Van Bruggen, Transportation Planner

Reviewed by:

Approved by:

Claudia Vaughan, City Engineer	4/30/2025
Jacqueline Rhoades, Director of Infrastructure	5/1/2025
Bryan Archer, Director of Finance	5/5/2025
Tammy Hedlund, Legal Specialist	5/5/2025
Kelsy Sargent, Assistant City Attorney	5/5/2025
Zachary Woolweaver, Assistant City Attorney I	5/5/2025
Don Wick, Deputy City Manager	5/6/2025
Rachel Morris, City Attorney	5/7/2025
Linda Haley, Acting City Manager	5/8/2025

Enclosure, exhibits & attachments required to support the report

Arvada TSP City Council Study Session

Multimodal Investment & Implementation

5/20/2025

Kimley»Horn

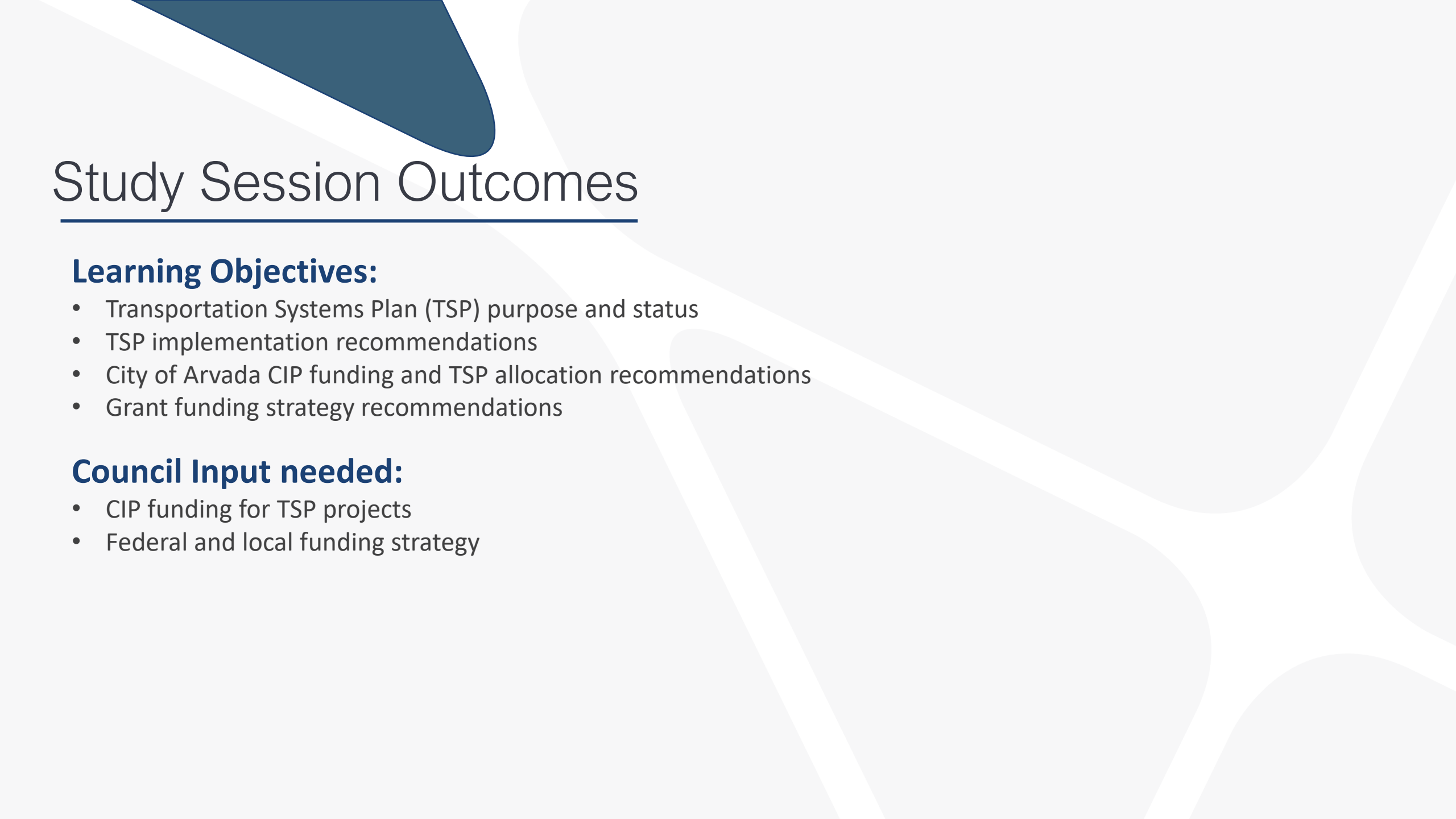


Agenda

1. Study Session Outcomes
2. Scope Review
3. Project Schedule
4. Fiscal Forecast
5. Recommendations

Study Session Outcomes





Study Session Outcomes

Learning Objectives:

- Transportation Systems Plan (TSP) purpose and status
- TSP implementation recommendations
- City of Arvada CIP funding and TSP allocation recommendations
- Grant funding strategy recommendations

Council Input needed:

- CIP funding for TSP projects
- Federal and local funding strategy

Scope Review



Scope Review

PHASE 1: EXISTING CONDITIONS

- Data inventory
- Previous plans review
- Existing traffic review
- Travel demand model refinement
- Existing systems analysis

PHASE 2: FUTURE MULTIMODAL OPPORTUNITIES

- Goals and objectives
- “No-build” and future growth scenarios
- Non-motorized opportunities
- Transit opportunities
- Roadway opportunities
- Technology opportunities

PHASE 3: TRANSPORTATION SYSTEM PLAN DEVELOPMENT

- Funding and financial strategies
- Investment baseline and scenarios
- Capital Improvement Plan
- Transportation standards
- TSP Document

WE ARE HERE *

COMMUNITY ENGAGEMENT

Scope Review

Transportation Systems Plan

- Prioritizes major infrastructure and planning investments
- 20-year horizon

Public Works Operations

- Maintenance and programming that support existing City Infrastructure
- Examples – Signal timing and pavement program

PHASE 1: EXISTING CONDITIONS

- Data inventory
- Previous plans review
- Existing traffic review
- Travel demand model refinement
- Existing systems analysis

PHASE 2: FUTURE MULTIMODAL OPPORTUNITIES

- Goals and objectives
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- Non-motorized opportunities
- Transit opportunities
- Roadway opportunities
- Technology opportunities

PHASE 3: TRANSPORTATION SYSTEM PLAN DEVELOPMENT

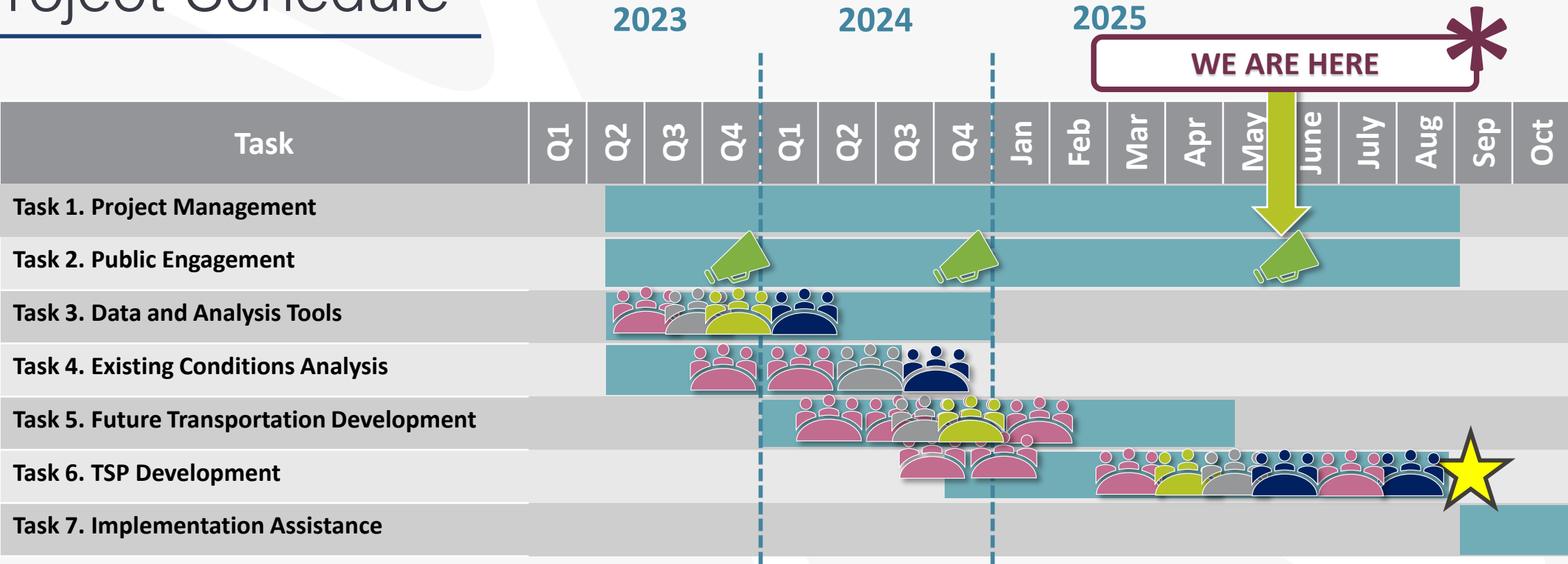
- Funding and financial strategies
- Investment baseline and scenarios
- Capital Improvement Plan
- Transportation standards
- TSP Document

WE ARE HERE

COMMUNITY ENGAGEMENT

Project Schedule

Project Schedule



= City Council Updates



= TAG Meetings



= TAC Meetings



= PWMM Meetings

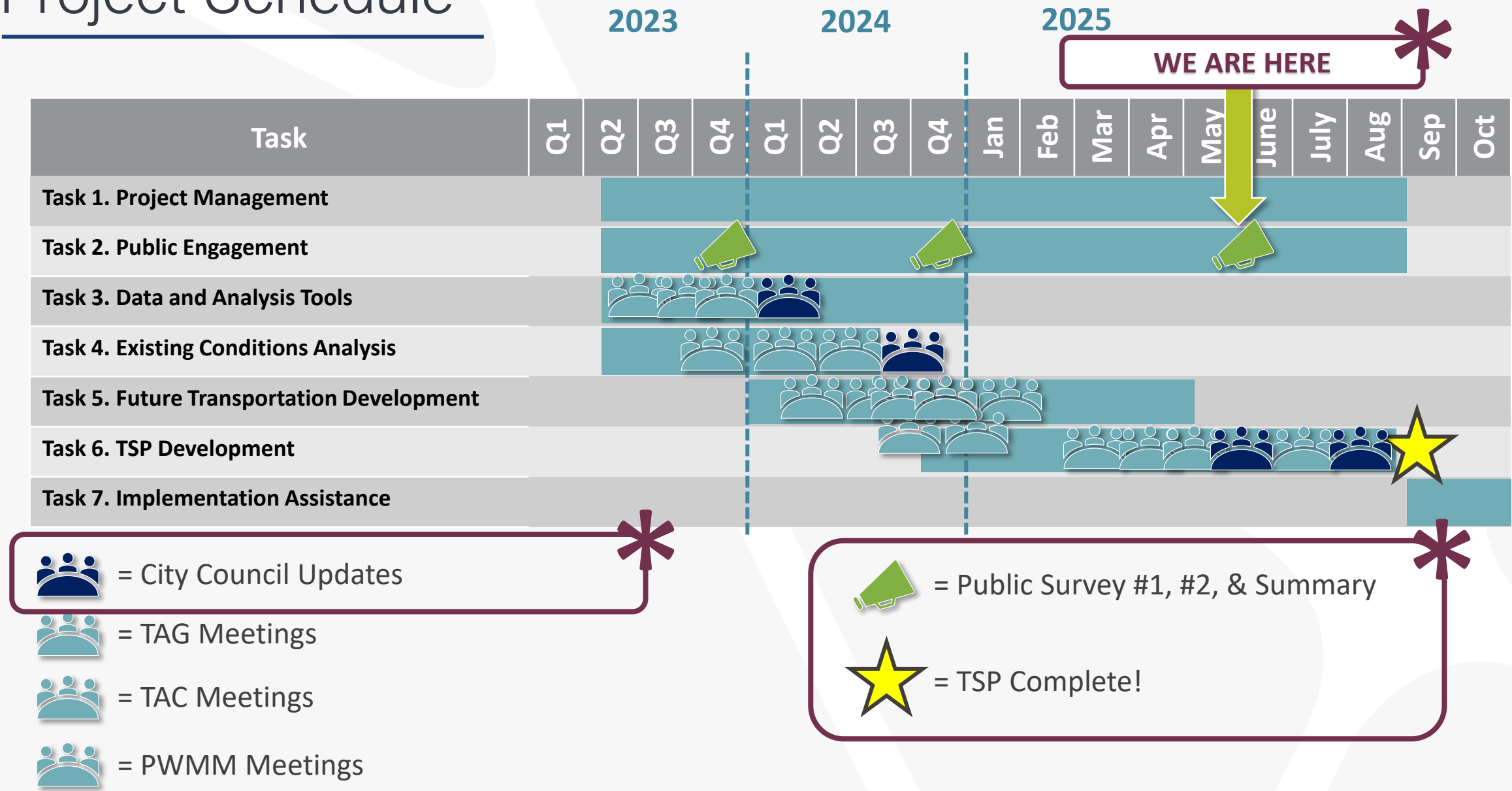


= Public Survey #1, #2, & Summary



= TSP Complete!

Project Schedule



Future Investment Impact

Ongoing Transportation Funding Programs in CIP

Signal Timing
Implementation

Signal
Interconnect

ADA Compliance
- Streets

Missing
Sidewalk

Intersection
Safety
Improvements

Traffic Safety
Management
Program

School Safety

Bike Master
Plan
Implementation

Collector Street
Improvements

Arterial Street
Improvements

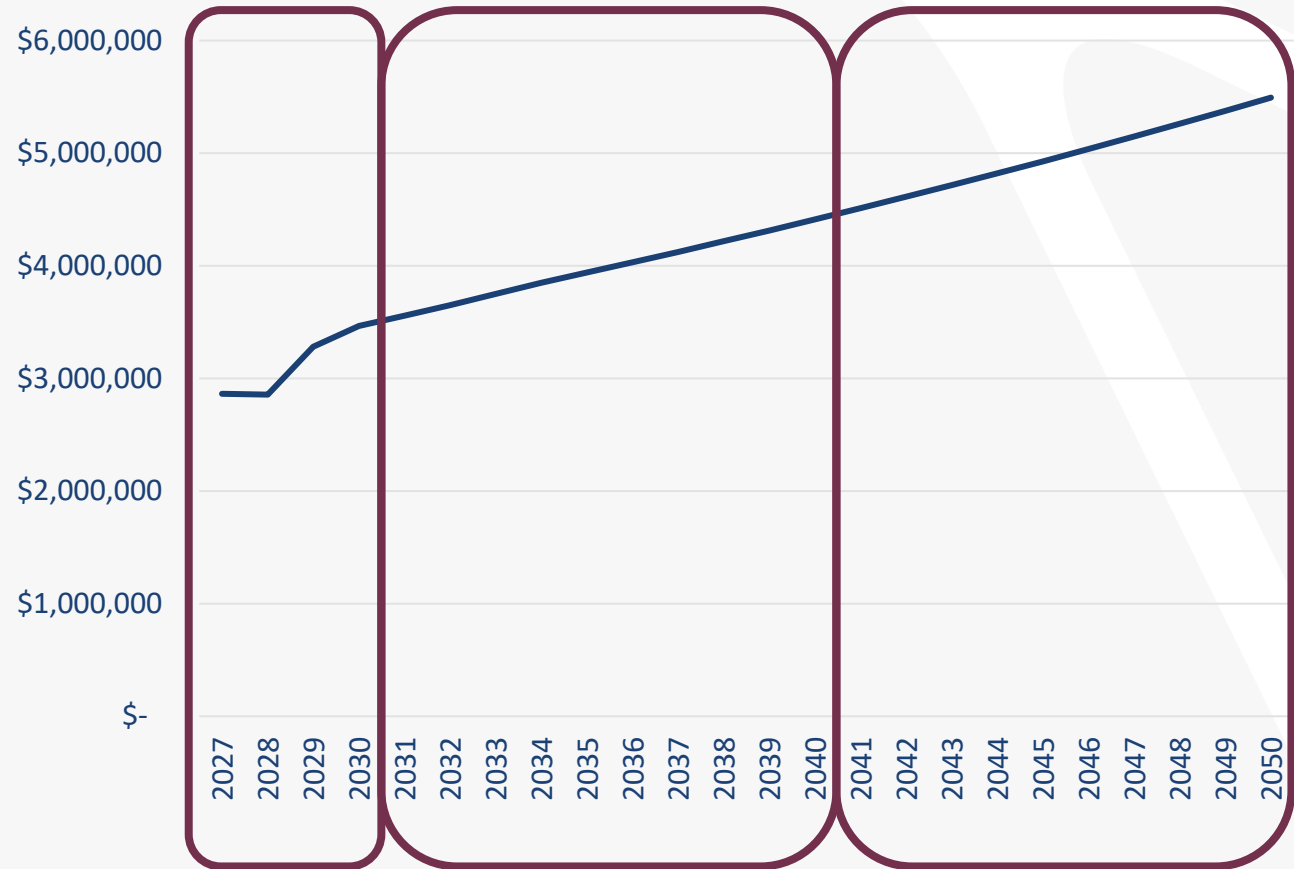
Adamas County
Transportation
Tax

TSP
Implementation

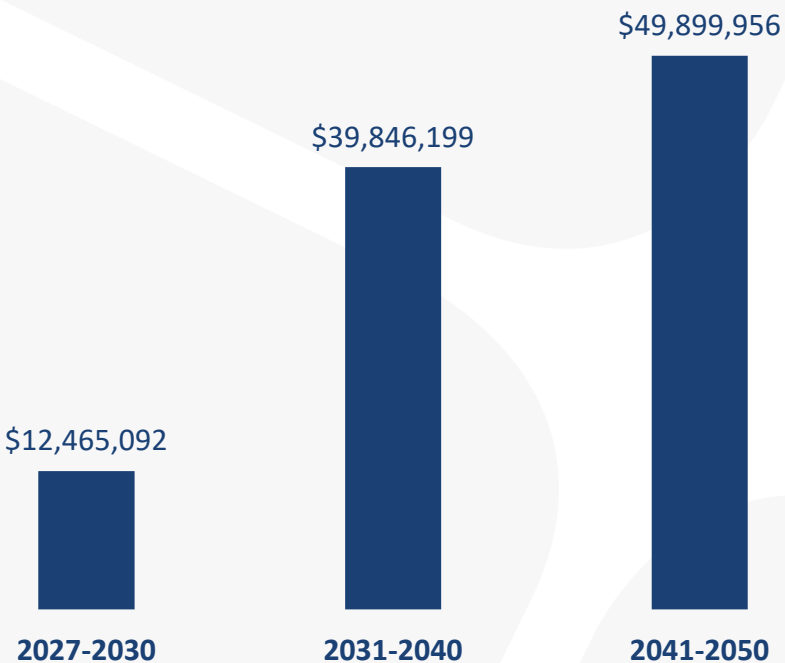


Local Capital Funding Forecast

Funding Forecast

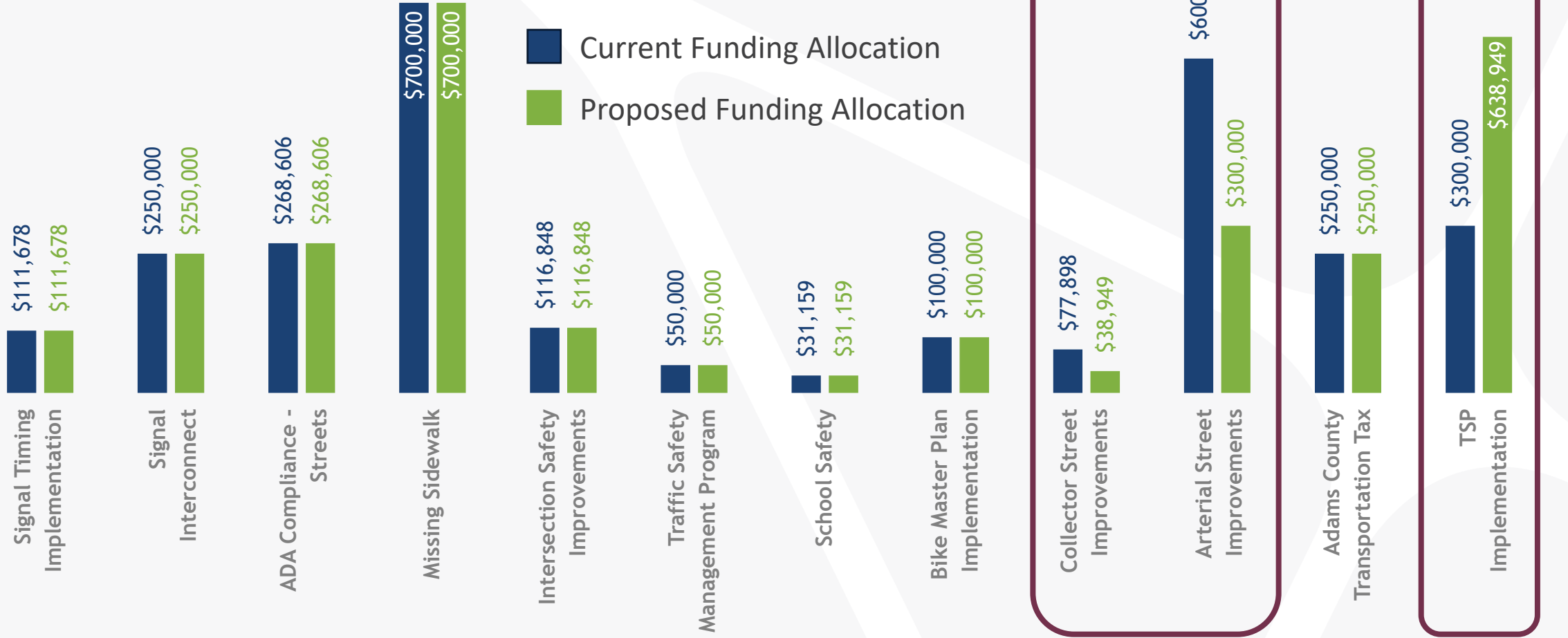


Funding Forecast by Tier

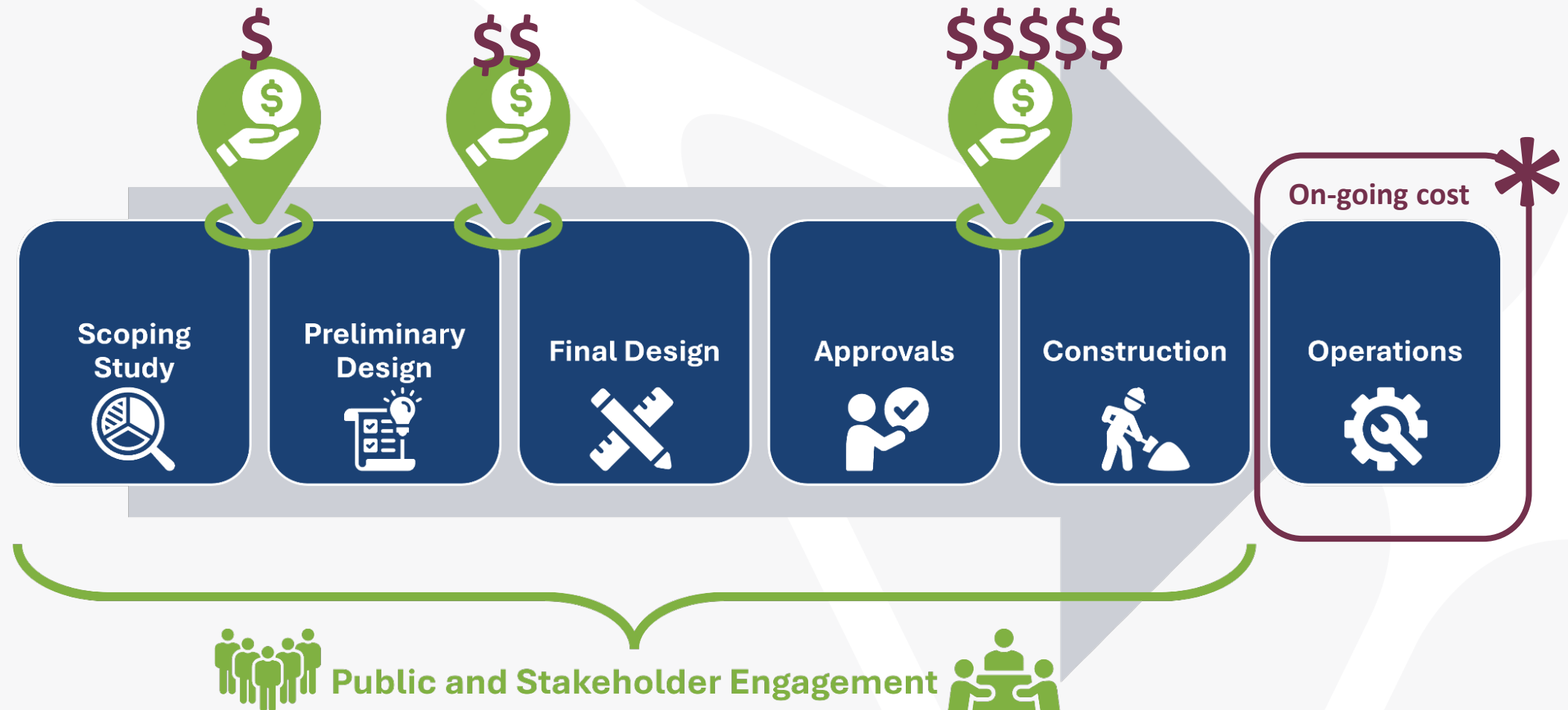


Recommendations

Ongoing Funding Programs (FY28)



High Priority Project Implementation



High-Priority Project Implementation

Row Labels	Sum of Total Cost
Advocate	\$ 568,287,706
Lead	\$ 862,352,492
Partner	\$ 407,375,876
Grand Total	\$ 1,838,016,074

Next Implementation Step and Likely City Role assigned to high and mid-high priority projects.

