



# **City of Arvada**

## **City Council Agenda**

**JULY 8, 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 Infrastructure**  
**Jessica Garner, Director of Community & Econ. Dev.**  
**Bryan Archer, Chief Financial Officer**  
**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**  
**EXECUTIVE SESSION**  
**5:00 P.M.**

**Security Arrangements, Pursuant to CRS 24-6-402(4)(d) Relating to Specialized Details of Security Arrangements and Investigations**  
**Instructions to Negotiators, Pursuant to CRS 24-6-402(4)(e) and Real Property Matters, Pursuant to 24-6-402(4)(a) C.R.S. Related to 4905 W. 60th Avenue**

**WORKSHOPS**  
**CITY COUNCIL CHAMBERS**  
**6:00 P.M.**

1. Call to Order/Roll Call of Councilmembers
2. Workshops
  - A. Shared Micromobility Update
  - B. Transportation System Plan Update
  - C. Staff Updates
3. Adjournment



## REPORT TO CITY COUNCIL WORKSHOP

AGENDA ITEM  
2.A.

TO: THE HONORABLE CITY COUNCIL

DATE: July 8, 2025

SUBJECT: Shared Micromobility Update

### **Report in Brief**

The Transportation team has prepared a report that compiles data and information related to the Shared Micromobility program and will present the results to City Council. The extended pilot program, while limited in scope, has generated insights related to public use and abuse of the system as well as vendor performance in relation to the permit Rules and Regulations.

This workshop will offer an opportunity for City Council to review the extension of the pilot program, discuss the challenges and opportunities with the Arvada Public Works team, and consider the long-term viability of the program.

### **Background**

In 2019, following the opening of the G Line stations in the City of Arvada, the City's Citizen Transportation Advisory Committee (TAC) reviewed parking and transit demand at each station: Sheridan, Olde Town, Ridge, and Ward. The committee identified parking challenges at the Olde Town and Ward stations and documented limited bicycle rack availability in G Line cars. As a result, the committee initiated an evaluation process to consider "first and last mile" solutions to transit. While several solutions were considered, the TAC landed on a three-prong approach: 1) Focus on 1-Mile areas of the G Line Stations; 2) Encourage Private Sector Mobility Investments; and 3) Pilot a Traffic Calming Program for Neighborhoods.

In January 2020, the Chair of the TAC presented this strategy to City Council and requested consideration. As a result, between 2020 and 2021, the Mobility & Planning Innovations (MPI) Division of the Arvada Public Works Department initiated efforts with the City Attorney's Office and Parks Department to update city codes to allow e-scooters and e-bikes on City streets and trails (Step 1). Following this effort, the team conducted community outreach to understand the community's desire for Shared Micromobility devices and detailed Rules & Regulations for vendors (Step 2). The Pilot Program was launched in September 2021 and the first permits were issued in December 2021.

The program is designed to permit vendors - similar to a food truck - where a limited number of Shared Micromobility devices are permitted to operate within a limited pilot project area. The program was launched in January 2022 during the winter season. The initial report to the City Manager was provided by February 2022 related to the permitting process. The MPI team continued to collect data and participate in DRCOG's regional shared micromobility work groups and compared the system performance in real-time.

The Arvada team reported to City Council at a workshop on November 14, 2022. The workshop offered an opportunity to consider three options: 1) Continue the Existing Pilot Program; 2) Graduate the Program to an annual Permitting System; and 3) Prohibit Vendors from Operating Shared Micromobility in the City. At that meeting, it was determined that the pilot program should continue while collecting additional data.

### **Strategic Alignment**

INF4 - Innovates safe, accessible, and efficient connections to modes of transportation, including transit, streets, sidewalks, and bikeways, with a focus on enhanced technology at high-priority intersections improving safety, minimizing traffic congestion, and making first and last-mile connections.



**Next Steps**

The Transportation team will use information and feedback from this workshop to direct the future of the Shared Micromobility program.