Likely City Roles:

- **Lead.** The project is likely to be designed, constructed, and maintained by the City of Arvada and responsibility for moving the project through the implementation process will likely fall to the City.
- **Partner.** The project will require extensive partnership with other stakeholders, such as CDOT, surrounding municipalities and counties, or other external agencies. Responsibility for leading the project through the implementation process may fall on either the City of Arvada or the partner agency on a case-by-case basis.
- **Advocate.** The project is unlikely to be implemented by the City of Arvada but is still a high priority for the City's transportation system. The City's role could include funding studies, lobbying elected officials, submitting or supporting grant applications, or even providing some funding as a piece of the overall funding mix, among other activities to support advancing the project.

Example

ID	NAME	CATEGORY	RANK	COST (\$M)	NEXT IMPLEMENTATION STEP	LIKELY CITY ROLE
65	Candelas to Olde Town Transit Connection	Transit	1	50.3	Scoping Study	Advocate
67	64 th Ave/Ralston Rd Transit Connection	Transit	2	30.1	Scoping Study	Advocate
42	Indiana St Reconstruction (64 th Ave-82 nd Ave)	Vehicular	3	66.0	Scoping Study	Partner
14	Wadsworth Bypass Trail	Active	4	3.6	Preliminary Design	Lead
43	Indiana St Reconstruction (82 nd Ave-86 th Ave)	Vehicular	5	73.9	Scoping Study	Partner
64	Candelas to Westminster Transit Connection	Transit	6	42.7	Scoping Study	Advocate
66	72 nd Ave Transit Connection	Transit	7	45.1	Scoping Study	Advocate

High-Priority Project Funding

- Federal Funding Focus:**
 - Capacity and safety**State and Local Funding Focus:**
 - Multimodal, equity, and carbon emissions

Potential funding opportunities were identified for high- and mid-high priority potential investments.

				Applicable Funding Sources									
ID	Name	Cost	Rank	INFRA	BUILD	SMART	SS4A	CRISI	TAP	MMOF	SRTS	OIM TDM	Requires Partnership
65	Candelas to Olde Town Transit Connection	\$50,344,964	1		✓					✓		✓	✓
67	64 th Ave/Ralston Rd Transit Connection	\$30,057,315	2		✓					✓		✓	✓
42	Indiana St Reconstruction (64 th Ave - 82 nd Ave)	\$66,038,124	3	✓	✓		✓				✓		
14	Wadsworth Bypass Trail	\$3,636,640	4						✓	✓			
43	Indiana St Reconstruction (82 nd Ave - 86 th Ave)	\$73,855,044	5	✓	✓		✓				✓		



Kimley»»Horn

Expect More. Experience Better.

Thank you!



ARVADA

Transportation System Plan



Public Outreach Summary

MAY 7, 2025



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PUBLIC ENGAGEMENT ROUND 1



1. PUBLIC ENGAGEMENT - ROUND 1

Public input is key to understanding how Arvada residents navigate their transportation system. The public engagement process served as a key tenet for understanding existing transportation needs and challenges. Public input provided important knowledge that can only be gained through interacting with Arvada's transportation system every day. The public input gathered throughout the existing conditions phase of the planning process has informed the key takeaways and critical corridors and will formulate potential project recommendations in future components of the TSP.

PROJECT WEBSITE

A project website was developed to share information about the project with the public and was used as a tool to gather public input. This website was hosted on the City's "Speakup Arvada" engagement platform. The site served as the hub for all public information related to the TSP and will be active throughout the entirety of the project. The project website includes an overview of the project, a summary of the project lifespan, project contacts, documents, and engagement opportunity information.

MAPPING EXERCISE

To understand the public's experience with the existing transportation system, the website was used to conduct a mapping exercise. The exercise consisted of a digital map of Arvada, where residents could provide feedback at specific locations. To gain a comprehensive understanding of residents' challenges and needs, eight pins were available to residents, where they could also leave additional comments and feedback related to their pin. The eight pin categories are shown in **Figure 47**.

The mapping exercise was available to the public from July 2023 until October 2023. The feedback collected through this engagement

effort aided the identification of the needs and deficiencies in the transportation system that affect the public in their day-to-day life.

Project Website and Mapping Exercise

Home / Connecting Arvada: Transportation for All

Connecting Arvada: Transportation for All

[Go directly to place a pin on the map](#)

[Go directly to share an idea](#)

[Go directly to leave a comment](#)

Arvada's first Transportation System Plan

The City of Arvada is studying the current condition of our city-wide transportation network to inform Arvada's first Transportation System Plan. This plan will include optimization opportunities for roads, sidewalks, bus routes, rail stops, and trails throughout the city. A key part of this process is collecting public input.

Arvada residents recently identified transportation-related challenges as key issues in the 2022 Community Survey. Sixty-four percent (64%) of residents placed 'street and sidewalk conditions' as a top concern while 'infrastructure and roads' and 'traffic' weren't far behind.

Provide your feedback on the 'current state' of transportation in Arvada

Currently, we are looking for feedback on how you experience the current state of our transportation system (roads, sidewalks, bus routes, rail stops, and trails).



Project Lifecycle

- Phase 1: Assess Current Conditions**
Data collection and analysis of existing conditions. The transportation network map is open for public feedback.
October 1, 2023: Mapping feedback closes
- Phase 2: Develop the Plan**
Recommendations for future transportation opportunities and planning are available for public feedback.
Sign up for project updates or check back in early 2024 for feedback opportunities.
- Final Report**
The Transportation Systems Plan is developed, including a public involvement report.

Who's Listening

Katie Patterson
Infrastructure Communications Manager
Email: pw_workzone@arvada.org



LIKE – WHAT DO YOU LIKE ABOUT THIS LOCATION?

Select a location you like or a location that functions well; this can include roads, sidewalks, bicycle lanes, pathways, or public transit.



POOR CONDITION – WHAT NEEDS TO BE MAINTAINED BETTER?

Select locations where you have maintenance concerns, such as cracked sidewalk, potholes, or crumbling curbs.



SAFETY CONCERNS – WHAT ABOUT THIS LOCATION MAKES YOU FEEL UNSAFE?

Select locations that feel unsafe due to pedestrian infrastructure, bicycle infrastructure, speeding, or lack of lighting.



EASY TRAVEL – WHAT ROUTES CAN YOU EASILY TRAVEL?

Select routes or locations that you travel regularly that get you from your destinations quickly or with ease.



GOOD TRAVEL OPTIONS – WHERE ARE PLENTY OF OPTIONS TO TRAVEL HOW YOU WOULD LIKE?

Select roadways where multiple forms of transportation are available, including bicycling, walking, public transit, or vehicle.



NEEDS MORE TRAVEL OPTIONS – WHERE DO THERE NEED TO BE MORE TRAVEL OPTIONS?

A roadway or corridor where you would like to be able to take multiple forms of transportation that are currently challenging, including bike/scooters, walking, transit, electric vehicle (EV) charging, or vehicle.



TRAFFIC DELAYS – WHERE DO YOU EXPERIENCE HEAVY TRAFFIC?

Select locations where you experience delays in travel due to high traffic volumes, overwhelmed roads, stop light timing, etc.



SCHOOL ZONE CONCERNS – WHERE DO YOU HAVE TRAFFIC OR SAFETY CONCERNS NEAR SCHOOLS?

Select locations with safety or congestion concerns related to school traffic, including by car, on transit, on foot, or on bicycle.

ADVERTISEMENT FOR MAPPING EXERCISE

A multi-pronged advertising strategy was used to inform the public of the plan and engagement efforts. Advertisement strategies included:

- Project information flyers distributed at municipal buildings and businesses
- Social media promotion through the City of Arvada social media channels
- Yard signs, including a QR code to the project website, distributed at parks, transit stops, and other public locations
- In-person pop-up events

An Arvada TSP advertisement at a G Line station in Arvada



IN-PERSON EVENTS

To supplement virtual engagement efforts, two in-person pop-up engagement events were held. These engagement efforts aimed to gather public opinion on the state of the transportation system and to build awareness of the importance of the TSP. To ensure strong attendance for these pop-up events, the in-person events were held in conjunction with existing community events that attract a wide audience.

Taste of Arvada

The first in-person engagement effort was held at the Taste of Arvada, on July 13, 2023 at the Apex Center. The Arvada TSP had an information and input table. At the table, attendees could get information on the project overview and general information on what makes the TSP important. In addition to general information, the public was encouraged to leave comments on the study area map.

Community members were able to express what they liked, disliked, and wanted more of in Arvada directly on the map. This information was then gathered and added to the engagement database with the virtual mapping exercise results. The event was a success, with more than 100 people visiting the Arvada TSP table.

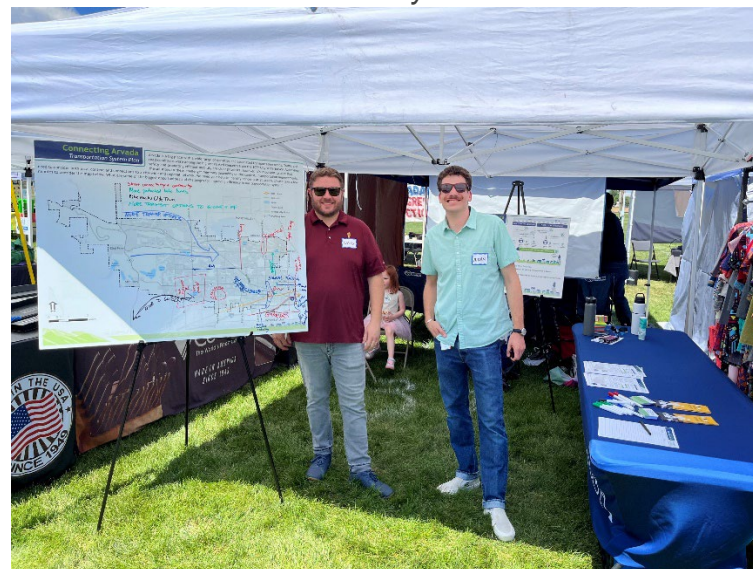
City residents leaving comments on the map at Taste of Arvada



Arvada Days

Arvada Days was held on August 19, 2023 at Clear Creek Valley Park. Arvada Days was not ticketed and was open to the community, attracting a broad base of residents. The engagement style mirrored Taste of Arvada, with an Arvada TSP table. Although the event was larger, fewer comments were provided on the study area map than at Taste of Arvada, with approximately 50 participants sharing their thoughts on the TSP.

Arvada TSP booth at Arvada Days



FEEDBACK FROM IN-PERSON EVENTS

Taste of Arvada

Taste of Arvada had a strong turnout; the public provided feedback spanning all of Arvada. Common themes emerged from public comments. Many comments included concerns about current construction on Arvada's main roadways. While these concerns are important, they are less relevant to the long-term scope of the TSP. Common input provided at Taste of Arvada includes:

1

SIGNAL PHASING ON MAJOR CORRIDORS

Participants comments on the signal phasing along major corridors including Ralston Road, Indiana Street, and Wadsworth Boulevard from Ralston Road to I-70.

FEEDBACK FROM ONLINE MAPPING EXERCISE

The online mapping exercise received high traffic and engagement, with more than 4,000 site visits. Four hundred and fifty-six (456) unique visitors placed pins, and 119 visitors either posted in the guestbook or contributed comments in an ideas section. A total of 1,309 unique pins were placed on the map.

Participants added pins from all eight categories to the map with pins for the categories of “safety”, “needs more travel options”, and “poor condition” receiving the most pins as shown in **Table 17**.

Table 1. Online Mapping Pin Count

PINS BY CATEGORY	COUNT	PERCENT
Good Travel Options	6	0.5%
Easy Travel	16	1.2%
School Zone Concerns	52	4.0%
Like	63	4.8%
Traffic Delays	143	10.9%
Poor Condition	166	12.7%
Needs More Travel Options	241	18.4%
Safety	622	47.5%
TOTAL	1,309	100%

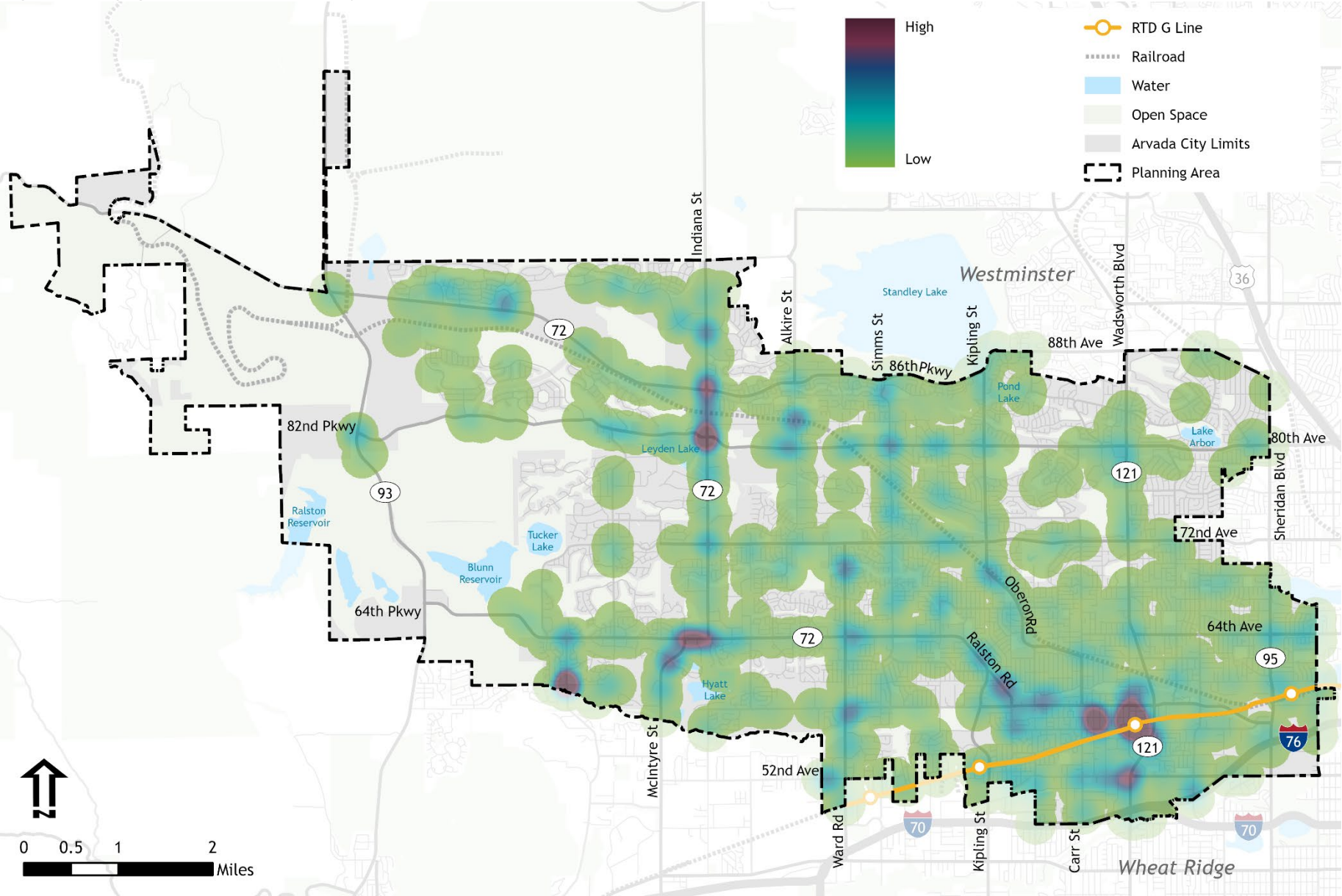
WHAT WAS HEARD

With more than 1,300 responses, residents shared feedback for locations across the city. Clusters of pins were observed around Olde Town, near 64th Avenue and Indiana Street/McIntyre Street, and Indiana Street in northern Arvada as shown in **Figure 48**. The following are the five common themes across all pin categories.

1. **A need for safer intersections for bicycles and pedestrians.** Crossing locations were noted across the city, including along major regional corridors like Wadsworth Boulevard and Sheridan Boulevard, but also along corridors key to intra-Arvada travel, like Indiana Street, 80th Avenue, and 53rd Avenue.

2. **Incomplete or inadequate bicycle and pedestrian infrastructure.** Comments on sidewalks being too narrow for two people to walk side by side, missing sidewalk links, and incomplete bicycle lanes or bicycle lanes too close to hazards were common issues noted on the map.
3. **Pavement condition and potholes.** Pavement conditions along Wadsworth Boulevard, Sheridan Boulevard, 80th Avenue, and Indiana Street were some of the locations that were noted to have potholes or other pavement condition issues that make it difficult for residents to travel with ease.
4. **Trail connections and connections to parks.** Many respondents noted that Arvada has a strong trail network; however, some gaps and difficult connections make reaching trails, including Ralston Creek Trail, Van Bibber, and Little Dry Creek Trail a challenge. Crossing Ward Road along the Ralston Creek trail was noted multiple times.
5. **Congestion.** Multiple respondents shared hot stop locations for congestion and traffic delays on Arvada’s roadway network. Respondents report locations of issue, with hot spots near Olde Town Arvada, Indiana Street and 82nd Avenue, 64th Avenue and McIntyre Street, and more. Respondents also proposed solutions, including signal re-timing, intersection reconfiguration, roadway expansion, and installation of roundabouts.
6. **Connecting to schools via bicycle and foot.** Multiple respondents expressed concern about unsafe conditions or difficulty reaching school if they were not in a car. These comments focused on two schools in particular: Ralston Valley High School and Oberon Middle School. Two noted barriers to reaching school were the lack of sidewalks from Indiana Street to Ralston Valley High School and the railroad tracks cutting off access from the north to Ralston Valley High School. The rail lines were also noted as posing a connectivity issue to reach Oberon Middle School

Figure 1. Engagement Map Pin Density



What Arvada Had to Say?

THEMES FROM “LIKE” PINS

- One element of the transportation system that Arvada residents view very favorably is the G Line. The ease of access to Denver using the line was something many respondents highlighted as a great feature of the transportation system.
- Olde Town’s pedestrian-only core proved popular among respondents, with many noting it is safe and comfortable to navigate since it is closed to vehicles.

THEMES FROM “POOR CONDITION” PINS

- The poor pavement condition along Indiana Street was noted multiple times.
- The condition of 72nd Avenue was noted as particularly poor with many responds referencing the need to swerve around potholes throughout the corridor.
- Sidewalk width was a noted poor condition issue. Sidewalks were noted as not being wide enough for two people to walk side by side or feel safe walking next to moving vehicles.

THEMES FROM “SAFETY CONCERNS” PINS

- Wadsworth Boulevard was noted as feeling unsafe for pedestrians to cross, and feeling unsafe for drivers due to high speeds.
- Pedestrian crossings along Grandview Avenue were noted as feeling unsafe and posing a challenge for reaching the G Line.
- Missing sidewalk links across the city were noted for creating unsafe conditions and putting pedestrians in harm’s way along busy streets.

THEMES FROM “EASY TRAVEL” PINS

- The prevalence of a strong bicycle trail network including Ralston and Little Dry Creek trails was noted as a key to easily getting around the city without a car.

THEMES FROM “GOOD TRAVEL OPTIONS” PINS

- The G Line was noted as one of the largest transportation assets in the City. Residents shared a positive view of being able to take the train into Denver.

THEMES FROM “NEED MORE TRAVEL OPTIONS” PINS

- The need for improved north-south vehicle routes for the purpose of evacuation was noted by many respondents. The need for more capacity for evacuation was of urgency for western Arvada which has fewer north-south streets.
- North-south bicycle connections were noted as a need. Most trail networks in the City run east-west with limited continuous north-south connections for bicycles.
- Respondents noted that additional transit service to connect to regional services like the G Line would increase transportation options in Arvada. There are limited transit options traveling east-west.

THEMES FROM “TRAFFIC DELAYS” PINS

- Signal timing delays along Indiana Street were noted by many as cause of traffic backups and delays.
- Traffic volumes on Indiana Street were noted as causing delays. Respondents were frustrated by the slow-moving traffic during peak times along this corridor.
- Traffic congestion occurring along Wadsworth Boulevard from I-70 to 64th Avenue was noted as being a hot spot for delays.

THEMES FROM “SCHOOL ZONE CONCERNS” PINS

- Lack of safe crossings and incomplete sidewalks near schools was the most frequently placed pin for this category, leading to unsafe conditions for kids reaching school by foot.

PUBLIC ENGAGEMENT ROUND 2



2. COMMUNITY ENGAGEMENT - ROUND 2

Round 2 of Community Engagement took place throughout the Fall of 2024. Engagement efforts can be broken down into two areas: stakeholder engagement and public engagement.

Collaborator engagement was done with four groups: Arvada City Council, the Arvada Public Works Managers, the Technical Advisory Group (TAG), and the Transportation Advisory Committee (TAC). Meetings were held with each group to gain information and advisement from local experts to aide in the preparation of the TSP, and to assess feasibility, potential cost, and priority of transportation investments.

Public Engagement took the form of a public survey, and discussions focused on raising awareness at community events. The survey results have been used to further understand what the residents of Arvada feel are their highest transportation priorities, and what projects are most important to the community. The public survey that was issued asked participants to rank their priorities first broadly, by category of investment, and an optional portion asked participants to then rank each project by their personal priority.

PUBLIC ENGAGEMENT

Online Engagement

A virtual survey was released to the public on October 25, 2024, and remained open throughout the month of November. The survey asked respondents to prioritize both the broad categories of projects against one another as well as the projects within each potential investment category.

This survey allowed the public an opportunity to inform the plan in a direct and material way, so that the plan's final recommendations are fully representative of Arvada residents' concerns and hopes for the

future of the city. The results of the survey are used directly in the transportation investment prioritization tool.

In-Person Engagement

City Staff and the consultant team attended the Trick-or-Treat Street event held in Olde Town on Friday, October 25th. The goal of participation in this event was to both raise awareness of the overall Transportation Systems Plan efforts and to launch of the online survey. Staff distributed hundreds of flyers with QR codes that linked residents of Arvada to the survey. Recipients ranged widely in age and other demographics, with the intent of reaching a broad base of potential participants. Staff fielded questions and concerns from members of the public as part of distributing these flyers, directing recipients to voice their concerns in writing in the comments section of the survey.

Results

The engagement efforts resulted in over 25,000 individual interactions across the online and in-person events with 966 survey participants, and an additional 537 comments totaling over 22,600 words. These responses created a clear picture of Arvada residents' priorities for the kinds of transportation projects that they would like to see developed in the city over the next 20 years.

Categories of Transportation Projects:

The survey asked participants to prioritize their preferred types of transportation investments in three areas: Vehicular, Active Transportation, and Transit. Participants were then asked to prioritize which areas of focus they would like to see within these broader categories, and the results of participants' prioritization can be seen below:

Lower Priority to Higher Priority	Vehicular	• Road Maintenance • Traffic Improvements • Safety Improvements • New Bridges • New Roads
	Active Transportation	• Trails and Shared-Use Paths • Bike and Pedestrian Safety Improvements • Sidewalks • On-Street Bike Lanes • Traffic Calming
	Transit	• G-Line Improvements • Expanded Service and Improved Access to Buses • Park-and-Rides • Microtransit Improvements • Micromobility, including rideshare and E-bike/scooter

Community Survey Comparison

A review of the recently completed City of Arvada Community Survey and the 2023 American Community Survey was prepared to compare demographic data relative to the responses captured during TSP surveys. the results are as follows.

The City of Arvada conducted a Community Survey update in fall of 2024. The survey was directed towards Arvada residents and received 1,480 responses. The survey update included transportation-related questions that help inform public interest in the transportation system and further improvements. Residents reported that:

Transportation, traffic, and roads were the most important issues in the city

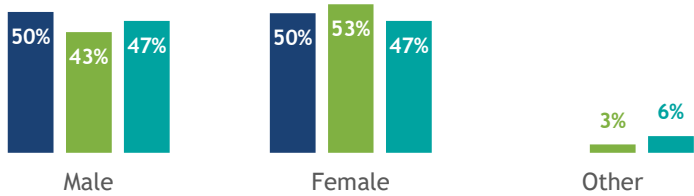
Road maintenance and traffic control operations were top concerns, voted most important by 84% of respondents.

Traffic signal timing improvements and active transportation connectivity were top improvements needed.

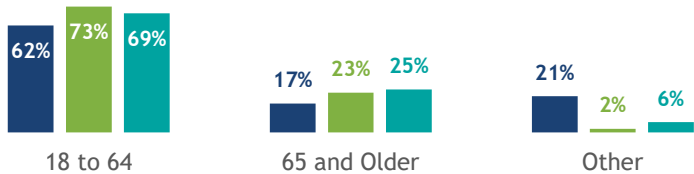
Demographic information from both the **Community Survey update** and the **SpeakUp Survey**, from the second round of TSP public engagement, are compared to **2023 American Community Survey (ACS)** estimates in **Figure 2**.

Figure 2. Survey Respondent Comparison

GENDER

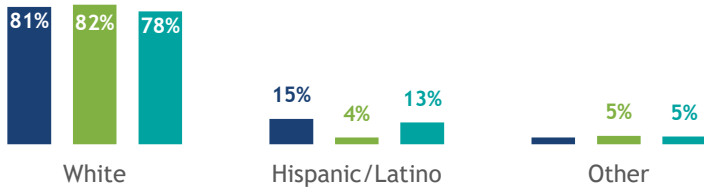


AGE

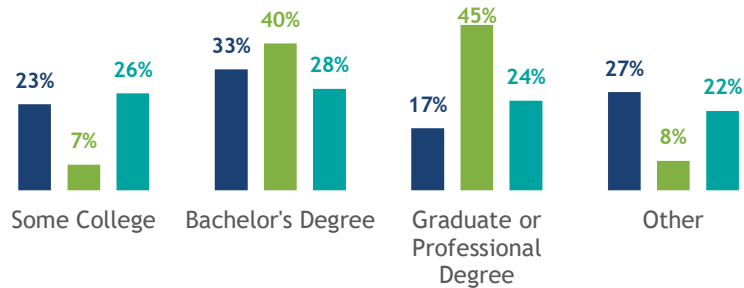


Note: ACS Age ranges include the range 15 to 19 years and was counted in the 'Other' category

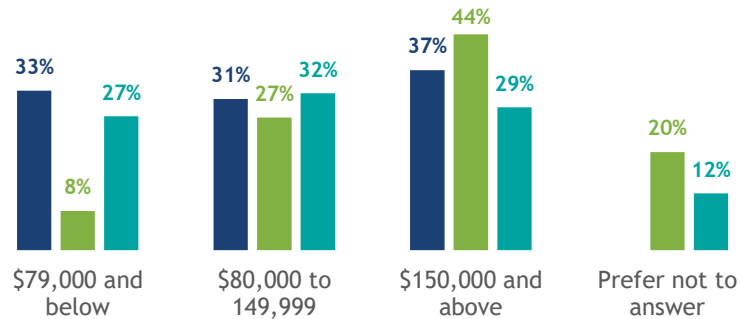
Race and Ethnicity



Education



Household Income



Specific Project Prioritization:

There was an optional, more detailed portion of the survey which asked respondents to prioritize specific projects. This section consisted of three separate questions where projects were separated by scale, as defined by the estimated cost of the project (High, Medium, Low). In addition to the data collected from the first half of the survey on categories and types of projects, around half of all participants completed the detailed prioritization section of the survey. The detailed portion of the survey allowed participants to directly prioritize specific projects in each category. These responses were included in project scoring tabulation for the "Be Responsive to the Public" goal, that can be found on page 19.

Key Themes

The project team combed through each of the 537 comments looking for themes present across many comments, and locations that were frequently mentioned. Below is a summary of these items:

TRAFFIC AND ROAD SAFETY

Widening Indiana Street: A major concern due to traffic congestion and safety, particularly near the railroad trestle.

Traffic Management: Issues with speeding and the need for better enforcement and roundabouts.

Traffic Signal Timing: Issues with traffic signal timing contributes to a sense of greater congestion in several places in Arvada, most frequently commenters mentioned Indiana Street.

INFRASTRUCTURE AND DEVELOPMENT

Road Maintenance: Calls for better quality pavement through road repairs and resurfacing projects.

Housing Development: Concerns about new housing developments outpacing infrastructure improvements.

ACTIVE TRANSPORTATION

Protected Bike Lanes: Strong desire for safer, segregated bike lanes and better connectivity of trails.

Sidewalks: Need for more and wider sidewalks, especially near schools and busy roads.

PUBLIC TRANSPORTATION

G Line Improvements: Requests for increased frequency and better connections to the G Line.

Bus Routes: Need for more bus routes and better coverage, especially in underserved areas.

Last Mile Connections: Need for more on-demand transit opportunities where necessary.

EMERGENCY PREPAREDNESS

Evacuation Routes: Concerns about emergency evacuation routes, particularly in areas like Leyden Rock.

INTERSECTION SAFETY

Vehicular Improvements: Concerns about lighting, road width, speeds, and visibility

Pedestrian Improvements: Many intersections do not provide sensible and safe pedestrian infrastructure, either in the form of reasonable crossing distances, adequate sidewalks, or crossings at logical points near pedestrian-intensive destinations

Frequently Mentioned Locations

INDIANA STREET Need for widening and safety improvements

64TH STREET Issues with traffic signal timing and maintenance

LEYDEN ROCK	Need for better access routes and bike/pedestrian trails.
WARD ROAD	Road construction and safety concerns.
QUAKER STREET	Requests for safer pedestrian crossings.

Word Cloud

The 22,600 words received in comments on the survey have been represented graphically in the form of a word cloud to separate some of the most mentioned words and phrases. The word cloud reveals several of the larger themes that have been discussed above including words like “Indiana”, “bike”, and “traffic”.



COLLABORATOR ENGAGEMENT

City Council Meeting

October 28, 2024

The project team presented to Arvada City Council an updated list of projects under consideration for the TSP. The presentation also updated Council on the status of the project including public

engagement efforts, the development of an unconstrained list of projects, and next steps in the TSP development process.

This presentation provided the public and council with an update on the overall project as well as supplied the team with feedback from Council on next steps and TSP implementation. Council's participation and support of the TSP process is essential for the residents they represent and the long-term viability of TSP recommendations.

TAG and TAC Meetings

Week of September 23, 2024

Like the City Council presentation, members of the TAG and TAC teams also participated in TSP workshops. The TAG and TAC members range from technically skilled professionals in the transportation and engineering industries to informed community members appointed by City Council. Each brings with them specific skills and experiences with transportation related matters. These groups have provided valuable input at every stage of the TSP process ensuring the final plan carefully considers the transportation concern, the feasibility of the specific projects, and that the overall priorities of the TSP reflect both regional and local needs.

Public Works Managers Meetings

September 16, 2024 / September 24, 2024

The Public Works Managers (PWM) participated in multiple reviews of the “unconstrained” project list and subsequent reviews of Unit Costs, analysis of the City's Capital Improvement Program, and Fiscal Constraints. PWM feedback on the unconstrained project list helped confirm that citywide priorities and concerns were adequately addressed by the recommended project list. Refinements were made to the project list by adding, removing, and/or modifying projects in a series of meetings. PWM reviews provided important quality control for completeness and accuracy of the cohort of projects advancing to the prioritization stage of the TSP effort.



ARVADA

Transportation System Plan



Multimodal Investment Prioritization and Implementation

MAY 9, 2025



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INTRODUCTION



1. INTRODUCTION

Arvada is a city of over 120,000 residents, located approximately six miles northwest of Downtown Denver and falls within both Jefferson and Adams Counties. Arvada borders Berkley, Denver, Fairmount, Westminster, and Wheat Ridge. The City of Arvada was incorporated in 1904 and has grown to include about 40 square miles within its city limits. Arvada includes a wide variety of development types, from dense historic neighborhoods, to master planned suburban communities, to open grasslands in the foothills of the Rocky Mountains in Western Arvada.

While the City of Arvada and other entities have conducted transportation studies that focus on specific areas within Arvada or a single mode of travel, there has not yet been a comprehensive transportation plan prepared for Arvada. This Transportation System Plan (TSP) will serve as the City's guiding long-range, multimodal transportation vision document which will guide investment into the transportation system. The TSP incorporates the entirety of Arvada's Municipal Planning Area (MPA) as shown in **Figure 1**, which includes just over 50 square miles. In addition to Arvada's MPA, the TSP accounts for the influence and impacts of the surrounding communities outside of the city's limits based on the evaluation of traffic volumes entering and leaving Arvada.

MEMORANDUM PURPOSE

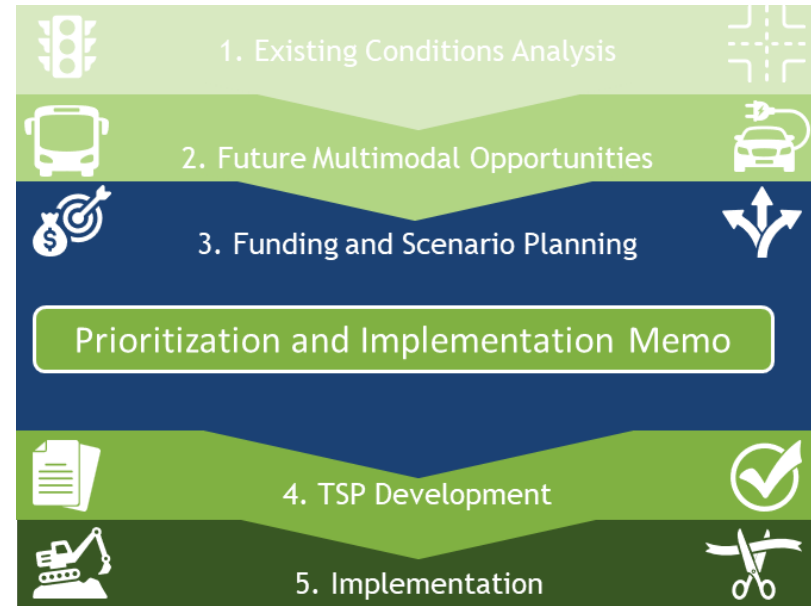
This Prioritization and Implementation Memo is comprised of:

- A prioritization of potential transportation investments.
- Planning-level cost estimates for transportation investments.
- A review of the second round of the public engagement.
- Potential impacts of investing in the roadway network.
- A forecast of local funding anticipated to be available for capital transportation projects.

- A fiscal constraint analysis to determine which improvements should be prioritized for the best use of local funds.
- Potential regional, state, and federal funding sources.

MEMORANDUM CONTEXT

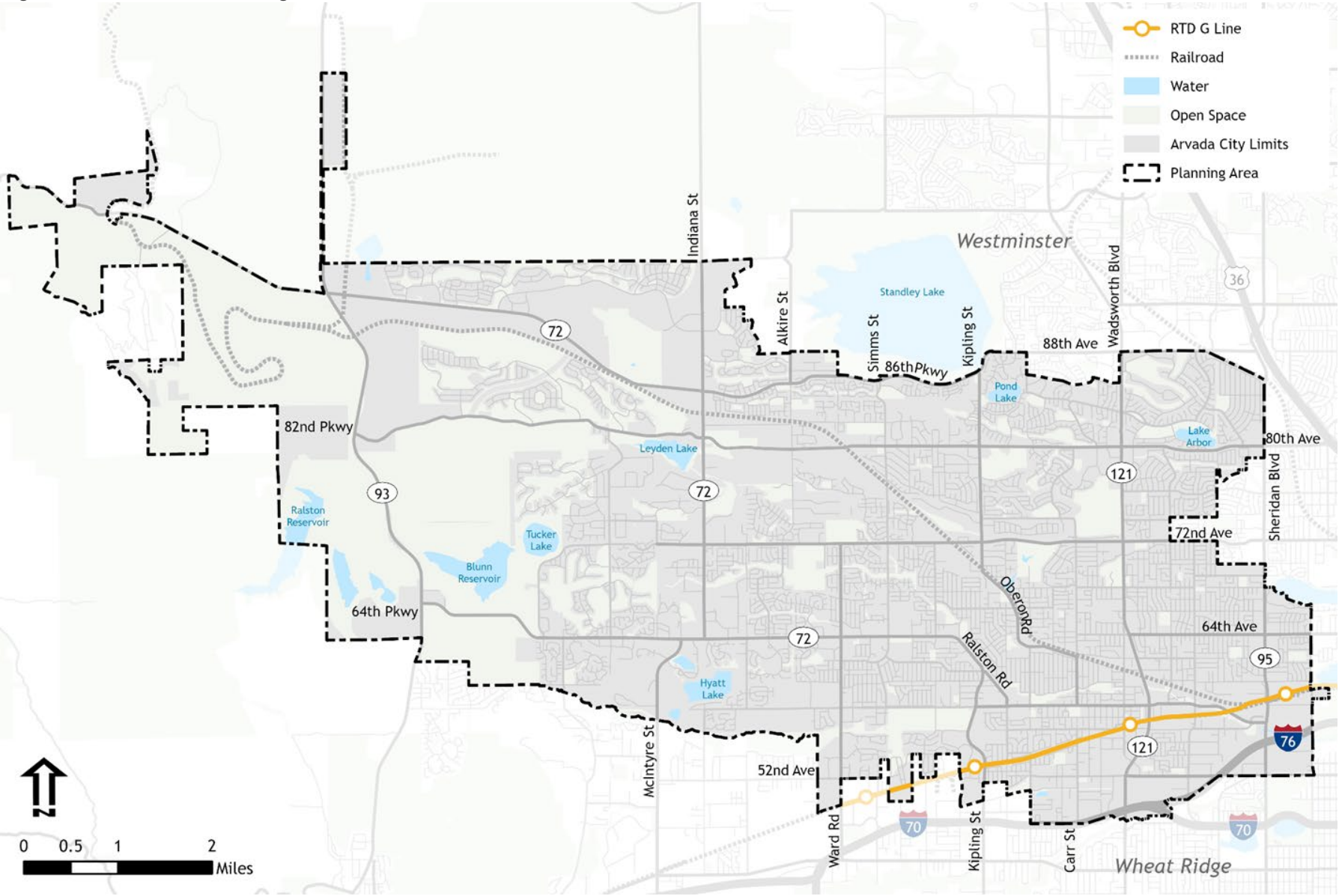
The Multimodal Investment Prioritization and Implementation Memo has been informed from the previous memos from the Existing Conditions Analysis and Future Multimodal Opportunities phases of the TSP process.



Future phases of the TSP include:

1. **TSP DEVELOPMENT** documents the recommended projects, funding sources, and prioritization.
2. **IMPLEMENTATION** advances recommended projects as funding is available through the design, construction, and post-implementation monitoring. Recommendations from the TSP will be reviewed and flexible as the City pursues new projects and studies.

Figure 1. Arvada TSP Planning Area



Source: City of Arvada

TSP GOALS AND OBJECTIVES REVIEW

The TSP vision is to:

“Provide the City of Arvada with a data driven plan and set of tools that strategically identify, assess, and address critical multimodal transportation needs associated with existing and projected congestion, safety, efficiency, sustainability, and quality of life for all residents, workers, business owners, and visitors.”

The vision will be accomplished by achieving these goals:

- **Safety For All:** Ensure safe, comfortable, and efficient mobility for all users of Arvada's transportation system.
- **Ease of Travel for All Modes:** Provide fair and practical transportation options connecting homes to activity centers.
- **Improve Intersection Operations:** Ensure intersections are efficient and safe for all travel modes.
- **Active Transportation Network Connectivity:** Ensure pedestrian and bicycle networks are well-connected and intuitive.
- **Public Transit Access for All:** Provide Arvada residents with quality public transit access.
- **Invest in Implementable Investments:** Prioritize funding high impact and feasible projects.
- **Enhance/Prioritize Services to Disadvantaged Communities:** Invest in high-need transportation areas.
- **Be Responsive to the Public:** Invest where the public wants improvements.

POTENTIAL INVESTMENT REVIEW

Through an assessment of a variety of plans and workshops, a list of potential investments has been identified to address issues and deficiencies. Each potential investment fell within eight different investment types:

	26	Shared-use path projects
	12	On-street bike improvement projects
	20	Road & bridge reconstruction projects
	6	Intersection improvement projects
	4	New roadway connection projects
	2	Safety improvement projects
	6	New transit service projects
	4	Future study projects

Each of the investments are described in more detail in the Future Multimodal System Opportunities Memo. The detail includes information about which source the recommendation is compiled from, where the investment would be implemented and the primary modes that would be impacted.

PLANNING-LEVEL COST ESTIMATES



2. PLANNING-LEVEL COST ESTIMATES

Planning-level cost estimates were developed for each of the potential transportation investments for use in the prioritization and fiscal constraint exercises. Planning-level costs are based on unit costs for similar types of projects; additional study will be needed for each investment to identify more detailed cost estimates that will be used for programming of construction funding in the future.

PLANNING-LEVEL UNIT COSTS

The unit costs for vehicular investments, shown in **Table 1**, were used to apply a planning-level cost estimate to each vehicular potential investment. All unit costs were developed in partnership with the City of Arvada Public Works Managers team and included the following sources:

- Previous project costs City of Arvada (Ralston Road, 72nd Avenue Improvements)
- Previous project costs from completed consultant team projects (sidewalks, bike lanes, roadways)
- Recent cost estimates provided to CDOT prepared by Kimley-Horn
- City of Arvada capital project costs (past and ongoing)

UNIT COST ESTIMATES

Planning-level unit costs were developed in partnership with the City of Arvada Public Works Managers team to ensure estimated unit costs represent recent comparable projects in the city. During the implementation phase, priority project costs will be further studied, and detailed cost estimates will be developed to increase accuracy. See Table 3 on page 8. ROW purchase unit cost is estimated to be \$75, updated for \$50 in previous draft based on TAC feedback.

Table 1. Vehicular Investment Unit Costs

IMPROVEMENT	DESCRIPTION	UNIT COST (2024 \$)	UNIT
Roadway Resurfacing	Resurface and restripe existing roadway	\$200,000	Lane-mile
Roadway Reconstruction	Full-depth reconstruction of the roadway	\$800,000	Lane-mile
Widen Roadway*	Construct one additional lane on existing roadway	\$3,000,000	Lane-mile
New Roadway	Construct new roadway	\$2,000,000	Lane-mile
Widen Shoulder	Widen shoulder	\$100,000	Foot-mile
Median	Construct new median	\$400	Linear-foot
Road Diet	Resurface and remove lanes	\$800,000	Lane-mile
Widen Bridge	Widen existing bridge	\$1,500	Square-foot
At Grade Railroad Crossing	New railroad crossing at grade	\$750,000	Location
Railroad Overpass	Construct railroad overpass	\$60,000,000	Location
Single Lane Roundabout	Reconstruct intersection to single lane roundabout	\$2,500,000	Location
Dual Lane Roundabout	Reconstruct intersection to dual lane roundabout	\$5,000,000	Location
Protected Intersection	Reconstruct intersection to protected intersection	\$1,500,000	Location

* Planning-level unit costs do not include expenses related to the necessary raising of bridges for any potential investments. The implementation of potential investments would need to consider 100-year flood levels to determine the appropriate cost of necessary bridge raising.

The unit costs for active transportation investments are shown in **Table 2**. These were used to apply a planning-level cost estimate to each active transportation investment.

Table 2. Active Transportation Investment Unit Costs

IMPROVEMENT	DESCRIPTION	UNIT COST (2024 \$)	UNIT
New Sidewalk	Construct new sidewalk	\$30	Square-foot
Shared-Use Path	Construct new 10' off-street paved path	\$2,000,000	Mile
Bike Boulevard	Construct new bike boulevard	\$4,000,000	Mile
5' Buffered Bike Lane*	Construct 5' bike lane with buffer	\$500,000	Mile
7' Buffered Bike Lane	Construct 7' bike lane with buffer	\$650,000	Mile
5' Buffered Bike Lane that Requires Roadway Widening*	Construct 5' bike lane with buffer with roadway widening	\$1,300,000	Mile
7' Buffered Bike Lane that Requires Roadway Widening	Construct 7' bike lane with buffer with roadway widening	\$1,700,000	Mile
5' Protected Bike Lane*	Construct 5' bike lane with 8' planting strip	\$1,500,000	Mile
7' Protected Bike Lane	Construct 7' bike lane with 8' planting strip	\$1,700,000	Mile
5' Protected Bike Lane that Requires Roadway Widening*	Construct 5' bike lane with 8' planting strip with roadway widening	\$2,300,000	Mile
7' Protected Bike Lane that Requires Roadway Widening	Construct 7' bike lane with 8' planting strip with roadway widening	\$2,750,000	Mile
New Pedestrian Signal	Install pedestrian crossing signal	\$400,000	Location
Dynamic Curve Warning Signage	Install dynamic curve warning signage	\$150,000	Location

* 5' bike lane facilities are not used in planning-level cost estimates but can be used during project design and detailed cost estimates where right-of-way is constrained.

The unit costs for transit and other potential investments, shown in **Table 3**, were used to apply planning-level costs to each transit and other miscellaneous investments.

Table 3. Transit and Other Investment Unit Costs

IMPROVEMENT	DESCRIPTION	UNIT COST (2024 \$)	UNIT
New Bus Route	Implement new bus route (20 years of operating cost), assumes five new bus stops per mile	\$4,157,305	Mile
Park-and-Ride	Construct new park-and-ride (700 space parking structure)	\$18,000,000	Location
Right-of-Way	Obtain new right-of-way	\$75	Square-foot
Roadway Water Quality Infrastructure (Tier 1)	55' of width, Water quality measures, MS4 compliant, mid-tier pricing between wide and narrow ROW	\$1,000	Linear-foot
Roadway Water Quality Infrastructure (Tier 2)	10' of width, Water quality measures, MS4 compliant, mid-tier pricing between wide and narrow ROW	\$200	Linear-foot
Active Transportation Water Quality Infrastructure	Water quality measures, MS4 compliant, mid-tier pricing between wide and narrow ROW	\$200	Linear-foot

Municipal Separate Storm Sewer Systems (“MS4s”)

The City of Arvada owns and operates a municipal separate storm sewer system (“MS4”) to promote the safe, efficient, and effective drainage of stormwater and other runoff. To enhance the functions of the MS4, the quality of the runoff discharged into the MS4 must, to the maximum extent practicable, be protected from pollutants that could impact the environment or the health, safety, and welfare of the public. The city protects its MS4 by regulating land disturbance activities likely to cause or increase soil erosion, or that may contribute other pollutants to stormwater runoff during construction.

Water quality standards and detention apply to all new development and redevelopment that disturbs one acre or more. Design of storm drainage facilities, including but not limited to best management practices (“BMP”s) for permanent stormwater quality should be selected and designed to avoid or minimize adverse water quality impacts of stormwater discharged from the development.

PLANNING-LEVEL INVESTMENT COSTS

Planning-Level project cost estimates were prepared by examining and quantifying the physical extents of each potential investment and then plugging in the corresponding unit costs. Unit costs were developed in partnership with the Arvada Transportation Advisory Committee and City of Arvada Staff. Recently completed project budgets, regional unit cost estimates from other agencies, and previous plan estimates were all considered in developing the TSP Unit Cost matrix. Once priority projects were established, unit costs were applied to generate planning-level cost estimates.

Planning-level cost estimates do not identify specific funding sources and are only reflective of the total cost to implement the improvement. Some high priority investments may be funded entirely by the City of Arvada, but many of the investments identified will require partnership with one or more regional partners or neighboring agencies to fund and/or implement. The City of Arvada may or may not have a leadership role in the investments but will have an advocacy role in all projects listed at a minimum.

The scope of the TSP includes identifying infrastructure improvements needed to improve modal efficiency, planning-level cost estimates, anticipated local funding forecasts, a prioritized project list, and external funding opportunities. The TSP does not provide an exhaustive list of agency partnerships and funding sources on a per project basis. TSP projects may or may not include/require outside agency funding to implement. The next step for high priority projects is a detailed planning effort that will explore outside agency funding/support on a per project basis in addition to further scoping to increase the detail of the investment cost estimate.

Applicable unit costs for each potential investment are identified in **Appendix A**. The potential vehicular investment and their planning-level costs are listed in **Table 4**.