Prepared by:  
Kellee Van Bruggen, Transportation Planner

Reviewed by:

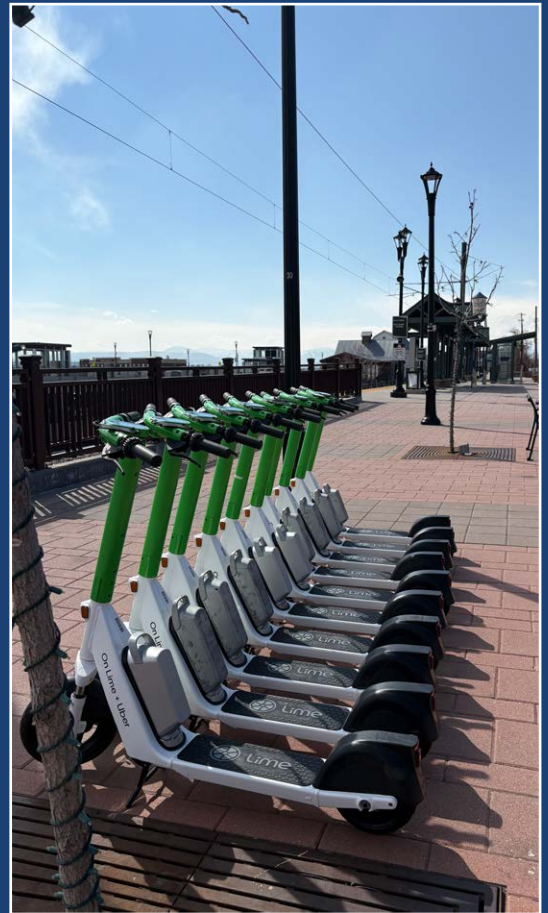
Approved by:

|                                                |           |
|------------------------------------------------|-----------|
| Claudia Vaughan, City Engineer                 | 1/9/2025  |
| Jacqueline Rhoades, Director of Infrastructure | 2/14/2025 |
| Bryan Archer, Chief Financial Officer          | 2/14/2025 |
| Tammy Hedlund, Legal Specialist                | 5/12/2025 |
| Kelsy Sargent, Assistant City Attorney         | 5/13/2025 |
| Don Wick, City Manager                         | 5/13/2025 |
| Rachel Morris, City Attorney                   | 6/13/2025 |
| Linda Haley, Deputy City Manager               | 6/16/2025 |

Enclosure, exhibits & attachments required to support the report

# ARVADA'S SHARED MICROMOBILITY PILOT PROGRAM REPORT

July 2025



# Acknowledgements

## Arvada City Council

Mayor Lauren Simpson  
Former Mayor Marc Williams  
Randy Moorman, Mayor Pro Tem and District 1  
Shawna Ambrose, District 2  
John Marriott, District 3  
Bob Fifer, District 4 and Former At-Large  
Sharon Davis, At-Large  
Brad Rupert, At-Large  
Lisa Feret, Former At-Large

## 2024-2025 Transportation Advisory Committee (TAC)

Jim Arndt  
Terri Binder  
Jadwiga Brown  
Jesse Dubin  
Bob Fifer\*  
Jon Girand  
Ian Harwick  
Michael Koslow  
Paola Massoli  
Lydia Meyer  
Dan Roussin  
Cyndi Stovall

\*City Council Liaison

## Past Members:

Brandon Figliolino  
Dan Cupid  
Matt Thornton  
Matt Barkley  
Paul Kos

## City Staff Team

Don Wick, City Manager  
Kelsy Sargent, Assistant City Attorney  
Josie Suk, Systems and Admin. Manager  
Jeni Mills, Admin. Coordinator  
Jacqueline Rhoades, Director of  
Infrastructure  
Kellee Van Bruggen, Transportation Planning  
Manager  
Aislinn Droski, Bike and Pedestrian  
Coordinator  
Derek Fern, TDM & Parking Coordinator  
John Firouzi, Former MPI Division Manager  
Lt. Jason Ammon, Arvada Police Department  
Rachael Kuroiwa, Communications Director  
Katie Patterson, Infrastructure  
Communications Manager  
Steve Milke, Creative Services Designer  
Daniel Peachey, Traffic Maintenance Manager

## Program Partners

Alexander Sandor, Lime  
Zach Williams, Lime  
Emily Lindsey, DRCOG  
Stephanie Piperno, DRCOG  
Michael Schwartz, Ride Report, now Inrix

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# EXECUTIVE SUMMARY

# Executive Summary

In January 2022, the City of Arvada launched a pilot program to allow private companies to operate shared micromobility devices (such as dockless bicycles, electric-assist bicycles, and electric-assist scooters available for rent) for a one-year pilot period. In October 2022, the pilot program was extended to gather more data and work towards introducing a second vendor. In January of 2023, the pilot program began operating on an annual permitted basis.