Table 4. Potential Vehicular Investment Planning-Level Costs

ID	NAME	INVESTMENT COST (\$M)	ID	NAME	INVESTMENT COST (\$M)
41	72 nd Ave Widening West	18.6	53	52 nd Ave Safety Improvements	36.6
42	Indiana St Reconstruction 64 th Ave – 82 nd Ave	66.0	54	69 th Ave Safety Improvements	4.6
43	Indiana St Reconstruction 82 nd Ave – 86 th Ave	73.9	55	Chase Dr Safety Improvements	3.0
44	Indiana St Reconstruction 86 th Ave – 96 th Ave	38.7	56	Lamar Dr Safety Improvements	4.9
45	80 th Ave Reconstruction	69.9	57	Chase Dr Safety Improvements	7.0
46	Alkire Connection	99.8	60	McIntyre Pkwy Extension	26.9
47	Alkire Improvements	38.1	61	Jefferson Pkwy	400.0
48	Carr St Safety Improvements	53.1	62	Ward Rd-Alkire St Connection	76.6
49	72 nd Ave Widening East	48.8	63	Eldridge St Connection	57.2
50	Virgil Way Safety Improvements	37.2	70	SH-72 Safety Improvements	6.2
51	Carr Dr Safety Improvements	49.5	71	Oak St Safety Improvements	44.8
52	Oberon Rd Safety Improvements	38.3			

Planning-level costs for potential active transportation investments are listed in **Table 5**.

Table 5. Potential Active Transportation Investment Planning-Level Costs

ID	NAME	INVESTMENT COST (\$M)	ID	NAME	INVESTMENT COST (\$M)
1	Dry Creek Trail Extension	7.3	22	Heritage Canal Trail (Simms St to Carr St)	7.1
2	Quaker St Trail	4.1	23	Heritage Canal Trail (Carr St 86 th Pkwy)	9.8
3	86 th Pkwy Trail	6.3	24	Eldridge St Trail	0.7
4	88 th Ave Shared-Use Path	9.4	25	68 th Avenue Trail	0.1
5	80 th Ave Trail	9.3	26	60 th Avenue Trail	0.4
6	72 nd Ave Shared-Use Path	10.1	27	Little Dry Creek Trail Connection	4.0
7	64 th Ave Trail	13.7	28	Johnson Way Bike Boulevard Connection	2.4
8	58 th Ave Trail	4.4	29	64 th Ave Bike Improvements	30.8
9	58 th Ave Trail	5.4	30	Ward Rd Bike Improvements	45.5
10	Oberon Rd Trail	5.0	31	Simms St Bike Improvements	11.8
11	Kipling St Trail	5.5	32	Simms St Bike Improvements	32.9
12	Independence St Trail	0.5	33	Independence St Bike Improvements	3.3
13	Wadsworth Blvd Trail	2.9	34	Marshall St/Lamar St Bike Improvements	40.4
14	Wadsworth Bypass Trail	3.6	35	68 th Ave Bike Improvements	10.0
15	Wadsworth Blvd Trail	6.5	36	60 th Ave Complete Street	2.7
16	Wadsworth Blvd Trail	4.6	37	60 th Ave Complete Street	1.5
17	Sheridan Blvd Trail	7.7	38	Tennyson St Complete Street	43.5
18	Sheridan Blvd Trail	4.0	39	Garrison St Bike Improvements	4.0
19	Heritage Canal Trail (Van Bibber Creek to 64 th Ave)	4.0	40	82 nd Ave Reconstruction	29.1
20	Heritage Canal Trail (64 th Ave to Indiana St)	10.9	58	Ralston Rd Complete Street	4.8
21	Heritage Canal Trail (Indiana St to Simms St)	8.0	59	Olde Town Strategic Reinvestment Project	8.0

The potential transit and other investments and their planning-level costs are listed in **Table 6**.

Table 6. Potential Transit and Other Investment Planning-Level Costs

ID	NAME	INVESTMENT COST (\$M)	ID	NAME	INVESTMENT COST (\$M)
64	Candelas to Westminster Transit Connection	42.7	67	64 th Ave/Ralston Rd Transit Connection	30.1
65	Candelas to Olde Town Transit Connection	50.3	68	Long Lake Park-and-Ride	18.0
66	72 nd Ave Transit Connection	45.1	69	SH-93/SH-72 Park-and-Ride	18.0

PUBLIC ENGAGEMENT



3. COMMUNITY ENGAGEMENT - ROUND 2

Round 2 of Community Engagement took place throughout the Fall of 2024. Engagement efforts can be broken down into two areas: stakeholder engagement and public engagement.

Collaborator engagement was done with four groups: Arvada City Council, the Arvada Public Works Managers, the Technical Advisory Group (TAG), and the Transportation Advisory Committee (TAC). Meetings were held with each group to gain information and advisement from local experts to aide in the preparation of the TSP, and to assess feasibility, potential cost, and priority of transportation investments.

Public Engagement took the form of a public survey, and discussions focused on raising awareness at community events. The survey results have been used to further understand what the residents of Arvada feel are their highest transportation priorities, and what projects are most important to the community. The public survey that was issued asked participants to rank their priorities first broadly, by category of investment, and an optional portion asked participants to then rank each project by their personal priority.

PUBLIC ENGAGEMENT

Online Engagement

A virtual survey was released to the public on October 25, 2024, and remained open throughout the month of November. The survey asked respondents to prioritize both the broad categories of projects against one another as well as the projects within each potential investment category.

This survey allowed the public an opportunity to inform the plan in a direct and material way, so that the plan's final recommendations are fully representative of Arvada residents' concerns and hopes for the

future of the city. The results of the survey are used directly in the transportation investment prioritization tool (see page 20).

In-Person Engagement

City Staff and the consultant team attended the Trick-or-Treat Street event held in Olde Town on Friday, October 25th. The goal of participation in this event was to both raise awareness of the overall Transportation Systems Plan efforts and to launch of the online survey. Staff distributed hundreds of flyers with QR codes that linked residents of Arvada to the survey. Recipients ranged widely in age and other demographics, with the intent of reaching a broad base of potential participants. Staff fielded questions and concerns from members of the public as part of distributing these flyers, directing recipients to voice their concerns in writing in the comments section of the survey.

Results

The engagement efforts resulted in over 25,000 individual interactions across the online and in-person events with 966 survey participants, and an additional 537 comments totaling over 22,600 words. These responses created a clear picture of Arvada residents' priorities for the kinds of transportation projects that they would like to see developed in the city over the next 20 years.

Categories of Transportation Projects:

The survey asked participants to prioritize their preferred types of transportation investments in three areas: Vehicular, Active Transportation, and Transit. Participants were then asked to prioritize which areas of focus they would like to see within these broader categories, and the results of participants' prioritization can be seen below:

Lower Priority to Higher Priority	Vehicular	• Road Maintenance • Traffic Improvements • Safety Improvements • New Bridges • New Roads
	Active Transportation	• Trails and Shared-Use Paths • Bike and Pedestrian Safety Improvements • Sidewalks • On-Street Bike Lanes • Traffic Calming
	Transit	• G-Line Improvements • Expanded Service and Improved Access to Buses • Park-and-Rides • Microtransit Improvements • Micromobility, including rideshare and E-bike/scooter

Community Survey Comparison

A review of the recently completed City of Arvada Community Survey and the 2023 American Community Survey was prepared to compare demographic data relative to the responses captured during TSP surveys. the results are as follows.

The City of Arvada conducted a Community Survey update in fall of 2024. The survey was directed towards Arvada residents and received 1,480 responses. The survey update included transportation-related questions that help inform public interest in the transportation system and further improvements. Residents reported that:

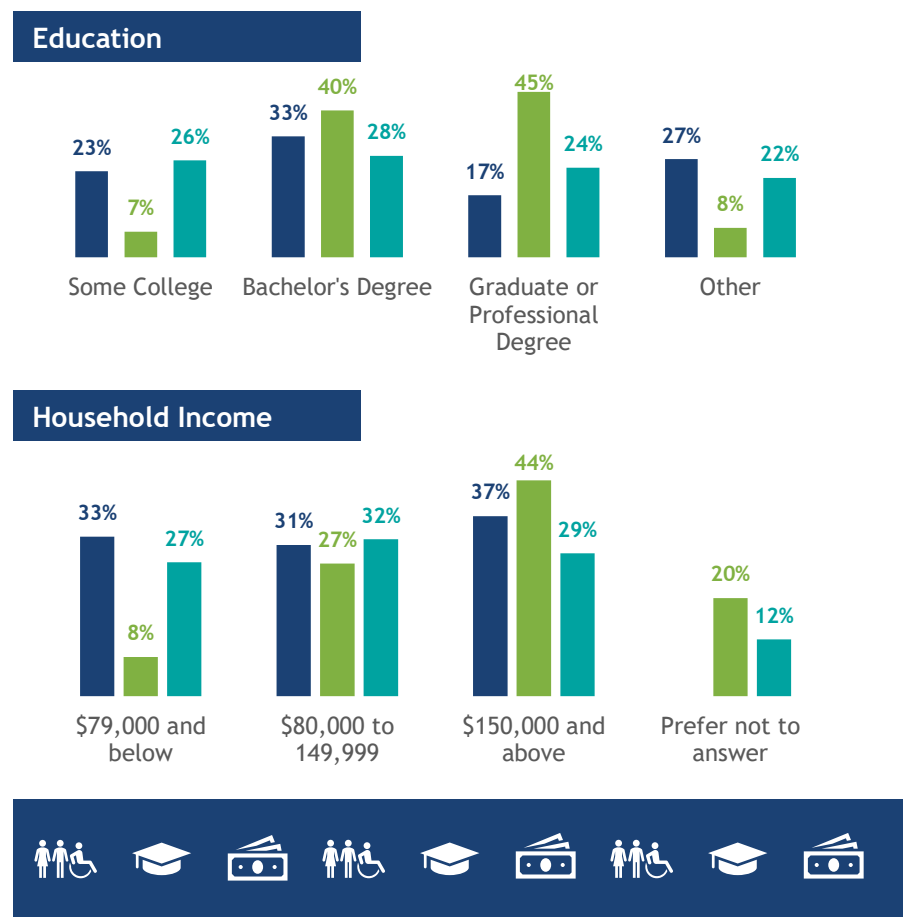
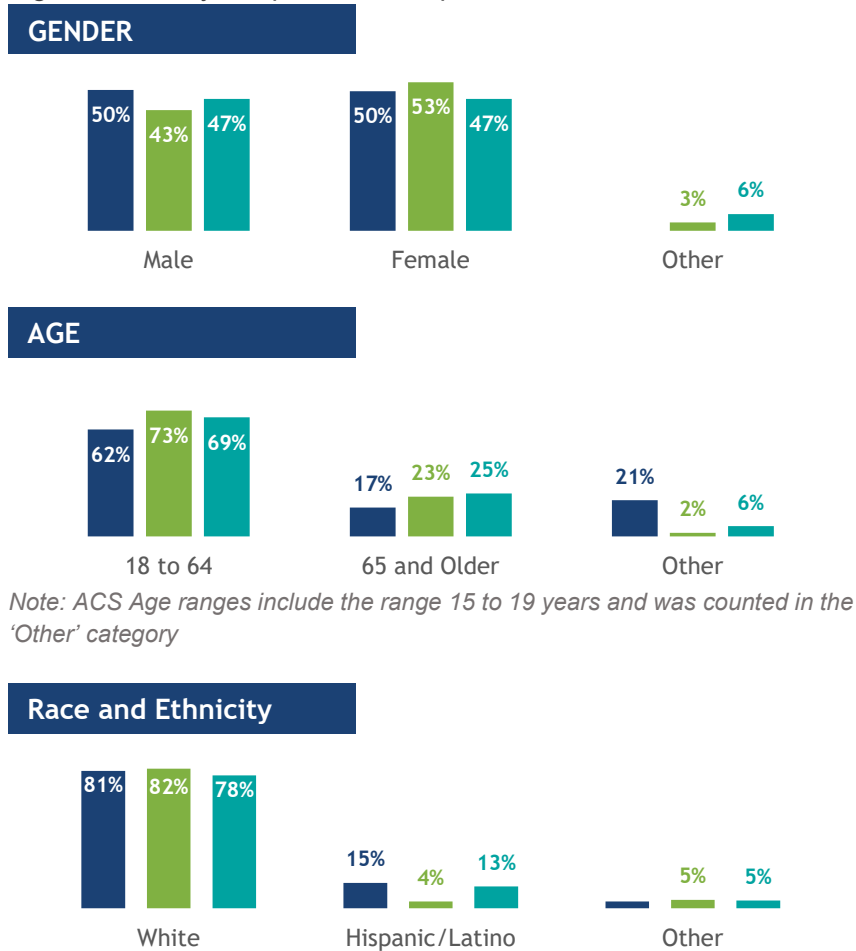
Transportation, traffic, and roads were the most important issues in the city

Road maintenance and traffic control operations were top concerns, voted most important by 84% of respondents.

Traffic signal timing improvements and active transportation connectivity were top improvements needed.

Demographic information from both the **Community Survey update** and the **SpeakUp Survey**, from the second round of TSP public engagement, are compared to **2023 American Community Survey (ACS)** estimates in **Figure 2**.

Figure 2. Survey Respondent Comparison



Specific Project Prioritization:

There was an optional, more detailed portion of the survey which asked respondents to prioritize specific projects. This section consisted of three separate questions where projects were separated by scale, as defined by the estimated cost of the project (High, Medium, Low). In addition to the data collected from the first half of the survey on categories and types of projects, around half of all participants completed the detailed prioritization section of the survey. The detailed portion of the survey allowed participants to directly prioritize specific projects in each category. These responses were included in project scoring tabulation for the "Be Responsive to the Public" goal, that can be found on page 19.

Key Themes

The project team combed through each of the 537 comments looking for themes present across many comments, and locations that were frequently mentioned. Below is a summary of these items:

TRAFFIC AND ROAD SAFETY

Widening Indiana Street: A major concern due to traffic congestion and safety, particularly near the railroad trestle.

Traffic Management: Issues with speeding and the need for better enforcement and roundabouts.

Traffic Signal Timing: Issues with traffic signal timing contributes to a sense of greater congestion in several places in Arvada, most frequently commenters mentioned Indiana Street.

INFRASTRUCTURE AND DEVELOPMENT

Road Maintenance: Calls for better quality pavement through road repairs and resurfacing projects.

Housing Development: Concerns about new housing developments outpacing infrastructure improvements.

ACTIVE TRANSPORTATION

Protected Bike Lanes: Strong desire for safer, segregated bike lanes and better connectivity of trails.

Sidewalks: Need for more and wider sidewalks, especially near schools and busy roads.

PUBLIC TRANSPORTATION

G Line Improvements: Requests for increased frequency and better connections to the G Line.

Bus Routes: Need for more bus routes and better coverage, especially in underserved areas.

Last Mile Connections: Need for more on-demand transit opportunities where necessary.

EMERGENCY PREPAREDNESS

Evacuation Routes: Concerns about emergency evacuation routes, particularly in areas like Leyden Rock.

INTERSECTION SAFETY

Vehicular Improvements: Concerns about lighting, road width, speeds, and visibility

Pedestrian Improvements: Many intersections do not provide sensible and safe pedestrian infrastructure, either in the form of reasonable crossing distances, adequate sidewalks, or crossings at logical points near pedestrian-intensive destinations

Frequently Mentioned Locations

INDIANA STREET Need for widening and safety improvements

64TH STREET Issues with traffic signal timing and maintenance

POTENTIAL INVESTMENT PRIORITIZATION



4. POTENTIAL INVESTMENT PRIORITIZATION

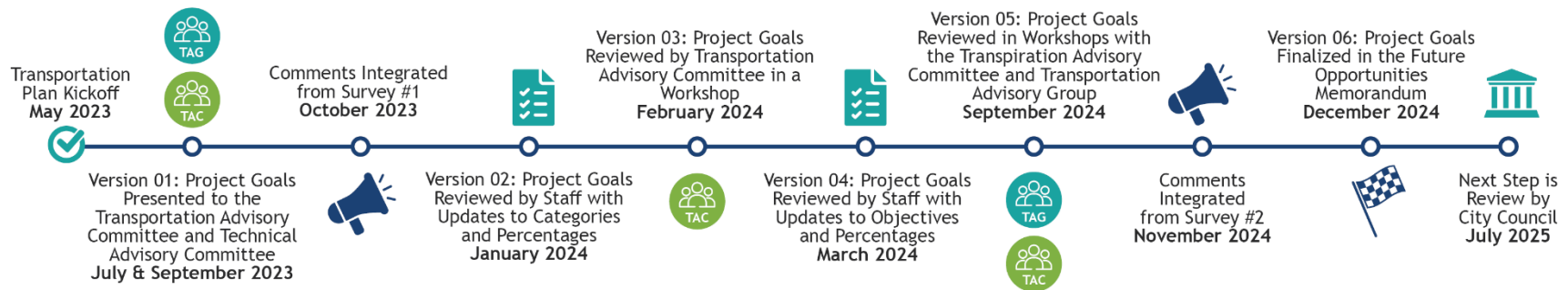
After identifying potential investments, an investment strategy was developed. Prioritizing investments is an important factor due to limited funding being available for transportation projects – not all projects will be funded, even in the next 25 years. Ranking investments by priority helps determine where the City should focus its resources to make the most effective investments into the multimodal transportation system.

PRIORITIZATION FRAMEWORK

To prioritize investments and identify sound transportation investments, the vehicular, active transportation, transit, and other investments were compared to the TSP goals. Goals and their subsequent evaluation criteria were analyzed and assigned quantifiable measures and weighting within each goal to produce the investment goal alignment score.

To identify the appropriate goals, performance metrics, and evaluation criteria weighting for project prioritization, the TSP TAC and TAG did an extensive review of the framework. The TAC and TAG review of the goals and performance metrics is shown in **Figure 3**.

Figure 3. Goals and Performance Metrics Stakeholder Review Timeline



The goals and evaluation criteria and their associated weighting informed by the City of Arvada, public feedback, and stakeholder engagement ensure that the investment priorities from the TSP reflect the communities’ needs and the needs of the current transportation system. The TSP goals and their weighting are shown in **Figure 2**.

Figure 4. TSP Goal Weighting Framework



To analyze potential investments based on the TSP goals, each goal is supported by a set of evaluation criteria. These criteria allow the potential investments to be measured with quantifiable metrics. Each evaluation criterion accounts for a portion of a TSP goal. The evaluation criteria and their corresponding weights are shown in **Figure 3**.

Figure 5. Evaluation Criteria Weighting

Safety for All

- 5-year Crash Rate (20%)
- 5-year Severe Crash Rate (20%)
- Number of traffic calming strategies (20%)
- Number of active transportation-involved crashes (20%)
- Number of FHWA proven safety countermeasures incorporated (20%)

Ease of Travel for All Modes

- Number of modes of travel with improved conditions (20%)
- Number of connectivity enhancements across a Comprehensive Plan-identified barrier (20%)
- Investment is conducive to adjacent and future land uses and supports sustainable traffic demand (20%)
- Number of truck routes or rail lines on or crossing corridor (20%)
- Pavement Quality Index (PQI) value or bridge condition rating (20%)

Improve Intersection Operations

- Existing intersection delay (34%)
- 2050 intersection delay (33%)
- Investment improves access management or intersection spacing (33%)

Active Transportation Network Connectivity

- Number of active transportation facilities, crossings, or transit stops enhanced (25%)
- Investment address gaps in accessible infrastructure (25%)
- Number of arterials and collectors connected by project (25%)
- Number of activity centers within ¼ mile of project (25%)

Public Transit Access for All

- Square-mileage of area newly within ½ mile of transit (50%)
- Average vulnerable populations score within ½ mile of transit project (50%)

Invest in Implementable Solutions

- Cost per mile (34%)
- Fits into existing right-of-way (33%)
- Number of partnership agencies (33%)

Enhance/Prioritize Services to Disadvantaged Communities

- Number of Disadvantaged community block groups impacted by an active transportation or transit improvement (34%)
- Number of high-propensity hexiles impacted by an active transportation or transit improvement (33%)
- Number of Comprehensive Plan-identified growth or redevelopment areas impacted (33%)

Be Responsive to the Public

- Number of applicable commend from city-wide survey (50%)
- Number of times project was in “Top 5” (50%)

A spreadsheet tool was developed to perform the calculations for the prioritization scoring. This tool provides the City the opportunity to continue to prioritize future investments as they arise or update the input data to see impacts on the prioritization. The goal evaluation criteria results were added together in the spreadsheet tool to create a single composite prioritization score.

Example Project Scoring

Potential investments were evaluated and scored against one another within the spreadsheet tool for each performance metric. The following subsections utilize the 80th Avenue Reconstruction (ID 45) potential investment to demonstrate how the prioritization scoring operates.

The numbers in the 'Value' columns are normalized into a '0' to '1' scale, which is represented in the adjacent 'Percentile Score' columns. The 'Percentile Score' columns are then aggregated and weighted by the appropriate Evaluation Criteria weighting to create a category score. The category scores are then weighted by the Goal weighting to create a single composite prioritization score for each project.

Safety for All

The components for this prioritization metric included evaluation criteria of crash rate, severe crash rate, the use of traffic calming strategies, total active transportation crashes, and the use of FHWA Proven Safety Countermeasures. For each evaluation criteria, a percentile score was calculated to display how each project performs against one another. The prioritization results the 80th Avenue reconstruction potential investment in the 'Safety for All' goal category are shown in **Table 7**.

Table 7. Safety for All Example Category Prioritization Results

	Crash Rate		Severe Crash Rate		Traffic Calming Strategies		Active Transportation Crashes		FHWA Proven Safety Countermeasures		Category Score
	Value	Percentile Score	Value	Percentile Score	Value	Percentile Score	Value	Percentile Score	Value	Percentile Score	
80th Ave Reconstruction	0.67	0.11	0.00	0.00	0	0.00	1	0.06	3	1.00	23

Ease of Travel for All Modes

The components for this prioritization metric included evaluation criteria of number of transportation modes improved, connectivity across Comprehensive Plan-identified barriers, conformity with existing and future land use, impact to truck and rail freight routes, and pavement and bridge condition. For each evaluation criteria, a percentile score was calculated to display how each project performs against one another. The prioritization results the 80th Avenue reconstruction potential investment in the 'Ease of Travel for All Modes' goal category are shown in **Table 8**.

Table 8. Ease of Travel for All Modes Example Category Prioritization Results

	Modes of Travel		Connectivity Enhancements		Land Use		Truck Routes/ Rail Lines		Pavement/Bridge Condition		Category Score
	Value	Percentile Score	Value	Percentile Score	Value	Percentile Score	Value	Percentile Score	Value	Percentile Score	
80th Ave Reconstruction	2	0.67	1	0.33	Yes	1.00	1	0.50	Failed	1.00	70



Improve Intersection Operations

The components for this prioritization metric included evaluation criteria of existing traffic delay, Travel Demand Model 2050 traffic delay projections, and intersection spacing or access management. For each evaluation criteria, a percentile score was calculated to display how each project performs against one another. The prioritization results the 80th Avenue reconstruction potential investment in the 'Improve Intersection Operations' goal category are shown in **Table 9**.

Table 9. Improve Intersection Operations Example Category Prioritization Results

	Existing Delay		2050 Delay		Access Management		Category Score
	Value	Percentile Score	Value	Percentile Score	Value	Percentile Score	
80th Ave Reconstruction	0.61	0.42	0.61	0.42	No	0.00	28

Active Transportation Network Connectivity

The components for this prioritization metric included evaluation criteria of number of active transportation facilities improved, ADA infrastructure gap improvements, arterial and collector roadway connections, and proximity to activity centers. For each evaluation criteria, a percentile score was calculated to display how each project performs against one another. The prioritization results the 80th Avenue reconstruction potential investment in the 'Active Transportation Network Connectivity' goal category are shown in **Table 10**.

Table 10. Active Transportation Network Connectivity Example Category Prioritization Results

	Active Transportation Facility Improvements		ADA Gaps		Arterial/Collector Connectivity		Activity Center Proximity		Category Score
	Value	Percentile Score	Value	Percentile Score	Value	Percentile Score	Value	Percentile Score	
80th Ave Reconstruction	2	0.50	Yes	1.00	3	0.23	5	0.11	46

Public Transit for All

The components for this prioritization metric included evaluation criteria of total new area in proximity to proposed transit service and vulnerable populations. These metrics were only applicable to potential transit investments. For each evaluation criteria, a percentile score was calculated to display how each project performs against one another.

Invest in Implementable Solutions

The components for this prioritization metric included evaluation criteria of cost per mile, whether the investment fits within existing right-of way, and number of partnership agencies. For each evaluation criteria, a percentile score was calculated to display how each project performs against one another. The prioritization results the 80th Avenue reconstruction potential investment in the 'Invest in Implementable Solutions' goal category are shown in **Table 11**.

Table 11. Invest in Implementable Solutions Example Category Prioritization Results

	Cost per Mile		Within Right-of-Way		Partnership Agencies		Category Score
	Value	Percentile Score	Value	Percentile Score	Value	Percentile Score	
80th Ave Reconstruction	\$23,523,600	0.84	No	0.00	0.00	1.00	62

Enhance/Prioritize Services to Disadvantaged Communities

The components for this prioritization metric included evaluation criteria of impact to disadvantaged communities by active transportation or transit investments, total high-propensity cells impacted by active transportation or transit investments, and proximity to Comprehensive Plan-identified Growth and Redevelopment Areas. For each evaluation criteria, a percentile score was calculated to display how each project performs against one another. The prioritization results the 80th Avenue reconstruction potential investment in the 'Enhance/Prioritize Services to Disadvantaged Communities' goal category are shown in **Table 12**.

Table 12. Enhance/Prioritize Services to Disadvantaged Communities Example Category Prioritization Results

	Disadvantaged Communities		High Propensity		Growth/Redevelopment Areas		Category Score
	Value	Percentile Score	Value	Percentile Score	Value	Percentile Score	
80th Ave Reconstruction	0	0.00	0	0.00	0	0.00	0

Be Responsive to the Public

The components for this prioritization metric included evaluation criteria of public favorability from both rounds of public engagement. Round 1 focused on the intensity of issues across Arvada that residents identified while round 2 aimed to identify preferred investments based on public input. For each evaluation criteria, a percentile score was calculated to display how each project performs against one another. The prioritization results the 80th Avenue reconstruction potential investment in the 'Be Responsive to the Public' goal category are shown in **Table 13**.

Table 13. Be Responsive to the Public Example Category Prioritization Score

	Public Engagement Round 1		Public Engagement Round 2		Category Score
	Value	Percentile Score	Value	Percentile Score	
80th Ave Reconstruction	3	1.00	90	0.37	69

Composite Prioritization Score

Each category score is calculated on a 100-point scale that applies the evaluation criteria weighting to the percentile scores. The category scores for each investment are summed with the appropriate goal weighting applied, resulting in a final composite prioritization score. The composite scores can be ranked to determine the priority order of each potential investment, with the highest composite scores being ranked the highest. The prioritization results for the 80th Avenue reconstruction potential investment is shown in **Table 14**.

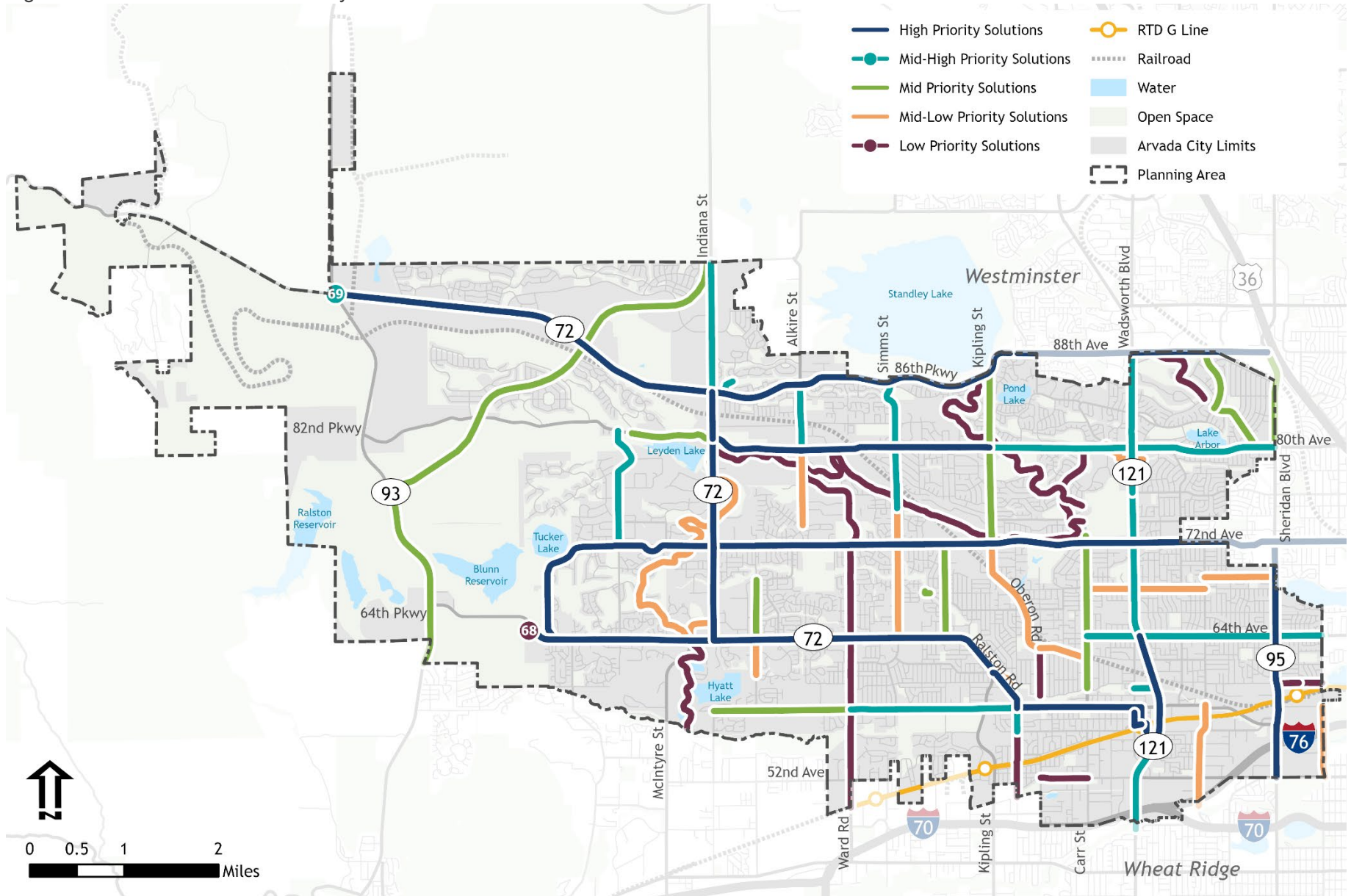
Table 14. Example Prioritization Scoring

80 th Ave Reconstruction	Safety for All		Ease of Travel for All Modes		Improve Intersection Operations		Active Transportation Network Connectivity		Composite Score	Rank
	Category Score	Goal Weight	Category Score	Goal Weight	Category Score	Goal Weight	Category Score	Goal Weight		
	23	20%	70	15%	28	10%	46	15%	41	11
	Public Transit Access for All		Invest in Implementable Solutions		Enhance/Prioritize to Disadvantaged Communities		Be Responsive to the Public			
	Category Score	Goal Weight	Category Score	Goal Weight	Category Score	Goal Weight	Category Score	Goal Weight		
0	10%	62	15%	0	5%	69	10%			

Prioritization Results

The investments were organized into five priority levels based on their score: High, Mid-High, Mid, Mid-Low, and Low. The investment prioritization results are shown in **Figure 6** and are listed in the subsequent subsections.

Figure 6. Potential Investment Priority Levels



HIGH PRIORITY INVESTMENTS

High Priority investments are listed in **Table 15** in the order of their composite prioritization score and are shown graphically in **Figure 7**.

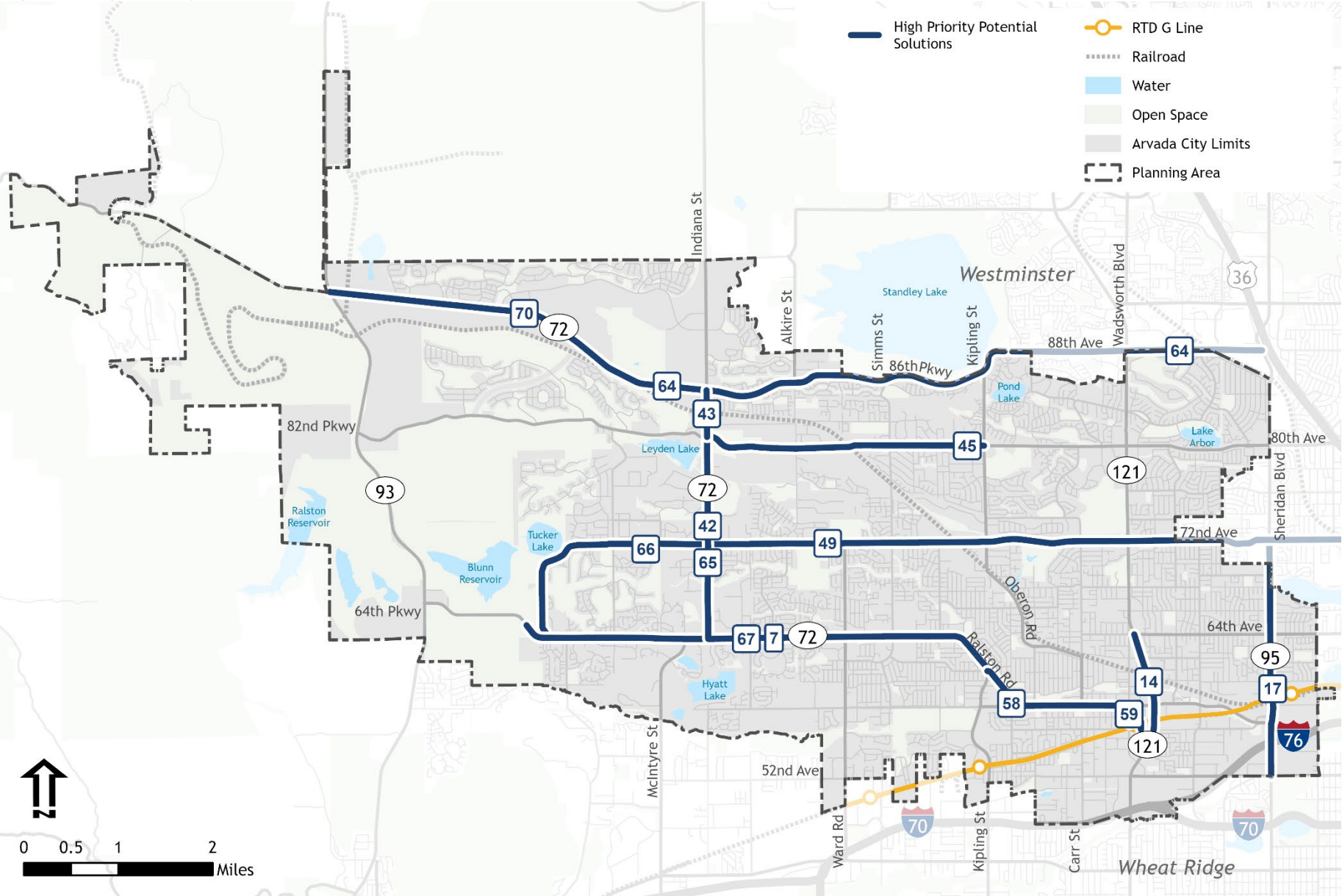
Table 15. High Priority Investments

ID	NAME	CATEGORY	CATEGORY SCORES								COMPOSITE SCORE	RANK	COST (\$M)
			A	B	C	D	E	F	G	H			
65	Candelas to Olde Town Transit Connection	Transit	22	70	0	81	90	44	10	69	55	1	50.3
67	64 th Ave/Ralston Rd Transit Connection	Transit	19	63	0	75	65	44	84	70	49	2	30.1
42	Indiana St Reconstruction 64 th Ave-82 nd Ave	Vehicular	26	70	52	47	0	60	4	100	47	3	66.0
14	Wadsworth Bypass Trail	Active	19	77	0	42	0	99	58	63	46	4	3.6
43	Indiana St Reconstruction 82 nd Ave - 86 th Ave	Vehicular	22	80	67	41	0	33	8	96	44	5	73.9
64	Candelas to Westminster Transit Connection	Transit	9	70	0	62	84	33	18	64	42	6	42.7
66	72 nd Ave Transit Connection	Transit	11	77	0	68	94	33	14	32	42	7	45.1
7	64 th Ave Trail	Active	14	57	0	58	0	88	26	68	41	8	13.7
59	Olde Town Strategic Reinvestment Project	Active	20	63	0	34	0	91	20	79	41	9	8.0
17	Sheridan Blvd Trail	Active	26	77	0	44	0	88	35	26	41	10	7.7
45	80 th Ave Reconstruction	Vehicular	23	70	28	46	0	62	0	69	41	11	69.9
70	SH-72 Safety Improvements	Vehicular	22	80	14	7	0	99	12	65	41	12	6.2
49	72 nd Ave Widening East	Vehicular	21	77	36	55	0	63	0	33	40	13	48.8
58	Ralston Rd Complete Street	Active	0	70	0	43	50	76	31	47	40	14	4.8
Total													\$470,877,506

Scoring Categories

- | | | |
|--|---|---|
| A Safety for All | D Active Transportation Network Connectivity | G Enhance/Prioritize Services to Disadvantaged Communities |
| B Ease of Travel for All Modes | E Public Transit Access for All | H Be Responsive to the Public |
| C Improve Intersection Operations | F Invest in Implementable Investments | |

Figure 7. High Priority Investments



MID-HIGH PRIORITY INVESTMENTS

Mid-High Priority investments are listed in **Table 16** in the order of their composite prioritization score and are shown graphically in **Figure 8**.

Table 16. Mid-High Priority Investments

ID	NAME	CATEGORY	CATEGORY SCORES								COMPOSITE SCORE	RANK	COST (\$M)
			A	B	C	D	E	F	G	H			
13	Wadsworth Blvd Trail (Clear Creek Trl-55 th Ave)	Active	12	63	0	39	0	88	44	65	40	15	2.9
16	Wadsworth Blvd Trail (76 th Ave-88 th Ave)	Active	29	57	0	43	0	99	20	27	39	16	4.6
9	58 th Ave Trail	Active	9	63	0	44	0	99	22	52	39	17	5.4
32	Simms St Bike Improvements	Active	41	63	0	13	0	95	0	51	39	18	32.9
44	Indiana St Reconstruction 86 th Pkwy-96 th Ave	Vehicular	15	57	36	38	0	61	12	84	39	19	38.7
5	80 th Ave Trail	Active	18	57	0	48	0	99	13	32	38	20	9.3
15	Wadsworth Blvd Trail (64 th Ave-76 th Ave)	Active	17	57	0	45	0	99	22	30	38	21	6.5
26	60 th Avenue Trail	Active	7	63	0	32	0	100	12	56	37	22	0.4
12	Independence St Trail	Active	9	63	0	37	0	100	10	43	37	23	0.5
1	Dry Creek Trail Extension	Active	12	57	0	32	0	99	8	56	37	24	7.3
29	64 th Ave Bike Improvements	Active	16	57	0	26	0	97	50	32	36	25	30.8
46	Alkire Connection	Vehicular	20	70	1	44	0	68	0	41	36	26	99.8
69	SH-93/SH-72 Park-and-Ride	Transit	28	73	0	0	40	74	8	34	36	27	18.0
2	Quaker St Trail	Active	7	63	0	36	0	99	0	43	35	28	4.1
Total													\$261,028,328

Scoring Categories

- | | | |
|--|---|---|
| A Safety for All | D Active Transportation Network Connectivity | G Enhance/Prioritize Services to Disadvantaged Communities |
| B Ease of Travel for All Modes | E Public Transit Access for All | H Be Responsive to the Public |
| C Improve Intersection Operations | F Invest in Implementable Investments | |

Figure 8. Mid-High Priority Investments



MID-PRIORITY INVESTMENTS

Mid Priority investments are listed in **Table 17** in the order of their composite prioritization score and are shown graphically in **Figure 9**.

Table 17. Mid Priority Investments

ID	NAME	CATEGORY	CATEGORY SCORES								COMPOSITE SCORE	RANK	COST (\$M)
			A	B	C	D	E	F	G	H			
25	68 th Avenue Trail	Active	7	63	0	32	0	100	0	45	35	29	0.1
6	72 nd Ave Shared Use Path	Active	11	57	0	45	0	88	14	37	35	30	10.1
71	Oak St Safety Improvements	Vehicular	23	53	33	53	0	57	3	23	35	31	44.8
8	58 th Ave Trail	Active	9	57	0	37	0	88	0	51	34	32	4.4
40	82 nd Ave Reconstruction	Active	16	63	0	39	0	60	0	68	34	33	29.1
11	Kipling St Trail	Active	7	57	0	43	0	99	0	27	34	34	5.5
48	Carr St Safety Improvements	Vehicular	11	63	32	39	0	60	25	29	34	35	53.1
4	88 th Ave Shared Use Path	Active	7	63	0	43	0	88	9	26	34	36	9.4
63	Eldridge St Connection	Vehicular	20	60	0	40	0	80	5	22	34	37	57.2
61	Jefferson Pkwy*	Vehicular	4	80	58	11	0	64	8	31	33	38	400.0
3	86 th Pkwy Trail	Active	9	57	0	42	0	88	0	32	33	39	6.3
18	Sheridan Blvd Trail	Active	11	63	0	36	0	88	3	25	33	40	4.0
55	Chase Dr Safety Improvements	Vehicular	13	47	29	43	0	66	10	31	32	41	3.0
56	Lamar Dr Safety Improvements	Vehicular	27	40	14	43	0	65	0	31	32	42	4.9
Total													\$632,014,996

Scoring Categories

- A** Safety for All
- B** Ease of Travel for All Modes
- C** Improve Intersection Operations
- D** Active Transportation Network Connectivity
- E** Public Transit Access for All
- F** Invest in Implementable Investments
- G** Enhance/Prioritize Services to Disadvantaged Communities
- H** Be Responsive to the Public

Map of Westminister and Wheat Ridge

Legend:

- Mid Priority Potential Solutions (Green line)
- RTD G Line (Orange line with circles)
- Railroad (Dotted line)
- Water (Blue)
- Open Space (Light Green)
- Arvada City Limits (Grey)
- Planning Area (Dashed line)

Map Features:

- Streets:** Indiana St, Alkire St, Simms St, 86th Pkwy, Kipling St, 88th Ave, Wadsworth Blvd, 80th Ave, Sheridan Blvd, 72nd Ave, 64th Ave, 52nd Ave, Ward Rd, Kipling St, Carr St.
- Highways:** 93, 72, 36, 121, 95, 76, 70.
- Lakes and Reservoirs:** Standley Lake, Pond Lake, Lake Arbor, Leyden Lake, Tucker Lake, Blunn Reservoir, Ralston Reservoir, Hyatt Lake.
- Mid Priority Potential Solutions (Green lines):** 61, 72, 40, 3, 11, 4, 56, 18, 55, 6, 71, 25, 48, 8, 63.
- RTD G Line (Orange line with circles):** 121, 76, 70.

Scale: 0 0.5 1 2 Miles

MID-LOW PRIORITY INVESTMENTS

Mid-Low Priority investments are listed in **Table 18** in the order of their composite prioritization score and are shown graphically in **Figure 10**.

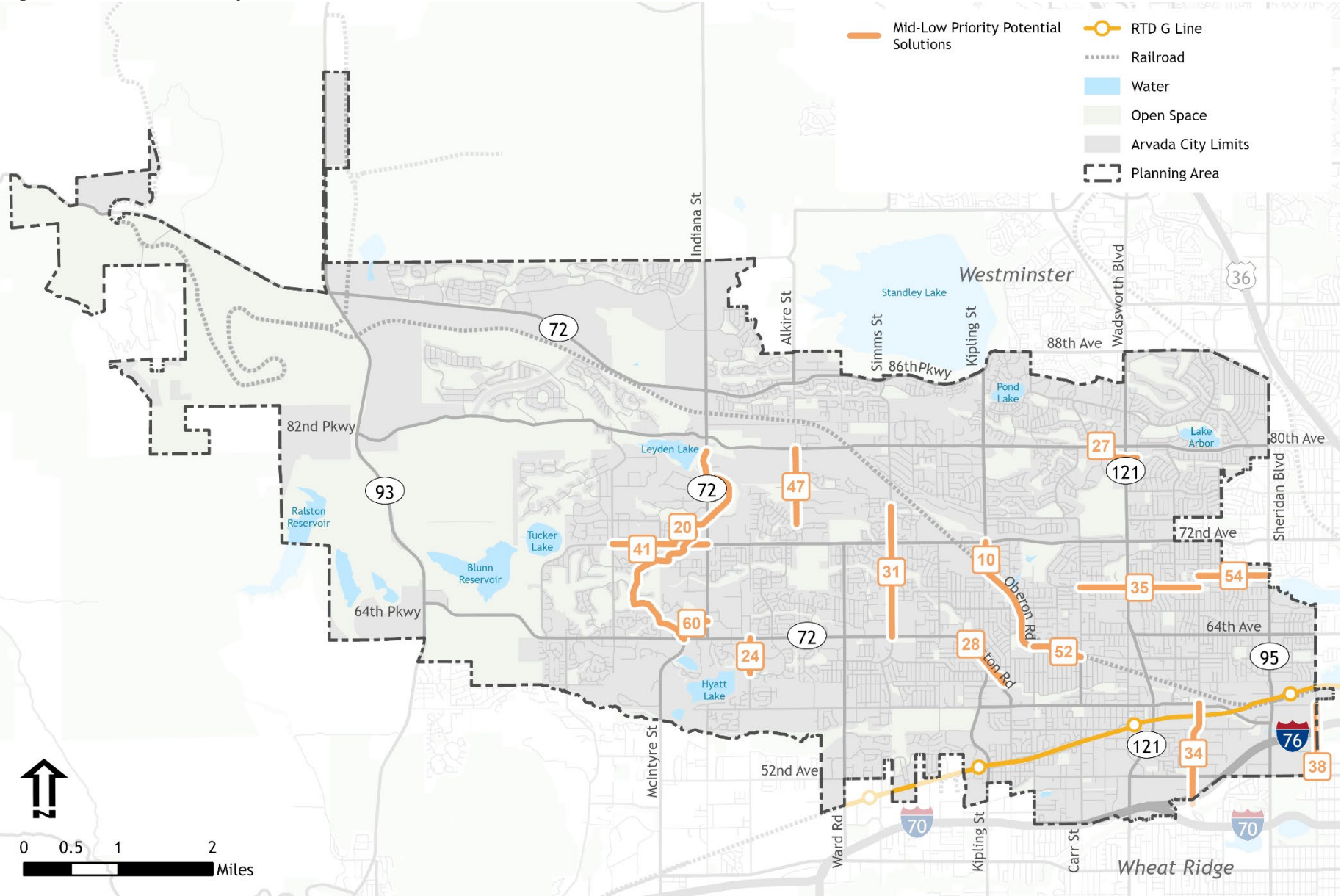
Table 18. Mid-Low Priority Investments

ID	NAME	CATEGORY	CATEGORY SCORES								COMPOSITE SCORE	RANK	COST (\$M)
			A	B	C	D	E	F	G	H			
35	68th Ave Bike Improvements	Active	11	63	0	49	0	65	20	23	32	43	10.0
54	69th Ave Safety Improvements	Vehicular	24	47	9	58	0	55	9	21	32	44	4.6
34	Marshall St/Lamar St Bike Improvements	Active	2	77	0	15	0	81	45	33	32	45	40.4
60	McIntyre Pkwy Extension	Vehicular	20	47	0	45	0	52	4	62	32	46	26.9
41	72nd Ave Widening West	Vehicular	17	47	16	44	0	63	0	37	32	47	18.6
47	Alkire Improvements	Vehicular	16	53	22	41	0	56	0	36	32	48	38.1
31	Simms St Bike Improvements	Active	11	63	0	16	0	98	2	26	32	49	11.8
24	Eldridge St Trail	Active	8	57	0	32	0	89	4	28	31	50	0.7
20	Heritage Canal Trail (64th Ave to Indiana St)	Active	7	57	0	42	0	66	0	52	31	51	10.9
28	Johnson Way Bike Boulevard Connection	Active	7	57	0	8	0	99	33	38	31	52	2.4
27	Little Dry Creek Connection	Active	10	57	0	39	0	66	3	48	31	53	4.0
52	Oberon Rd Safety Improvements	Vehicular	33	33	23	43	0	50	8	27	32	54	38.4
10	Oberon Rd Trail	Active	10	63	0	39	0	66	12	30	31	55	5.1
38	Tennyson St Complete Street	Active	18	77	0	39	0	44	3	30	31	56	43.5
Total													\$255,216,436

Scoring Categories

- A** Safety for All
- B** Ease of Travel for All Modes
- C** Improve Intersection Operations
- D** Active Transportation Network Connectivity
- E** Public Transit Access for All
- F** Invest in Implementable Investments
- G** Enhance/Prioritize Services to Disadvantaged Communities
- H** Be Responsive to the Public

Figure 10. Mid-Low Priority Investments



LOW PRIORITY INVESTMENTS

Low Priority investments are listed in **Table 19** in the order of their composite prioritization score and are shown graphically in **Figure 11**.