The intent of the program is to provide residents and visitors with additional transportation options that minimize traffic congestion, improve connectivity, and provide first and last connections to transit. The City structured the program as a pilot to evaluate the use, safety, and overall performance of shared micromobility in Arvada. During the life of the pilot, City staff have collected data and worked with the permitted vendors to manage operations of the program, educated the public about the program, and engaged with the community to gain insights about how the program is being used and to gather opinions on the program.



Currently, only e-scooters are deployed in Arvada. However, due to proximity to the Denver program, e-bikes and other devices offered in Denver end up in the Arvada market (Figure 1).

## Program Overview

The pilot program launched in January of 2022 in a pilot service area.



City Council approved the second phase of the program in October of 2022, with an expanded service area.

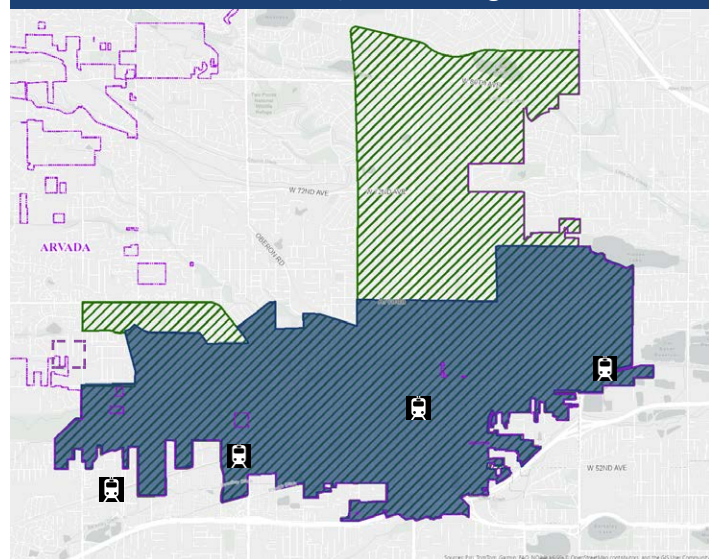


The City changed vendors in September of 2023 and the program began operating on an annual permitted basis.



City Council is now considering **four recommendations for the continuation and improvement of the micromobility program** based on community input and program performance.

Figure 2. Service Area Map for the Micromobility Pilot Program



### LEGEND

Initial Pilot Service Area Boundary   Expanded Service Area Boundary   G-Line Station



# Community Engagement

There have been three rounds of formal community engagement for the shared micromobility pilot program:

- **2020 Pre-Launch Engagement:** City Council and City staff engaged with the community about interest and concerns for the implementation of a shared micromobility program.
- **2022 Community Survey:** An online survey was distributed to the community to understand how the program is operating.
- **2024 Rider Survey:** A direct to riders survey, distributed by Lime, to understand how they are using the program, what benefits it is providing them, and what changes could be made.

The City also maintains a [program webpage](#) that provides information to community members on how the program began, its rules for riders, and the regulations. Staff also works with the permitted vendor to send general and targeted educational messaging, such as how to ride and park safely. The City also shares information, resources, and helmets for shared micromobility riders at community events and Bike-to-Work days.



Community outreach was done at three Bike-to-Work Days and other community events.



Three rounds of community engagement have been conducted; in 2024 we heard that: 92% of respondents agree or strongly agree that micromobility devices make it easier to get around.



Educational push notifications are sent out to app users as requested.

Figure 3. Examples of Community Engagement and Public Education

## Regulating the Program

The [Rules and Regulations](#) for Arvada's Pilot Mobility as a Service Permit Program were adopted by City Council to outline the terms and conditions for operating shared, dockless vehicles (e-bikes, e-scooters) in Arvada's public right-of-way. City Staff also works directly with the permitted vendor (Lime as of 2023) to create zones with special rules, like lower speeds, and to resolve issues they hear from community members, such as knocked over or incorrectly parked vehicles.