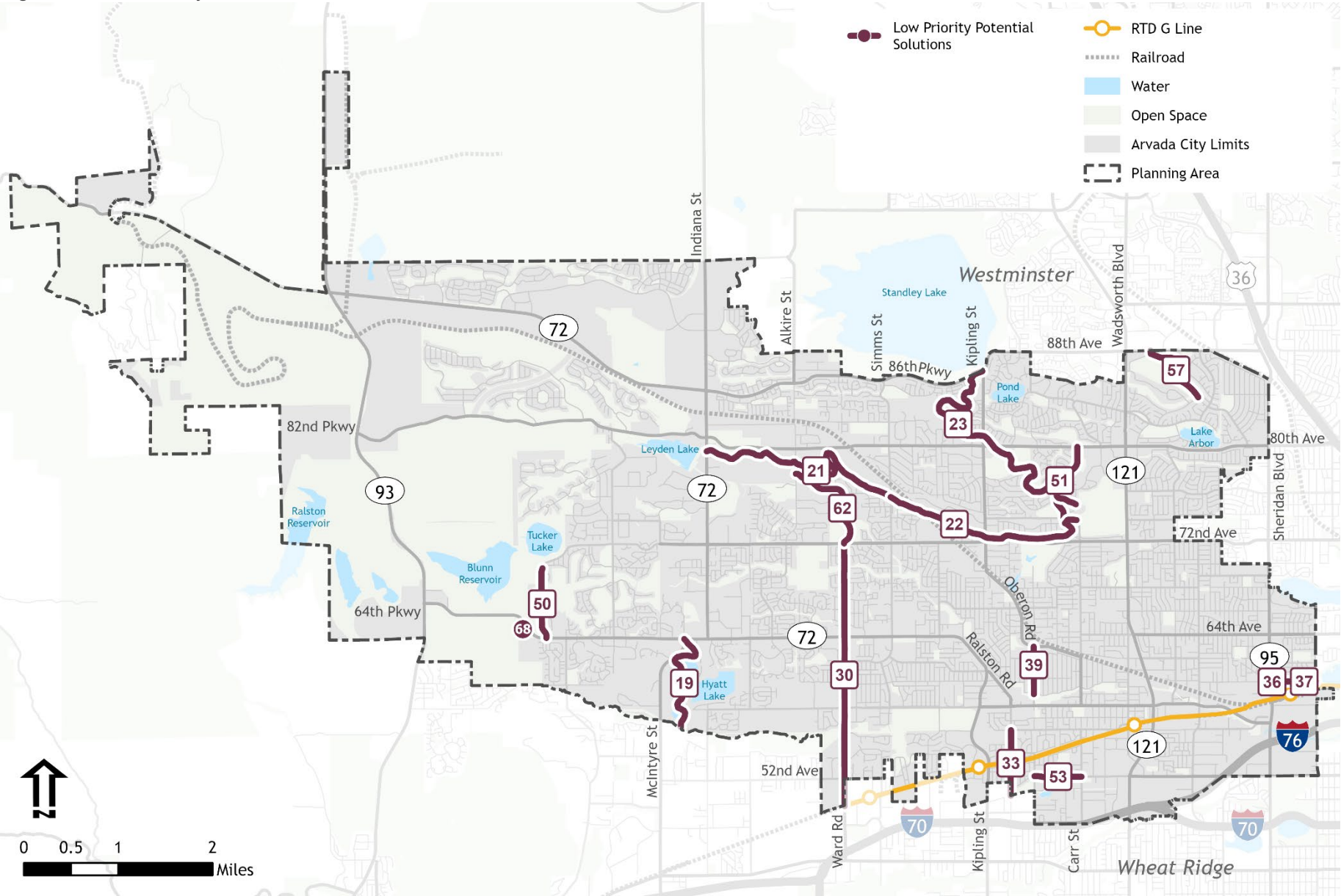
Table 19. Low Priority Investments

ID	NAME	CATEGORY	CATEGORY SCORES								COMPOSITE SCORE	RANK	COST (\$M)
			A	B	C	D	E	F	G	H			
33	Independence St Bike Improvements	Active	4	63	0	13	0	88	15	43	30	57	3.3
19	Heritage Canal Trail (Bibber Creek to 64th Ave)	Active	7	57	0	34	0	55	0	70	30	58	4.0
36	60th Ave Complete Street	Active	10	63	0	39	0	64	13	23	30	59	2.7
51	Carr Dr Safety Improvements	Vehicular	12	53	22	45	0	54	0	23	30	60	49.5
22	Heritage Canal Trail (Simms St to Carr St)	Active	7	63	0	40	0	66	0	27	29	61	7.1
39	Garrison St Bike Improvements	Active	1	63	0	41	0	66	17	29	29	62	4.0
30	Ward Rd Bike Improvements	Active	5	57	0	22	0	74	8	48	29	63	45.5
37	60th Ave Complete Street	Active	10	63	0	40	0	55	11	28	29	64	1.5
23	Heritage Canal Trail (Carr St to 86th Pkwy)	Active	7	57	0	45	0	66	0	25	29	65	9.8
53	52nd Ave Safety Improvements	Vehicular	11	40	35	44	0	50	15	25	29	66	36.6
21	Heritage Canal Trail (Indiana St to Simms St)	Active	7	57	0.00	38	0	66	0	35	29	67	8.0
57	Chase Dr Safety Improvements	Vehicular	16	33	13.58	38	0	65	12	27	28	68	7.0
62	Ward Rd-Alkire St Connection	Vehicular	20	47	0.00	40	0	52	0	26	27	69	76.4
50	Virgil Way Safety Improvements	Vehicular	15	47	2.64	38	0	56	0	19	26	70	37.2
68	Long Lake Park Park-and-Ride	Transit	0	53	0.00	1	32	74	0	23	25	71	18.0
Total													\$310,766,308

Scoring Categories

- | | | |
|--|---|---|
| A Safety for All | D Active Transportation Network Connectivity | G Enhance/Prioritize Services to Disadvantaged Communities |
| B Ease of Travel for All Modes | E Public Transit Access for All | H Be Responsive to the Public |
| C Improve Intersection Operations | F Invest in Implementable Investments | |

Figure 11. Low Priority Investments



FUTURE INVESTMENT IMPACT



5. FUTURE INVESTMENT IMPACT

To understand how future investments in Arvada's roadway system may impact traffic volumes and congestion in the future, a modified version of the Denver Regional Council of Governments (DRCOG) regional travel demand model (Focus model) can be leveraged to compare a 2050 baseline scenario to various scenarios that include roadway system improvements. Additional information on this modified DRCOG Focus model is provided in the Travel Demand Model Refinement Memo.

2050 BASELINE SCENARIO

The 2050 baseline scenario is a "no-build" scenario, that includes the 2050 population, socioeconomic, and employment data originally developed by DRCOG and modified by the TSP project team based on input from City of Arvada staff. The model network for the 2050 baseline scenario includes the following assumptions:

- For the model network outside of the Arvada TSP study area, the 2050 baseline scenario includes the DRCOG 2050 Regional Transportation Plan (RTP) network that includes fiscally constrained network improvements for the rest of the DRCOG planning area.
- Inside the Arvada TSP study area, the 2050 baseline scenario network is an "Existing plus Committed" (E+C) network, meaning that it includes only the existing network plus any improvements that already have construction funding programmed

2050 population, socioeconomic, and employment data was reassigned as needed to reflect the Comprehensive Plan and align with state goals.

TSP study area-wide key performance metrics for the 2050 baseline scenario are shown in **Table 20**. These metrics are:

- **Vehicle Miles Traveled (VMT).** VMT measures the number of miles driven within the study area on a typical weekday.
- **Vehicle Hours Traveled (VHT).** VHT measures the number of hours driven within the study area on a typical weekday.
- **Congested VMT.** Congested VMT measures the number of miles traveled on congested roadway facilities (volume to capacity ratio ≥ 0.95) over the course of a typical weekday.
- **Congested VHT.** Congested VHT measures the number of hours traveled on congested roadway facilities (volume to capacity ratio ≥ 0.95) over the course of a typical weekday.

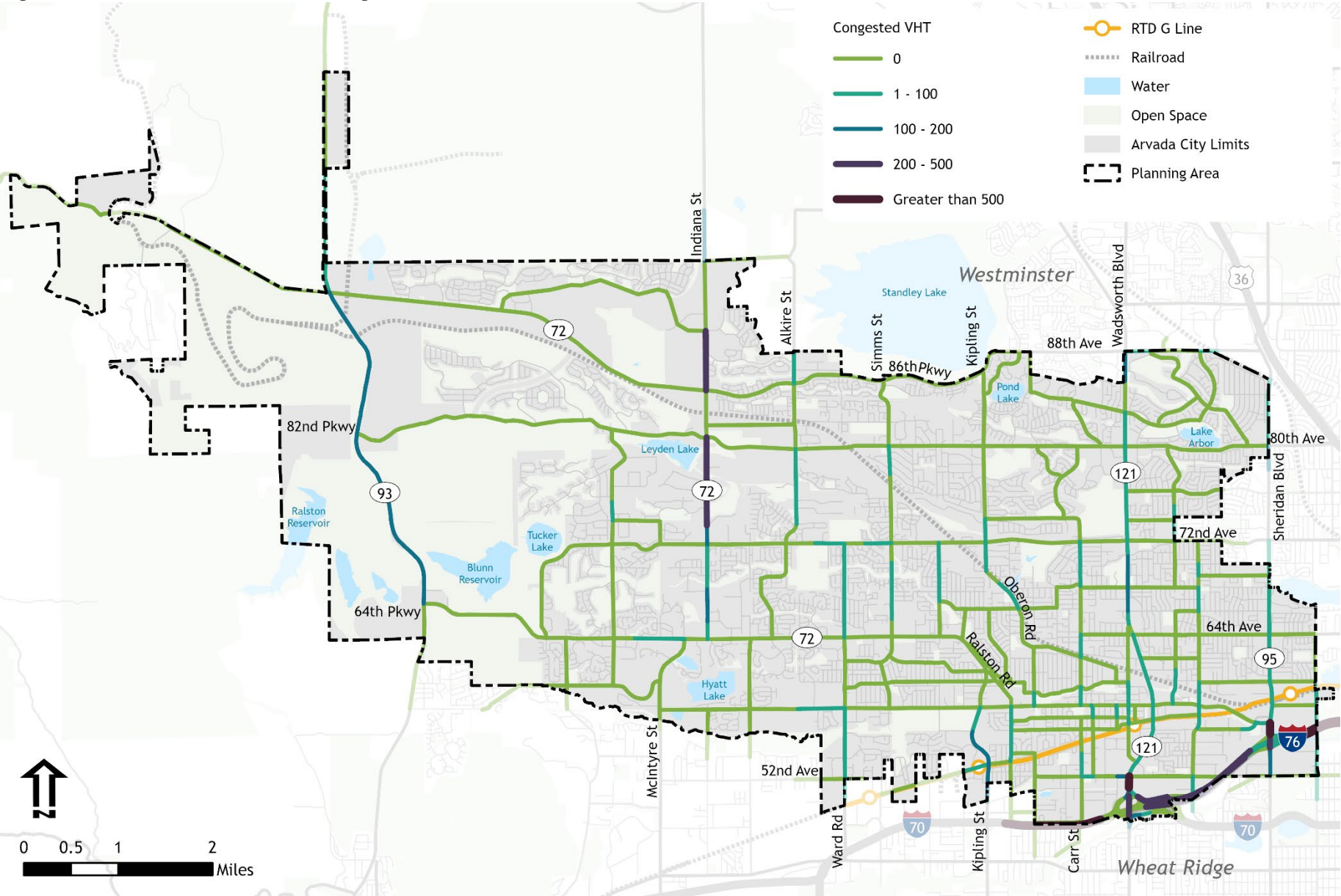
Table 20. 2050 Baseline Scenario Results

Performance Metric	2050 Baseline Result
VMT	3,086,396
VHT	97,464
Congested VMT	315,608
% of VMT that is Congested	10.2%
Congested VHT	13,202
% of VHT that is Congested	13.5%

A map showing roadways by congested VHT for the 2050 baseline scenario is shown in **Figure 12**. The top 10 non-interstate congested segments by congested VHT in the network are:

1. Sheridan Boulevard (52nd Avenue to Ralston Road)
2. Wadsworth Boulevard (I-70 to 52nd Avenue)
3. Indiana Street (86th Parkway to Candelas Parkway)
4. Indiana Street (72nd Avenue to 80th Avenue)
5. 52nd Avenue (Yarrow Street to Wadsworth Boulevard)
6. SH-93 (64th Parkway to SH-72)
7. Wadsworth Boulevard (Pomona Drive to 88th Avenue)
8. Sheridan Boulevard (76th Avenue to 80th Avenue)
9. Indiana Street (64th Avenue to Ralston Creek)
10. Wadsworth Boulevard (68th Avenue to 72nd Avenue)

Figure 12. 2050 Baseline Scenario Congested VHT



2050 ALL CAPACITY INVESTMENT SCENARIO

As a starting point for comparison with the 2050 baseline scenario, a model scenario was developed that includes all potential vehicular investments that would modify roadway capacity to see how it would impact the study area-wide metrics and the top 10 most congested segments. **Table 21** shows which potential TSP investments are included in the all capacity investment scenario.

Table 21. All Capacity Investment Scenario Projects

ID	Project Name
41	72 nd Ave Widening West
42	Indiana St Reconstruction 64 th Ave – 82 nd Ave
43	Indiana St Reconstruction 82 nd Ave – 86 th Ave
44	Indiana St Reconstruction 86 th Ave – 96 th Ave
45	80 th Ave Reconstruction
49	72 nd Ave Widening East
58	Ralston Rd Complete Street
59	Olde Town Strategic Reinvestment Project
60	McIntyre Pkwy Extension
61	Jefferson Pkwy
62	Ward Rd-Alkire St Connection
63	Eldridge St Connection

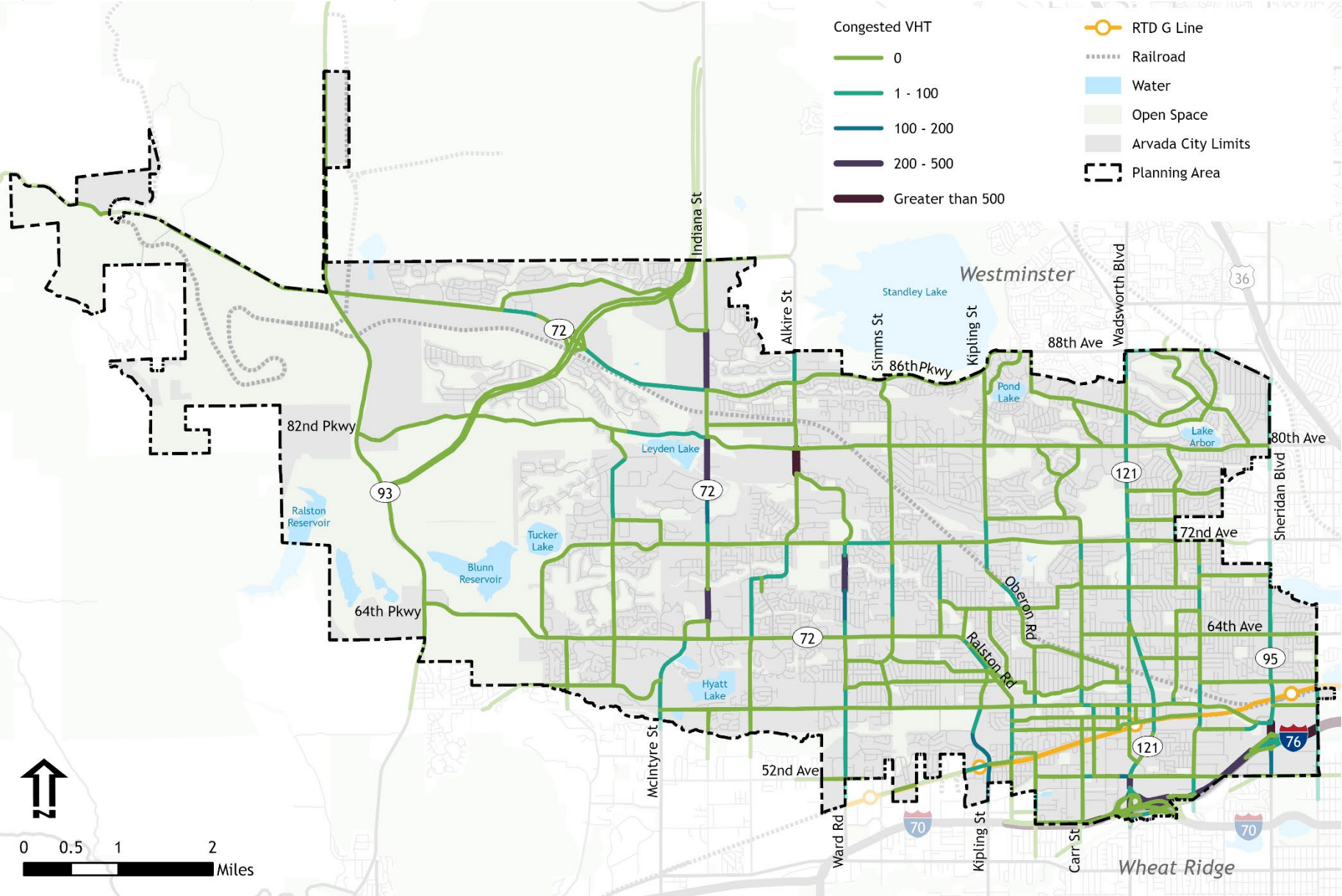
A map showing the congested VHT for the 2050 all capacity investment scenario is provided in **Figure 13**. TSP study area-wide key performance metrics for the 2050 all capacity investment scenario compared with the 2050 baseline scenario is shown in **Table 22**.

Table 22. 2050 All Capacity Investment Scenario Results

Performance Metric	2050 Baseline	2050 All Capacity Investment	Difference
VMT	3,086,396	3,178,449	+3.0%
VHT	97,464	97,715	+0.3%
Congested VMT	315,608	290,937	-7.8%
% of VMT that is Congested	10.2%	9.2%	-1.0%
Congested VHT	13,202	12,664	-4.1%
% of VHT that is Congested	13.5%	13.0%	-0.5%

Under the all capacity investment scenario, both VMT and VHT increase. These increases are likely a result of enhanced regional connections, such as Jefferson Parkway, attracting additional trips through the TSP study area. However, even with VMT and VHT increasing, congested VMT and VHT decrease by almost 8% and just over 4%, respectively. These decreases mean that even with more vehicles using study area roadways, congestion decreases.

Figure 13. 2050 All Capacity Scenario Congested VHT



FISCAL FORECAST



6. FISCAL FORECAST

TRANSPORTATION FUNDING SOURCES

Funding for transportation needs can come from a variety of federal, state, and regional sources. The different forms of funding provide the TSP with the ability to offer projects and recommendations that have a higher likelihood of receiving funding. It is possible that new federal transportation legislation may be coming in the near future. The TSP is a living document and will remain flexible in application strategy for existing grants and new funding opportunities at the state and federal level become available. The following is a list of existing state and federal transportation funding options.

Infrastructure for Rebuilding America (INFRA)

The INFRA Grant, also known as the Nationally Significant Multimodal Freight & Highway Projects Program, a subset of the Multimodal Project Discretionary Grant (MPDG), awards competitive grants for multimodal, freight, and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. The minimum grant size is \$5 million for small projects (total project cost of under \$100 million) and \$25 million for large projects.

LOCAL MATCH: 17.21%

Better Utilizing Investments to Leverage Development (BUILD)

The United States Department of Transportation (USDOT) administers the BUILD Grant program, which allows local governments to compete for discretionary funds for transportation infrastructure projects. In FY 2025, there is \$1.5 billion available in BUILD funding. The focus of the BUILD grant is to stimulate job creation and spur economic growth in local economies. These projects will have a local and or regional impact and improve transportation infrastructure. In the past, the lowest amount that was awarded through this program was \$160,000 while the maximum award is \$25 million.

LOCAL MATCH: 20%

Strengthening Mobility and Revolutionizing Transportation (SMART)

The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems to improve transportation efficiency and safety. SMART is a two-stage program. Stage 1 (funds up to \$2 million) grants are open for any eligible entity to apply. Recipients of State 1 grants are eligible to expand their projects through Stage 2 grants (up to \$15 million). The SMART program is currently funded at \$100 million per year.

LOCAL MATCH: NOT REQUIRED FOR EITHER STAGE

Safe Streets and Roads for All (SS4A)

The SS4A grant program aims to provide funding through a competitive selection process. This funding is intended to support various initiatives related to planning, infrastructure, behavior, and operations. The goal is to prevent fatalities and serious injuries on roads and streets, involving all types of road users including pedestrians, bicyclists, public transportation users, personal conveyance and micromobility users, motorists, and commercial vehicle operators. The funds that are available for implementation grants provides a minimum award of \$2,500,000 and a maximum award of \$25,000,000. Jurisdictions must already have an SS4A-compliant Safety Action Plan in place to apply for implementation funds. The SS4A program is scheduled to sunset in 2026 with the final year of the Infrastructure Investment and Jobs Act unless it is reauthorized in the next federal transportation authorization.

LOCAL MATCH: 20%

Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)

The CRISI Program aims to invest in a diverse range of projects across the United States. These projects are designed to improve safety, efficiency, and reliability in the railroad industry. Additionally, the program seeks to alleviate congestion at chokepoints for both intercity passenger and freight rail, facilitating smoother travel and movement of goods. It also aims to enhance connections between different modes of transportation and foster the development or significant improvement of Intercity Passenger Rail Transportation corridors. There is no predetermined minimum or maximum dollar amount, though the USDOT recommends that the application requests funding that exceeds \$1,000,000.

LOCAL MATCH: 20%

Transportation Alternatives Program (TAP)

This Colorado program provides funding for transportation improvement projects that assists in expanding the travel choices, strengthening the local economy, improving the quality of life, and protecting the environment. These aspects of the program means that typically TAP projects often enhance non-motorized forms of transportation such as walking and biking. TAP also provides funding for projects that focus on improving non driver infrastructure to public transportation and enhanced mobility, community improvement activities and environmental mitigation. The minimum that must be requested is determined by the region that the project is developed in and to determine this number the applicant must contact the CDOT representative for their region. While the maximum request is the total pool funding limit that is available in the region. This total pool funding comes in at \$11,210,491 for Region 1 from 2023 to 2026.

LOCAL MATCH: 20%

Multimodal Transportation and Mitigation Options Fund (MMOF)

This Colorado program was developed to invest in projects that promote a system that includes a variety of goals. These goals include benefiting seniors and children, providing an enhanced mobility for persons with disabilities, and reducing emissions of air pollutants and greenhouse gases (GHG) that contribute to adverse environmental effects. The project requirement minimums for infrastructure projects is \$300,000 and the maximum is not indicated by Project Requirements.

LOCAL MATCH: 50%

Safe Routes to School (SRTS)

The SRTS program was developed to encourage an increase of school aged (5-18) children to walk or bike to school. There has been a drop in the number of students traveling to school by non-motorized means which has been cited as a reason that contributed to the increase in health-related diseases such as obesity and diabetes. SRTS aims to encourage and enable all children, including those with disabilities, to walk or bike to school, make the route safer and more appealing, and facilitate projects that improve the safety and reduce traffic, fuel consumption and air pollution near schools. The infrastructure grants for this program provides a minimum award of \$100,000 and a maximum of \$1 million.

LOCAL MATCH: 20%

Office of Innovative Mobility: Transportation Demand Management (OIM TDM)

The TDM program was designed to develop strategies that maximize traveler's choices for transportation. The program was also intended on helping to deal with the climate change issues by providing a reliable transportation network. Some overall goals of the program are to help address issues in area with underserved populations, use technology to reduce the amount of single occupancy vehicle trips, encourage partnerships across the state and region to address transportation demand, provide safe access to economic opportunity and mobility for everyone no matter the age, income, abilities, and vulnerability, and finally reduce greenhouse gases. This program requires a minimum request of \$20,000 and a maximum request of \$50,000.

LOCAL MATCH: 20%

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Continued in the Bipartisan Infrastructure Law (BIL), the CMAQ Improvement Program offers flexible funding for State and local governments to support transportation projects and initiatives aimed at meeting the standards of the Clean Air Act. This funding is dedicated to reducing congestion and enhancing air quality in regions that fail to meet the National Ambient Air Quality standards for ozone, carbon monoxide, or particulate matter (nonattainment areas), as well as in former nonattainment areas that have now achieved compliance (maintenance areas).

LOCAL MATCH: 20%

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is a key Federal-aid initiative aimed at significantly reducing fatalities and serious injuries on all public roadways, including those not owned by the State and those on tribal lands. Administered by CDOT, the Colorado HSIP adopts a strategic, data-driven approach to enhance highway safety across all public roads, with a goal of achieving zero fatalities and serious injuries on Colorado's roadways. Applicants are required to request at least \$250,000 and no more than \$500,000.

LOCAL MATCH: 10%

LOCAL TRANSPORTATION CAPITAL FUNDING FORECAST

Transportation funding forecasts have been developed to identify how much local funding is anticipated to be available for transportation capital projects. The local transportation funding forecast is based on several recent City of Arvada Capital Improvement Program (CIP) funding levels. The CIP is a document that includes all projects funded with capital improvement sources over a 10-year period. The City of Arvada CIP also elects to include projects funded by state and local sources as well. This analysis was conducted using the 2015 to 2024 CIP, the 2019 to 2028 CIP, and the 2024 to 2034 CIP to get a long-term history of funding levels.

The transportation-specific funding levels from past CIPs were extrapolated to forecast transportation revenues for the years 2027 (the first year after projects have already been programmed) and 2050 using two different methods. The first method was to utilize an inflation calculation, by adding the 20-year United States inflation rate (2.3% annually) and the Arvada annual growth rate from the DRCOG population forecast (0.5% annually). A second forecast was developed using the annual rate of change observed from the three most recent CIPs. These two forecasts were averaged to develop an average transportation funding forecast. The average transportation funding projection is shown in **Figure 14**. To determine what projects can be funded in short-, mid-, and long-term horizons, the forecasted transportation funding has been grouped into three funding tiers as shown in **Figure 15**.

Figure 14. Local Funding Forecast

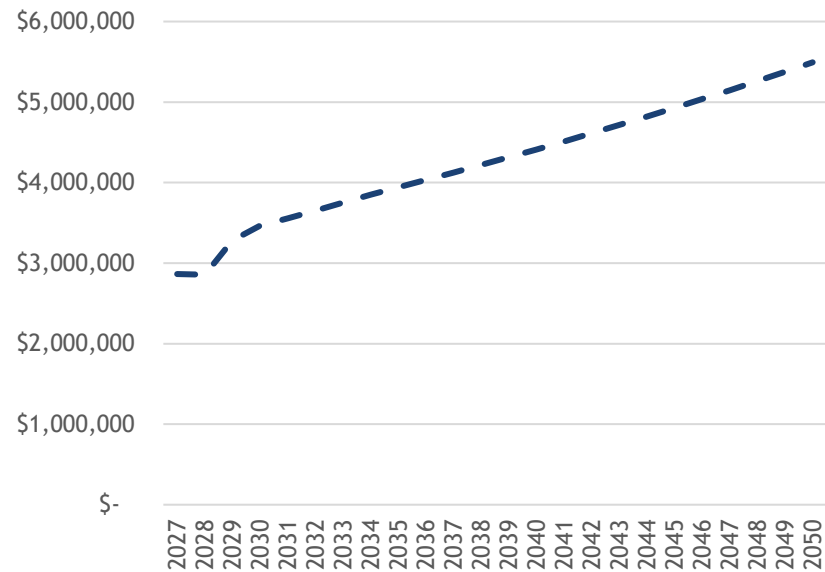
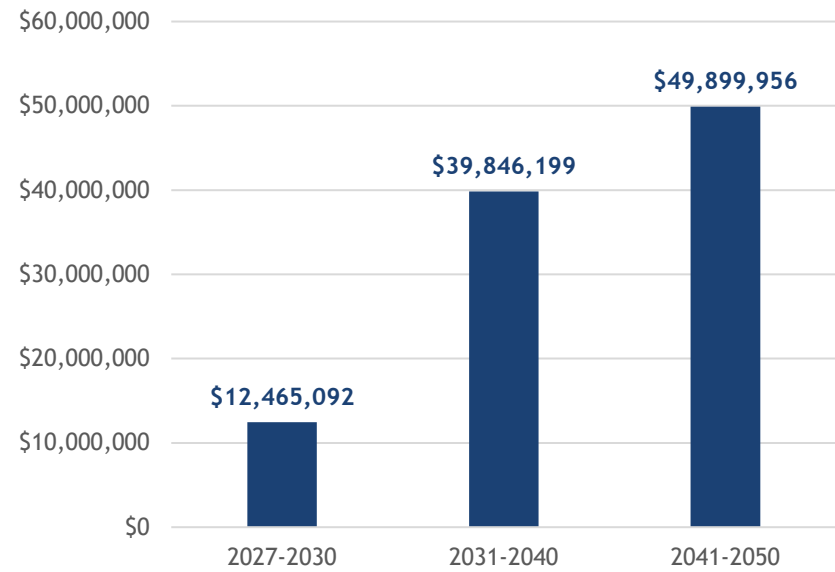


Figure 15. Local Funding Forecast by Tier



RECOMMENDATIONS



7. RECOMMENDATIONS

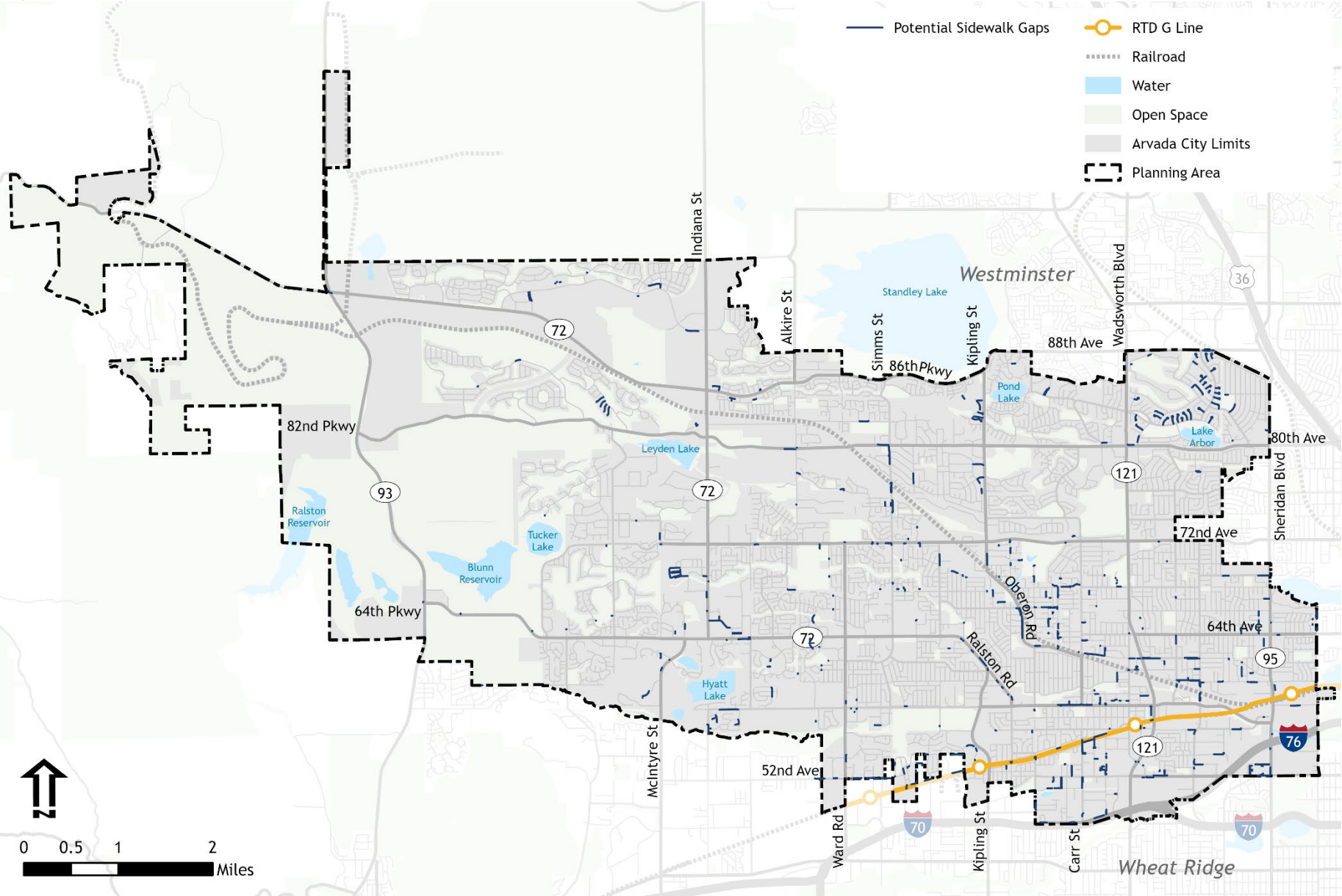
CAPITAL IMPROVEMENT PLAN

Ongoing Funding Programs

Much of the funding in the current CIP is spread among ongoing, or rotating, funding programs. There are currently 12 rotating funding programs that could potentially fund TSP recommendations:

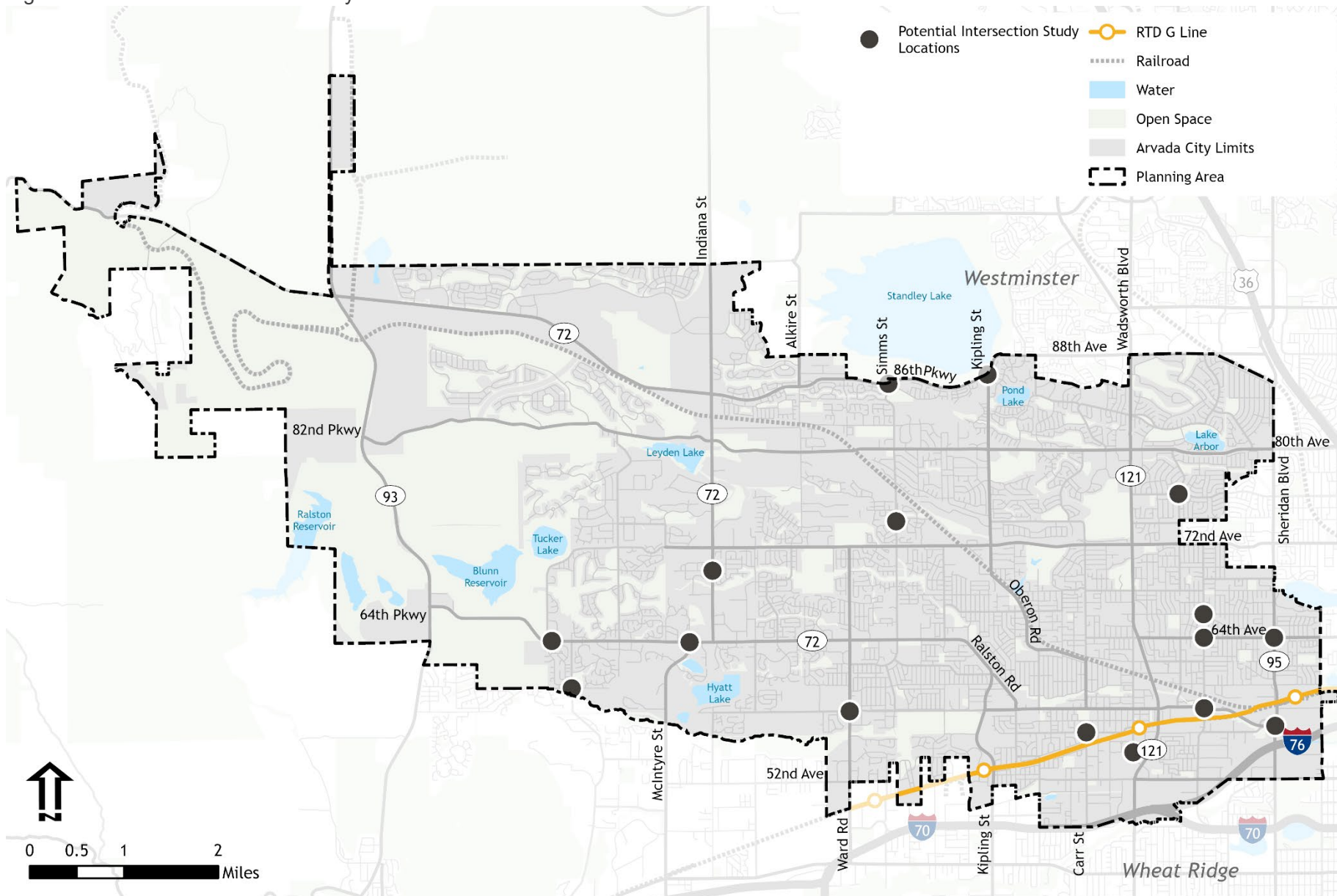
- **Signal Timing Implementation.** This fund can be used upgrade traffic signal equipment and implement corridor-based traffic signal timing improvements to reduce delay.
- **Signal Interconnect.** This fund can be used to connect traffic signals via communications equipment to allow for signal timing updates and monitoring.
- **ADA Compliance – Streets.** The fund can be used to replace non-compliant and or install new sidewalk curb ramps on streets with significant construction. It also installs ramps along heavily used pedestrian corridors.
- **Missing Sidewalks.** This fund can be used to fill sidewalk gaps identified throughout the city to improve pedestrian network connectivity, and also provides supplemental funding for federal and state grants. Identified sidewalk gaps are shown in **Figure 16**.
- **Intersection Safety Improvements.** This fund can be used for a variety of intersection safety-related projects, including rebuilding intersections, modifying traffic signals, or adding multimodal safety features to reduce crashes. Potential locations that could use this funding have been identified by the TSP and are shown in **Figure 17**.
- **Traffic Safety Management Program.** This fund can be used to add traffic calming or other minor safety improvement infrastructure on neighborhood streets.
- **School Safety.** This fund is used as local for match or supplemental funding for Safe Routes to School applications the City applies for on an annual basis from CDOT to improve multimodal safety around schools. This fund has also been used for small school safety projects.
- **Bike Master Plan Implementation.** This fund is used to directly implement recommendations from Arvada's Bicycle Master Plan.
- **Collector Street Improvements.** This fund is used to complete isolated improvements along collector streets such as turn lanes, curb and gutter, sidewalk improvements, etc. It may also supply the City's match for outside funding on minor projects.
- **Arterial Street Improvements.** This fund is used for arterial street improvements for segments of City roadways meriting work due to traffic demand.
- **Adams County Transportation Tax.** This fund is collected through a countywide tax in Adams County and provides flexible funding for transportation improvements located in the Adams County portion of Arvada.
- **TSP Implementation.** This fund is intended to implement many of the project-specific recommendations from the TSP. Local funding is not enough to fully fund many of the TSP-recommended projects, so this funding can be used for supplemental studies on specific projects to better scope them and advance design, provide partial project funding through partnerships with other agencies, or provide local matching funds for regional, state, or federal grants.

Figure 16. City-Identified Sidewalk Gaps



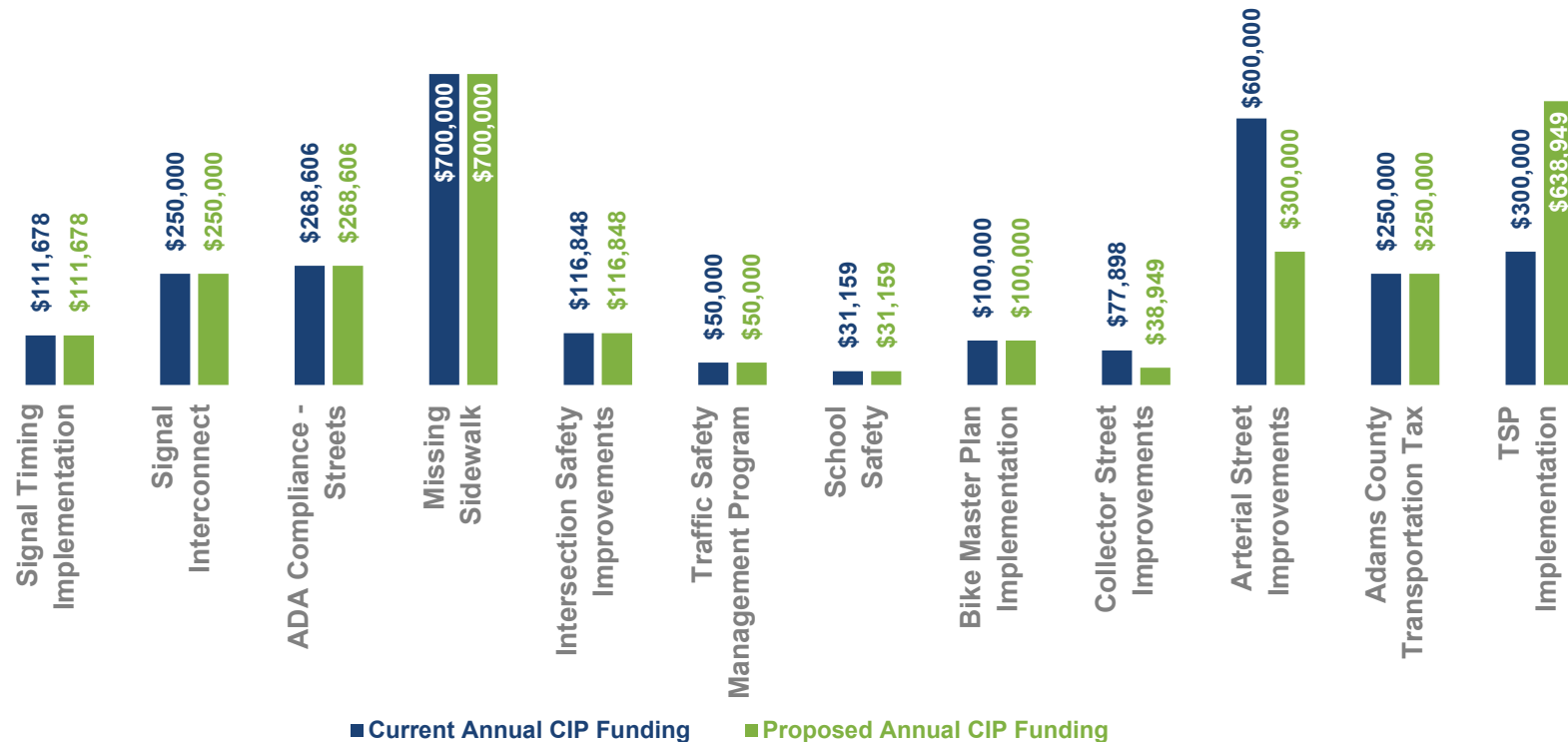
Source: City of Arvada

Figure 17. Potential Intersection Study Locations



While these 12 rotating funds will be maintained into the future, the funding within the pots has been reviewed and adjusted to place a greater priority on the TSP Implementation Fund to allow the City more flexibility to advance the high-priority projects recommended by the TSP. To identify opportunities for reallocations between the rotating funds, the City performed an analysis of how much of the allocated funding has been programmed to transportation improvements to identify underutilized funding sources. Starting in 2027, 50% of the Collector Street Improvements fund will be moved to TSP Implementation. Starting in 2028, 50% of the Arterial Improvements fund will be moved to TSP Implementation. These reallocations will increase the TSP Implementation fund from a 11% share of overall local available transportation funding to 22%. Current and proposed funding levels for Arvada's rotating funding programs are shown in **Figure 18**.

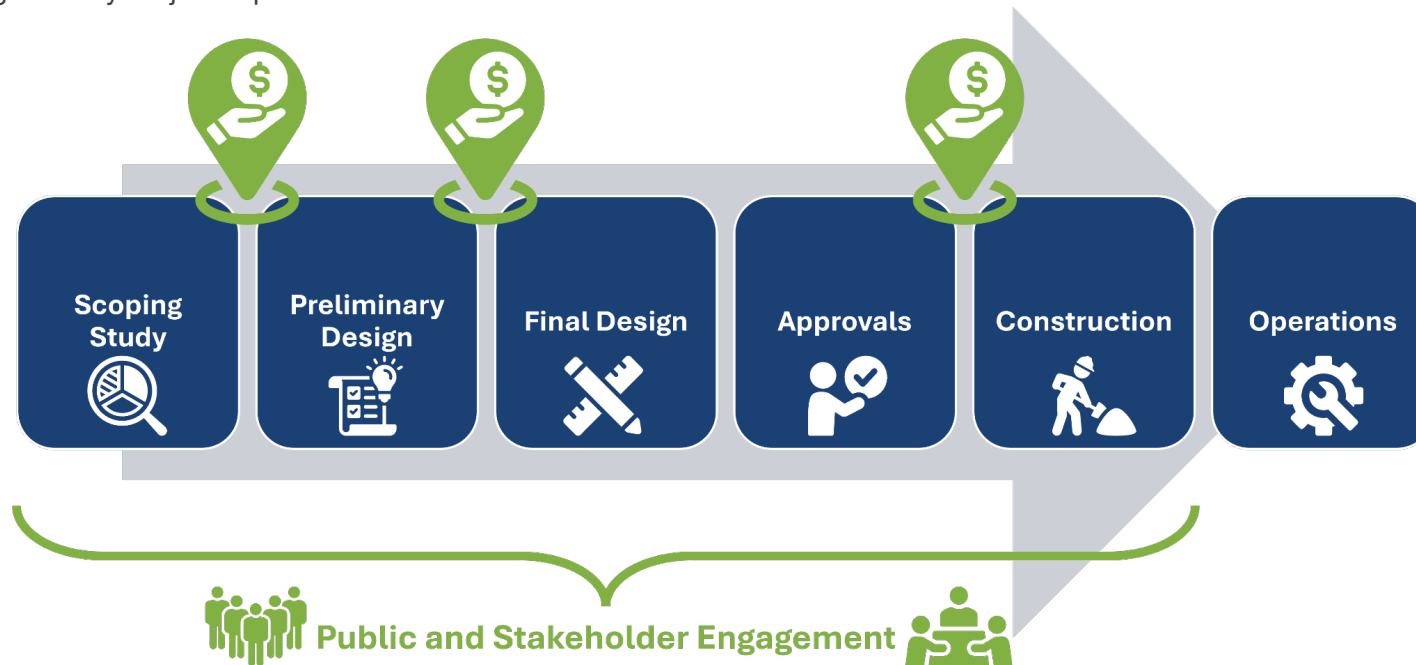
Figure 18. Transportation Improvement Program Current and Proposed Funding (2028)



High Priority Project Implementation

There are many steps between identifying a high-priority project in the TSP and its implementation. For most projects, additional study is needed to even develop a cost estimate accurate enough to apply for grant funding or negotiate with partnering jurisdictions. **Figure 19** shows the steps between identified projects in the TSP and construction/ongoing operations.

Figure 19. High-Priority Project Implementation Process



- **Scoping Study.** Most projects will require a standalone scoping study to collect additional data, identify potential fatal flaws, mitigate potential issues, and develop a more detailed cost estimate.
- **Preliminary Design.** After confirming a project's scope, high-level design activities are typically conducted to further refine elements that are included or excluded from a project, further refine the cost estimate, and design mitigations for potential issues such as right-of-way constraints, environmental hazards, or conflicts between modes of travel.
- **Final Design.** The final design process takes a project from conceptual design to construction-ready plans or a final implementation plan. This is the step where all potential project risks need to be addressed, and a final cost estimate is developed to program funds for construction.

- **Approvals.** Depending on the project type, approvals may be required from local, regional, state, and federal agencies. These approvals can also cover a wide range of topics, including environmental approvals, funding approvals, right-of-way purchases, and planning and zoning approvals.
- **Construction.** This phase is when implementation finally occurs, with new facilities being built, new infrastructure added, or new services added. During this phase, ongoing disruption mitigation will be performed as needed to minimize the impact on surrounding land uses.
- **Operations.** This phase includes ongoing evaluation, maintenance, modernization, and service operations as needed depending on the project type.
- **Grant Funding.** There are several points where the City could apply for grant funding to move to the next step in the project implementation process. After completing a scoping study, the City may apply for funding to do preliminary design to address major issues and constraints as well as get a more accurate cost estimate. After preliminary design, the City may apply for funds to take the project through the final design and approvals process, which is typically 10%-15% of the overall construction cost of a project. Finally, after final design and approvals, the City may apply for implementation funding to construct the project. Some grants may cover multiple steps in the implementation process.
- **Public and Involved Parties Engagement.** Each of the steps from the scoping study through construction have opportunities for further public and collaborator engagement. These engagement opportunities have the potential to substantially change the design, focus, or size of infrastructure projects.

Accessibility to nearby businesses and residences during construction activities can sometimes be challenging. The City is committed to working with business owners and community members to ensure public projects meet pre and post construction access needs.

Table 23 shows the next implementation step for each of the high- and mid-high-priority potential investments. For many investments, no previous studies have been completed, and so a scoping study is warranted for further define the scope and cost of the investment. Some potential investments are straightforward in their scop, such as many of the trail recommendations, and can skip directly to preliminary design to refine the cost estimate. If some previous design has been completed, such as the case of the Olde Town Strategic Reinvestment Project, it can move directly to final design. Additionally, the likely role for the City of Arvada is listed, there are three potential options for the City role:

- **Lead.** The project is likely to be designed, constructed, and maintained by the City of Arvada and responsibility for moving the project through the implementation process will likely fall to the City. Because of the large geography of Arvada and numerous surrounding agencies, this category may require coordination with other jurisdictions.
- **Partner.** The project will require extensive partnership with other stakeholders, such as CDOT, surrounding municipalities and counties, or other external agencies. Responsibility for leading the project through the implementation process may fall on either the City of Arvada or the partner agency on a case-by-case basis.

- **Advocate.** The project is unlikely to be implemented by the City of Arvada but is still a high priority for the City's transportation system. The City's role could include funding studies, lobbying elected officials, submitting or supporting grant applications, or even providing some funding as a piece of the overall funding mix, among other activities to support advancing the project.