# Program Performance

Staff monitors the performance of the micromobility program by collecting information from a variety of sources:

- **Ride Report**, a shared mobility data dashboard that collects data from vendors, provides information on ridership counts, trip length, and other program performance metrics.
- **Monthly meetings with program vendors** provide insight into response times, staff and upcoming technological changes, and a regional perspective on the program's performance.
- **Online surveys** provide information to staff about how the community and riders are responding to and using the program.
- Other **City departments** provide financial information, reported crashes, and regulation compliance.

Figure 4. Monthly Trips by Micromobility Vendor (data from Ride Report)

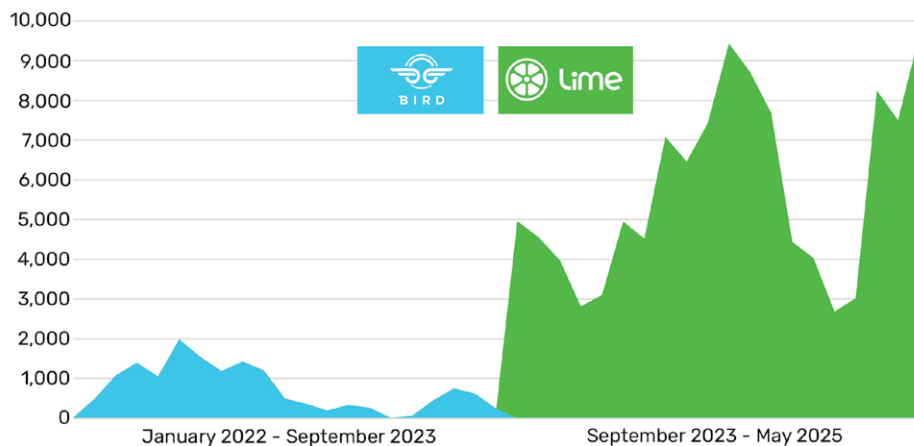
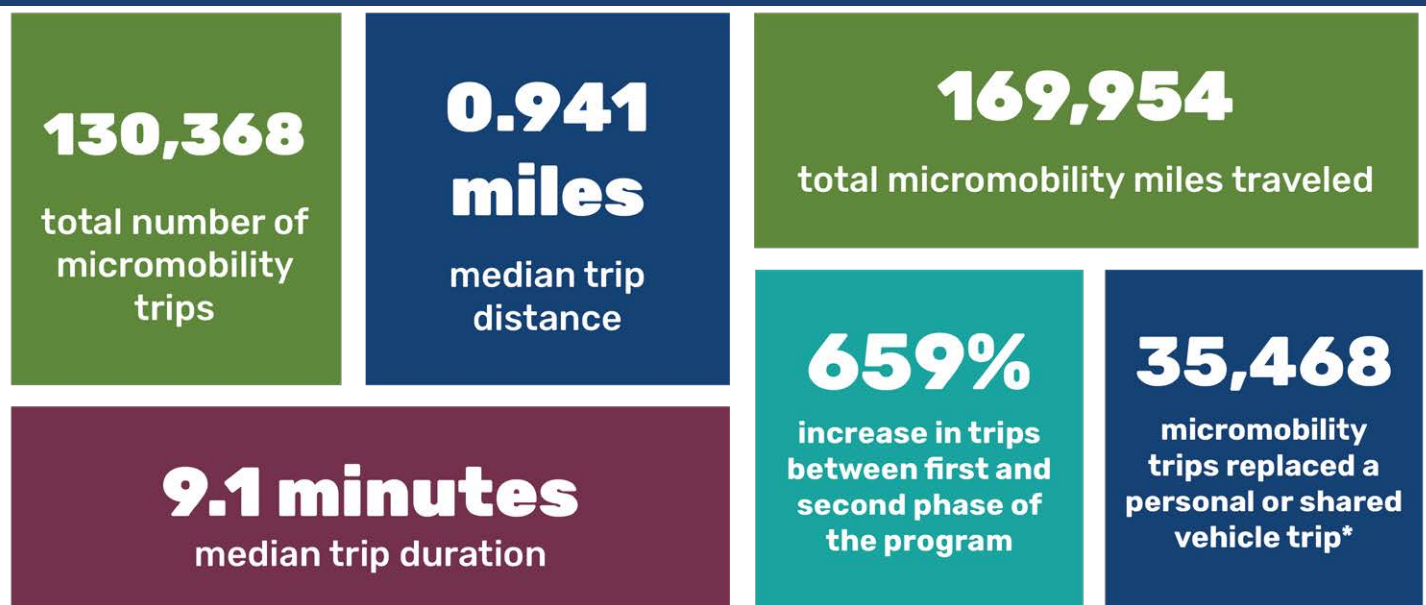