Table 23. Next Implementation Steps for High- and Mid-High-Priority Potential Investments

ID	NAME	CATEGORY	RANK	COST (\$M)	NEXT IMPLEMENTATION STEP	LIKELY CITY ROLE
65	Candelas to Olde Town Transit Connection	Transit	1	50.3	Scoping Study	Advocate
67	64 th Ave/Ralston Rd Transit Connection	Transit	2	30.1	Scoping Study	Advocate
42	Indiana St Reconstruction (64 th Ave-82 nd Ave)	Vehicular	3	66.0	Scoping Study	Partner
14	Wadsworth Bypass Trail	Active	4	3.6	Preliminary Design	Partner
43	Indiana St Reconstruction (82 nd Ave-86 th Ave)	Vehicular	5	73.9	Scoping Study	Partner
64	Candelas to Westminster Transit Connection	Transit	6	42.7	Scoping Study	Advocate
66	72 nd Ave Transit Connection	Transit	7	45.1	Scoping Study	Advocate
7	64 th Ave Trail	Active	8	13.7	Preliminary Design	Lead
59	Olde Town Strategic Reinvestment Project	Active	9	8.0	Final Design	Lead
17	Sheridan Blvd Trail	Active	10	7.7	Preliminary Design	Partner
45	80 th Ave Reconstruction	Vehicular	11	69.9	Scoping Study	Lead
70	SH-72 Safety Improvements	Vehicular	12	6.2	Preliminary Design	Partner
49	72 nd Ave Widening East	Vehicular	13	48.8	Scoping Study	Lead
58	Ralson Rd Complete Street	Active	14	4.8	Scoping Study	Lead
13	Wadsworth Blvd Trail (Clear Creek Trl-55 th Ave)	Active	15	2.9	Preliminary Design	Partner
16	Wadsworth Blvd Trail (76 th Ave-88 th Ave)	Active	16	4.6	Preliminary Design	Partner
9	58 th Ave Trail	Active	17	5.4	Preliminary Design	Lead
32	Simms St Bike Improvements	Active	18	32.9	Scoping Study	Lead
44	Indiana St Reconstruction (86 th Pkwy-96 th Ave)	Vehicular	19	38.7	Scoping Study	Partner
5	80 th Ave Trail	Active	20	9.3	Preliminary Design	Lead
15	Wadsworth Blvd Trail (64 th Ave-76 th Ave)	Active	21	6.5	Preliminary Design	Partner
26	60 th Ave Trail	Active	22	0.4	Preliminary Design	Lead
12	Independence St Trail	Active	23	0.5	Preliminary Design	Lead
1	Dry Creek Trail Extension	Active	24	7.3	Preliminary Design	Lead
29	64 th Ave Bike Improvements	Active	25	30.8	Scoping Study	Lead
46	Alkire Connection	Vehicular	26	99.8	Scoping Study	Lead
69	SH-93/SH-72 Park-and-Ride	Transit	27	18.0	Scoping Study	Partner
2	Quaker St Trail	Active	28	4.1	Preliminary Design	Lead
				Total	\$731,905,834	

In addition to high- and mid-priority investments, low-priority investments may have already begun the implementation process, making them a feasible option for fast implementation. For example, **Investment 27. Little Dry Creek Trail** has a completed feasibility study, and the next implementation step is preliminary design.

High-Priority Project Funding

Potential investment costs far outweigh available local funds. Implementing investments will require funding from other sources, including federal, state, and regional opportunities. Focusing on high-priority investments will help achieve the most positive impact to the transportation system. Funding potential investments can require a combination of funding sources. Investments should be analyzed by location, conformity, and priority to help create the best possible arrangement of investments to potentially plan, fund, and construct. Applicable funding sources for high- and mid-high-priority investments are shown in **Table 24**.

Table 24. High- and Mid-High-Priority Potential Investment Applicable Funding

				Applicable Funding Sources										Requires Partnership
ID	Name	Cost	Rank	INFRA	RAISE	SMART	SS4A	CRISI	TAP	MMOF	SRTS	OIM TDM		
65	Candelas to Olde Town Transit Connection	\$50,344,964	1		⬇					⬇		⬇	⬇	
67	64 th Ave/Ralston Rd Transit Connection	\$30,057,315	2		⬇					⬇		⬇	⬇	
42	Indiana St Reconstruction 64 th Ave-82 nd Ave	\$66,038,124	3	⬇	⬇		⬇				⬇			
14	Wadsworth Bypass Trail	\$3,636,640	4		⬇				⬇	⬇				
43	Indiana St Reconstruction 82 nd Ave -86 th Ave	\$73,855,044	5	⬇	⬇		⬇				⬇			
64	Candelas to Westminster Transit Connection	\$42,737,095	6		⬇					⬇		⬇	⬇	
66	72 nd Ave Transit Connection	\$45,148,332	7		⬇					⬇		⬇	⬇	
7	64 th Ave Trail	\$13,734,400	8		⬇				⬇	⬇			⬇	
59	Olde Town Strategic Reinvestment Project	\$8,000,000	9		⬇				⬇	⬇				
17	Sheridan Blvd Trail	\$7,731,680	11		⬇				⬇	⬇			⬇	
45	80 th Ave Reconstruction	\$69,865,092	10	⬇	⬇		⬇				⬇			
70	SH-72 Safety Improvements	\$6,161,920	12		⬇		⬇				⬇			
49	72 nd Ave Widening East	\$48,798,900	13	⬇	⬇		⬇				⬇			
58	Ralston Rd Complete Street	\$4,768,000	14	⬇	⬇		⬇			⬇			⬇	
13	Wadsworth Blvd Trail	\$2,903,200	15		⬇				⬇	⬇			⬇	
16	Wadsworth Blvd Trail	\$4,553,440	16		⬇				⬇	⬇				
9	58 th Ave Trail*	\$5,378,560	17		⬇				⬇	⬇				
32	Simms St Bike Improvements	\$32,930,672	18		⬇	⬇				⬇				

Applicable Funding Sources															Requires Partnership
ID	Name	Cost	Rank	INFRA	RAISE	SMART	SS4A	CRISI	TAP	MMOF	SRTS	OIM TDM			
44	Indiana St Reconstruction 86 th Pkwy-96 th Ave	\$38,787,572	19												
5	80 th Ave Trail	\$9,259,680	20												
15	Wadsworth Blvd Trail	\$6,493,320	21												
26	60 th Avenue Trail	\$360,000	22												
12	Independence St Trail	\$500,000	23												
1	Dry Creek Trail Extension	\$7,273,280	24												
29	64 th Ave Bike Improvement	\$30,775,404	25												
46	Alkire Connection	\$99,798,720	26												
69	SH-93/SH-72 Park-and-Ride	\$18,000,000	27												
2	Quaker St Trail	\$4,064,480	28												

Funding sources are for project planning, design and implementation. Operational costs are funded by the City or through other interagency agreements

Olde Town Street Closures Phasing

The Olde Town Arvada Strategic Reinvestment Plan (adopted in 2023) is a road map for implementing permanent pedestrian infrastructure and placemaking on the temporary closures of Olde Wadsworth Boulevard and Grandview Avenue. The TSP process identified \$8 million dollars as the planning level cost for implementation of the permanent street closures. The implementation plan is divided into three phases. Phase 1 is the redesign and construction of the Square at 57th and Olde Wadsworth Boulevard, Phase 2 is the design of the permanent street closures on Olde Wadsworth Boulevard and Grandview Avenue, and Phase 3 is the construction of the permanent street closures.

POLICY RECOMMENDATIONS

In addition to infrastructure recommendations, the TSP has identified policies that the City should adopt or maintain throughout the life of the TSP document.

Implementation Policy

As part of the TSP implementation process, it is recommended that the following policy should be implemented to allow flexible spending in the identified funding programs above. Policy language should include:

Unspecified or unknown projects identified outside of the normal CIP budgeting process may be funded or “seeded” utilizing budget from the five funding programs at the discretion of the director within a limit of \$100,000. Seed funding shall be withdrawn evenly as a percentage from the five primary funding buckets. This policy recommendation intends to provide flexibility for the City to accommodate unknown project opportunities that are likely to achieve full funding by other means.

Previously Recommended Policies

In review of the previously adopted plans from the City of Arvada, there were policies and standards that were recommended for the City to implement. From these recommendations there were 31 policies and many of them have been identified as ongoing, which are listed in **Table 25**. Most of the recommendations came from the Comprehensive Plan with additional policies from the Bicycle Master Plan, City of Arvada Transportation Demand Management Implementation Plan, and the Parks, Trails, and Open Space Master Plan.

Table 25. Previously Recommended Policies from Adopted Plans

Policy	Plan	Description
2.30 Minimize Construction Impacts to Bicycle and Pedestrian Travel	Bicycle Master Plan (2017)	Develop a set of mandatory bicycle accommodations for work zones, including standards for rerouting and detours to ensure comfortable bicycling routes are maintained during construction
2.32 Update Design Guidance	Bicycle Master Plan (2017)	Arvada should establish design standards for bicycle accommodations on all types of streets to ensure that low-stress facilities and appropriate spot improvements are built.
2.33 Adopt a Complete Streets Policy	Bicycle Master Plan (2017)	The City should adopt a Complete Streets policy to create an integrated transportation system that supports safe travel for people of all ages and abilities.
2.34 Identify Maintenance Standards and Procedures for Bicycle Facilities	Bicycle Master Plan (2017)	The City should establish minimum maintenance standards for bicycle facilities throughout the city. Maintenance efforts should focus on sweeping, snow removal, and repaving.
T-1.1: Multi-modal Level of Service	Comprehensive Plan (2014)	The City will establish automobile, bicycle and pedestrian level of service standards for all street types and incorporate in street system development, improvement, and maintenance programs

Policy	Plan	Description
T-1.2: Pedestrian-Friendly City	Comprehensive Plan (2014)	The City will complete a continuous network of pedestrian facilities that are safe and give equal consideration to pedestrians and vehicles in designing new projects.
T-1.3: Accommodate Bicyclists	Comprehensive Plan (2014)	The City transportation system will incorporate a complete street and trail system that accommodates bicyclists of all types throughout the City.
T-1.4: Gold Line and Other FasTracks Integration	Comprehensive Plan (2014)	The City will actively participate in the planning of the RTD Gold Line and its integration with the surrounding transportation system.
T-1.6: Arterial and Collector Street Connections	Comprehensive Plan (2014)	The City will continue to identify and to construct missing arterial and collector street connections and provide better east-west and north-south traffic flow throughout the City.
T-1.7: Alternative Transportation Programs	Comprehensive Plan (2014)	The City will raise residents' awareness of sustainable transportation options including public transportation, carpools, cycling trails, telecommuting, and trip planning.
T-1.8: Accommodate Transportation Disadvantaged	Comprehensive Plan (2014)	The City will maintain a transportation system that serves the needs of residents and visitors with mobility challenges, including senior citizens, people with disabilities and those with workforce transportation challenges.
T-2.2: Land Use Patterns to Support Transit	Comprehensive Plan (2014)	The City will plan future developments that support rail and bus transit along designated transit-supportive corridors.
T-2.3: The Last Mile	Comprehensive Plan (2014)	The City's pedestrian and bicycle systems will address the "last mile" with safe, convenient, and inviting bicycle and pedestrian connections between the station and final destinations.
T-2.5: Travel Demand Management	Comprehensive Plan (2014)	The City will work to increase the use of alternative travel modes for commuting trips through travel demand management strategies.
T-3.1: Multi-modal Evolution	Comprehensive Plan (2014)	The City will evolve strategic major arterials into multi-modal corridors to address forecasted long-term congestion.
T-3.2: Traffic Investments to Reduce Congestion	Comprehensive Plan (2014)	The City will consider arterial street widenings and construction of missing segments, traffic signal timing and progression projects, intersection improvements, grade separations, and other measures to help reduce traffic congestion.
T-3.3: Consider Regional Traffic	Comprehensive Plan (2014)	The City will recognize the impact of traffic generated by growth outside as well as within Arvada and identify capital projects to mitigate its effect on the City's arterial street system.
T-3.4: Coordinated Regional Transportation Efforts	Comprehensive Plan (2014)	The City will work to coordinate regional transportation efforts of the City, RTD, surrounding cities, DRCOG, and CDOT to reduce traffic congestion in Arvada.
T-3.5: Jefferson Parkway	Comprehensive Plan (2014)	The City will work with the Jefferson Parkway Public Highway Authority to construct the Jefferson Parkway and to encourage commercial and industrial employment at major interchanges.
T-4.1: Neighborhood Safety and Traffic Mitigation	Comprehensive Plan (2014)	The City will consider the impacts of cut-through traffic and traffic speed in neighborhoods and identify measures to mitigate problem locations.

Policy	Plan	Description
T-4.2: Arterial and Collector Street System	Comprehensive Plan (2014)	The City will work to provide a network of arterial and collector streets so that “through” traffic is not funneled into local neighborhood streets.
T-4.3: Bicycle and Pedestrian Functionality	Comprehensive Plan (2014)	Arvada will maintain and enhance bicycle and pedestrian functionality as the Arvada street system expands in order to provide safe, convenient, and comfortable routes for walking and bicycling.
T-4.4: Work with Neighborhoods	Comprehensive Plan (2014)	The City will work with adjacent neighborhoods to balance transportation needs and neighborhood character and to mitigate the impact of transportation system expansion as much as possible.
T-4.5: Air Quality	Comprehensive Plan (2014)	The City will consider the impacts that transportation decisions have on ozone-forming emissions and other pollutants in making transportation investments.
T-4.6: Address Barriers to Transportation	Comprehensive Plan (2014)	The City transportation plan will address these challenges through measures such as grade-separations, enhanced at grade railroad crossings, and improved automobile, bicycle and pedestrian accommodation at existing street and trail crossings
T-4.7: Improve Street Pavement Conditions	Comprehensive Plan (2014)	The City will increase the percentage of street pavement conditions that are rated “Fair” or better.
T-5.1: Bike System	Comprehensive Plan (2014)	Arvada will have a network of facilities to accommodate different levels of bicyclists, ranging from expert bicycle commuters to occasional bikers and children.
T-5.2: Safe and Connected Bicycle and Pedestrian System	Comprehensive Plan (2014)	The City will identify needed connections between the on-street bicycle network and the off-street trails system, as well as gaps within individual sidewalk systems.
T-5.3: Traffic Interface	Comprehensive Plan (2014)	The City will provide safe and convenient interfaces between the bicycle and pedestrian systems and motor vehicles using appropriate signalization, signing, striping, and other street crossing measures.
T-5.5: Coordinated Regional Efforts	Comprehensive Plan (2014)	The City will work to coordinate regional pedestrian and bicycling efforts of the City, surrounding cities, RTD, and CDOT to ensure regional on street bike route, sidewalk, and trail connectivity in and around Arvada
Credit for Trail Land Dedications	Parks, Trails, and Open Space Master Plan (2016)	Add in language to require the trail to connect to public recreation amenities and existing trails.

In addition to policies from adopted plans, several additional policies have been recommended in plans not adopted by the Arvada City Council and are not currently official policy documents. **Table 26** shows those policies that were recommended in previous plans but have not been previously adopted by Council.

Table 26. Previously Recommended Policies from Unadopted Plans

Policy	Plan	Description
Shared Micromobility Policy	City of Arvada Transportation Demand Management Implementation Plan	The shared use of a bicycle, scooter, or other low-speed mode is an innovative transportation strategy that enables users to have short-term access to a mode of transportation on an as needed basis.
On-Demand Transit	City of Arvada Transportation Demand Management Implementation Plan	A flexible public transport service that allows riders to request pick-up and is designed to improve connections to transport hubs and popular destinations.
Community Bicycle and Pedestrian Infrastructure	City of Arvada Transportation Demand Management Implementation Plan	Active transportation infrastructure is provided, including bike lanes and multi-use trails to connect employment centers/ universities with housing and commercial land uses.

APPENDIX



Table 27. Project Type and Cost

ID	NAME	ROADWAY RESURFACING	ROADWAY RECONSTRUCTION	WIDEN ROADWAY	NEW ROADWAY	WIDEN SHOULDER	MEDIAN	ROAD DIET	WIDEN BRIDGE	AT GRADE RAILROAD CROSSING	RAILROAD OVERPASS	SINGLE LANE ROUNDABOUT	DUAL LANE ROUNDABOUT	PROTECTED INTERSECTION	NEW SIDEWALK	SHARED-USE PATH	BIKE BOULEVARD	BUFFERED BIKE LANE	BUFFERED BIKE LANE REQUIRING ROAD WIDENING	PROTECTED BIKE LNAE	PROTECTED BIKE LANE REQUIRING ROAD WIDENING	NEW PEDESTRIAN SIGNAL	DYNAMIC CURVE WARNING SIGNAGE	NEW BUS ROUTE	PARK-AND-RIDE	ZONE A MICROTRANSIT	ZONE B MICROTRANSIT	RIGHT-OF-WAY	ROAD WATER QUALITY TIER 1	ROAD WATER QUALITY TIER 2	ACTIVE TRANSPORTATION WATER QUALITY	PLANNING-LEVEL COST
1	Dry Creek Trail Extension															↙														↙	\$7,273,280	
2	Quaker St Trail															↙														↙	\$4,064,480	
3	86 th Pkwy Trail															↙														↙	\$6,325,920	
4	88 th Ave Shared Use Path															↙														↙	\$9,443,040	
5	80 th Ave Trail															↙														↙	\$9,259,680	
6	72 nd Ave Shared Use Path															↙												↙		↙	\$10,122,360	
7	64 th Ave Trail															↙												↙		↙	\$13,734,400	
8	58 th Ave Trail*															↙														↙	\$4,431,200	
9	58 th Ave Trail*															↙														↙	\$5,378,560	
10	Oberon Rd Trail															↙												↙		↙	\$5,079,360	
11	Kipling St Trail															↙														↙	\$5,531,360	
12	Independence St Trail															↙															\$500,000	
13	Wadsworth Blvd Trail															↙														↙	\$2,903,200	
14	Wadsworth Bypass Trail															↙														↙	\$3,636,640	
15	Wadsworth Blvd Trail															↙												↙		↙	\$6,496,320	
16	Wadsworth Blvd Trail															↙														↙	\$4,553,440	
17	Sheridan Blvd Trail															↙														↙	\$7,731,680	
18	Sheridan Blvd Trail															↙												↙		↙	\$3,963,440	
19	Heritage Canal Trail (Bibber Creek to 64 th Ave)															↙														↙	\$4,033,920	
20	Heritage Canal Trail (64 th Ave to Indiana St)															↙														↙	\$10,909,920	
21	Heritage Canal Trail (Indiana St to Simms St)															↙														↙	\$7,976,160	
22	Heritage Canal Trail (Simms St to Carr St)															↙														↙	\$7,089,920	
23	Heritage Canal Trail (Carr St to 86 th Pkwy)															↙														↙	\$9,779,200	
24	Eldridge St Trail															↙																\$740,000
25	68 th Avenue Trail															↙																\$140,000
26	60 th Avenue Trail															↙																\$360,000
27	Little Dry Creek Trail															↙												↙		↙		\$4,000,000

ID	NAME	ROADWAY RESURFACING	ROADWAY RECONSTRUCTION	WIDEN ROADWAY	NEW ROADWAY	WIDEN SHOULDER	MEDIAN	ROAD DIET	WIDEN BRIDGE	AT GRADE RAILROAD CROSSING	RAILROAD OVERPASS	SINGLE LANE ROUNDABOUT	DUAL LANE ROUNDABOUT	PROTECTED INTERSECTION	NEW SIDEWALK	SHARED-USE PATH	BIKE BOULEVARD	BUFFERED BIKE LANE	BUFFERED BIKE LANE REQUIRING ROAD WIDENING	PROTECTED BIKE LANE	PROTECTED BIKE LANE REQUIRING ROAD WIDENING	NEW PEDESTRIAN SIGNAL	DYNAMIC CURVE WARNING SIGNAGE	NEW BUS ROUTE	PARK-AND-RIDE	ZONE A MICROTRANSIT	ZONE B MICROTRANSIT	RIGHT-OF-WAY	ROAD WATER QUALITY TIER 1	ROAD WATER QUALITY TIER 2	ACTIVE TRANSPORTATION WATER QUALITY	PLANNING-LEVEL COST
28	Johnson Way Bike Boulevard Connection																↙															\$2,440,000
29	64 th Ave Bike Improvements														↙						↙								↙		↙	\$30,775,404
30	Ward Rd Bike Improvements														↙						↙								↙		↙	\$45,531,684
31	Simms St Bike Improvements														↙				↙										↙		↙	\$11,229,888
32	Simms St Bike Improvements	↙					↙								↙				↙			↙									↙	\$32,930,672
33	Independence St Bike Improvements														↙				↙												↙	\$3,259,760
34	Marshall St/Lamar St Bike Improvements														↙				↙										↙		↙	\$40,350,632
35	68 th Ave Bike Improvements														↙			↙											↙		↙	\$9,953,500
36	60 th Ave Complete Street														↙				↙										↙			\$2,669,952
37	60 th Ave Complete Street														↙			↙											↙			\$1,459,100
38	Tennyson St Complete Street	↙	↙				↙								↙				↙										↙	↙		\$43,457,280
39	Garrison St Bike Improvements														↙			↙											↙		↙	\$3,954,856
40	82 nd Ave Reconstruction														↙				↙										↙		↙	\$29,050,432
41	72 nd Ave Widening West	↙		↙			↙															↙							↙	↙		\$18,576,480
42	Indiana St Reconstruction 64 th Ave-82 nd Ave		↙	↙			↙		↙						↙						↙								↙	↙		\$66,038,124
43	Indiana St Reconstruction 82 nd Ave -86 th Ave		↙	↙			↙				↙				↙						↙								↙	↙		\$73,855,044
44	Indiana St Reconstruction 86 th Pkwy-96 th Ave		↙	↙			↙								↙						↙								↙	↙		\$38,737,572
45	80 th Ave Reconstruction		↙	↙			↙								↙						↙								↙	↙		\$69,865,092
46	Alkire Connection		↙				↙				↙				↙				↙											↙		\$93,798,720
47	Alkire Improvements		↙				↙		↙						↙				↙											↙		\$38,737,572
48	Carr St Safety Improvements		↙				↙								↙				↙										↙	↙		\$53,110,696
49	72 nd Ave Widening East	↙		↙			↙															↙								↙		\$48,798,900
50	Virgil Way Safety Improvements		↙				↙								↙				↙										↙	↙		\$37,191,200
51	Carr Dr Safety Improvements		↙				↙		↙						↙				↙										↙	↙		\$49,513,308
52	Oberon Rd Safety Improvements		↙				↙								↙				↙										↙	↙		\$38,382,912
53	52 nd Ave Safety Improvements		↙				↙								↙				↙										↙	↙		\$36,632,800
54	69 th Ave Safety Improvements														↙				↙			↙							↙		↙	\$4,589,600
55	Chase Dr Safety Improvements																	↙					↙						↙			\$2,950,400
56	Lamar Dr Safety Improvements														↙			↙											↙		↙	\$4,918,420

ID	NAME	ROADWAY RESURFACING	ROADWAY RECONSTRUCTION	WIDEN ROADWAY	NEW ROADWAY	WIDEN SHOULDER	MEDIAN	ROAD DIET	WIDEN BRIDGE	AT GRADE RAILROAD CROSSING	RAILROAD OVERPASS	SINGLE LANE ROUNDABOUT	DUAL LANE ROUNDABOUT	PROTECTED INTERSECTION	NEW SIDEWALK	SHARED-USE PATH	BIKE BOULEVARD	BUFFERED BIKE LANE	BUFFERED BIKE LANE REQUIRING ROAD WIDENING	PROTECTED BIKE LANE	PROTECTED BIKE LANE REQUIRING ROAD WIDENING	NEW PEDESTRIAN SIGNAL	DYNAMIC CURVE WARNING SIGNAGE	NEW BUS ROUTE	PARK-AND-RIDE	ZONE A MICROTRANSIT	ZONE B MICROTRANSIT	RIGHT-OF-WAY	ROAD WATER QUALITY TIER 1	ROAD WATER QUALITY TIER 2	ACTIVE TRANSPORTATION WATER QUALITY	PLANNING-LEVEL COST
57	Chase Dr Safety Improvements														◀			◀											◀		◀	\$7,007,264
58	Ralston Rd Complete Street							◀								◀																\$4,768,000
59	Olde Town Strategic Reinvestment Project							◀																								\$8,000,000
60	McIntyre Pkwy Extension*			◀			◀								◀					◀								◀	◀			\$26,890,240
61	Jefferson Pkwy*																															\$400,000,000
62	Ward Rd-Alkire St Connection			◀			◀								◀					◀								◀	◀			\$76,637,184
63	Eldridge St Connection			◀			◀								◀				◀									◀	◀			\$57,229,328
64	Candelas to Westminster Transit Connection																							◀								\$42,737,095
65	Candelas to Olde Town Transit Connection																							◀								\$50,344,964
66	72 nd Ave Transit Connection																							◀								\$45,148,332
67	64 th Ave/Ralston Rd Transit Connection																							◀								\$30,057,315
68	Long Lake Park Park-and-Ride																								◀							\$18,000,000
69	SH-93/SH-72 Park-and-Ride																								◀							\$18,000,000
70	SH-72 Safety Improvements*					◀																							◀			\$6,161,920
71	Oak St Safety Improvements	◀					◀								◀				◀									◀	◀			\$44,798,400
																		Total													\$1,929,903,574	