Figure 4, to the left, shows the monthly trip count from the start of the program (January 26, 2022) to May 31, 2025, broken down into the two vendors that have operated in the City. As shown, the program has seen tremendous growth in the last two years. Data like this, provided by Ride Report, is key to ongoing monitoring of the program.

Figure 5. Shared Micromobility By the Numbers (data from Ride Report)



\*This number was calculated based on a community survey which found that approx. 34% of respondent's micromobility trips would have been a personal or shared (i.e. Uber) trip.

# Key Findings

## What's Being Done Well

- Ridership has increased 331% in the last year and the program reached the milestone of 100,000 trips in 2024.
- There is a strong and collaborative working relationship with Lime, who responds quickly to requests from City staff to rebalance, pick up knocked over scooters, or address other parking issues.
- City staff can easily make changes needed to the regulations to ensure compliance.
- Users are taking advantage of micromobility to reach transit, jobs, and retail more than ever.

## Opportunities for Growth

- Encouraging or enforcing rules for riders to not park or ride on narrow sidewalks or immediately adjacent to transit stops to decrease accessibility concerns.
- Expanding the service area beyond the 1-mile radius of G-Line stations or citywide.
- Providing dedicated parking areas/zones in high-demand/high-use locations.
- Expanding rider education on parking and rules of the road.
- Creating a comfortable network of facilities for bicycles and scooters.
- Expanding transparency on micromobility data and use.

# Continuing the Program

The following page includes four recommendations for the continuation of the shared micromobility program in Arvada.

The Baseline Recommendations, 'Extend' and 'Educate', are intended to be easily implementable and to make small tweaks to the current program for easier operations and improved education.

The Recommendations for Further Development, 'Establish' and 'Expand', provide flexible next steps for thoughtful parking options, program expansion, and user experience. These recommendations could be worked on by staff based on suitability, available funding, and Council direction.



# Baseline Recommendations

## Extend

- 'Pilot' is removed in the program's regulating documents.
- The program continues to operate on an annual permitted basis, with up to two vendors, and collaboration with vendors to ensure parking and service compliance continues to improve.

### Changes to support extending the program include:

- Updating the Rules and Regulations and Municipal Code, and;
- Allowance for staff to negotiate trip fees for more rider incentives, such as device types or preferred parking zone incentives.



## Educate

- Staff continues and expands educational efforts, in partnership with the vendor(s).
- Education focuses on rules of the road, connections between micromobility and transit, and increasing community information sharing.

### Initiatives to support further education include:

- Updating the City's micromobility webpage,
- Initiating a public awareness safety campaign, and;
- Attending more public events to educate users on riding/parking.



# Recommendations for Further Development

## Establish

- Work with the vendor to establish dedicated parking locations where rider density encourages doing so.
- Utilize micromobility data to prioritize segments for on-road mobility infrastructure improvements.

### Examples of initiatives to support the implementation of 'Establish' include:

- Studies on parking locations and feasibility of required parking in high ridership areas.
- Parking Audit, conducted after any implementation of parking locations.



## Expand

- Utilize trip data to propose and implement incremental service area expansions, based on demand.
- Work with regional partners and vendor(s) to expand inter-jurisdictional connectivity and mobility choices.

### Examples of initiatives to support the implementation of 'Expand' include:

- A trip-end boundary study and expansion plan,
- Flexible device cap, and;
- Piloting new device types.



# SECTION 1

## INTRODUCTION

# Introduction to Micromobility

In 2019, Colorado House Bill 19-1221 classified e-scooters and permitted them on roadways in the state. The bill also authorized local governments such as the City of Arvada to regulate e-scooters to a similar degree as electric bicycles. After the bill, the City of Arvada started seeing micromobility devices appear in the City as a spillover from micromobility programs in neighboring jurisdictions and began to consider implementing the City's own **shared micromobility program**.



## What is shared micromobility?

Shared micromobility systems have the following characteristics:

- Devices are rented for one-way trips using a mobile phone application.
- Users have the flexibility to park where they finish their trip.
- Users are encouraged to park their device in the furnishing zone, the area of the sidewalk where trees, light posts, benches, utility poles, and other common sidewalk amenities are located in the right-of-way.
- Companies regularly pick up devices to recharge them and to redistribute them to where people need them.
- Scooters are permitted to park in the public right-of-way.



Shared micromobility is often considered a key part of a successful multimodal strategy. It is typically used for shorter trips for accessing transit, services, shopping, and fun!

(Figure 1.1. Image from Better Bike Share Partnership)

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# Pilot Program Overview

## Pilot Program Initiation

In January 2020, the City of Arvada sought public feedback and found that people were generally supportive of a pilot program. In August 2021, the State Code was updated to grant micromobility devices such as e-scooters and e-bikes right-of-way on public streets and trails.

City Council approved the “Mobility as a Service” pilot program in August 2021. The regulations adopted by Council outline the requirements for the program and its operators including the service area, the number and types of devices, maintenance and operations expectations, and data reporting requirements.

Operations began on January 26, 2022, with Bird as the City’s first vendor.

## Strategic Plan Alignment

Shared micromobility is consistent with the City’s Strategic Plan to:

- Provide residents and visitors with additional transportation options that improve safety and minimize traffic congestion.
- Create efficient connections to other modes of transportation, including transit, streets, sidewalks, and bikeways.

## Pilot Program Goals

The goals of the pilot shared micromobility program are to:

- Increase first- and last-mile connectivity to transit stations and stops.
- Improve access to modes of transportation other than a vehicle.
- Use the program to enhance street safety for people using micromobility devices, walking, or bicycling.

While these goals were highlighted as part of the initial pilot program, they have not changed since 2021 and still serve as key checks for understanding if the program continues to serve the goals and needs of the City.

## Pilot Program Expansion

In November of 2022, the program was approved for a second phase, with an expansion of the service area. No official action has been taken by Council on the program since this time, and it has been operating as an annually permitted program since January 2023. Lime took over as the City’s operator in September 2023 and remains the sole vendor of shared micromobility devices in Arvada, though up to two vendors are still permitted.

See the following page for a more detailed timeline of shared micromobility in Colorado and Arvada.



# Timeline of Shared Micromobility

## 2019

Colorado House Bill 19-1221 updates electric scooter classification & allows e-scooters on public roadways and trails, as well as allowing local jurisdictions to regulate e-scooters.

## April 2019

RTD G-Line Commuter Rail Opens

## January 2020

Transportation Committee presents recommendations to City Council; City staff seek public input on shared micromobility program.

## December 2020

DRCOG releases 'Shared Micromobility in the Denver Region: Considerations for Local Agency Implementation and Regional Consistency'.

## August 2021

Arvada City Council grants micromobility devices right-of-way on streets, consistent with the 2020 Colorado Model Traffic Code Update.

## January 26, 2022

First e-scooters deployed in Arvada with approved vendor, Bird, with a cap of 100 vehicles (updated to 200 shortly thereafter).

## Summer 2022

City staff distribute helmets for Bike-to-Work Day, conduct a community survey, and attend other community festivals.

## October 2022

City staff reports on the first year of the program to City Council. Council approves a second phase of the program, with an expanded service area.

## December 2022

Pilot program due to end and begins operating on an annual permit basis.

## September 2023

Bird exits the Arvada market and Lime begins providing e-scooters with a cap of 200.

## May 2024

The program reaches 100,000 total trips!

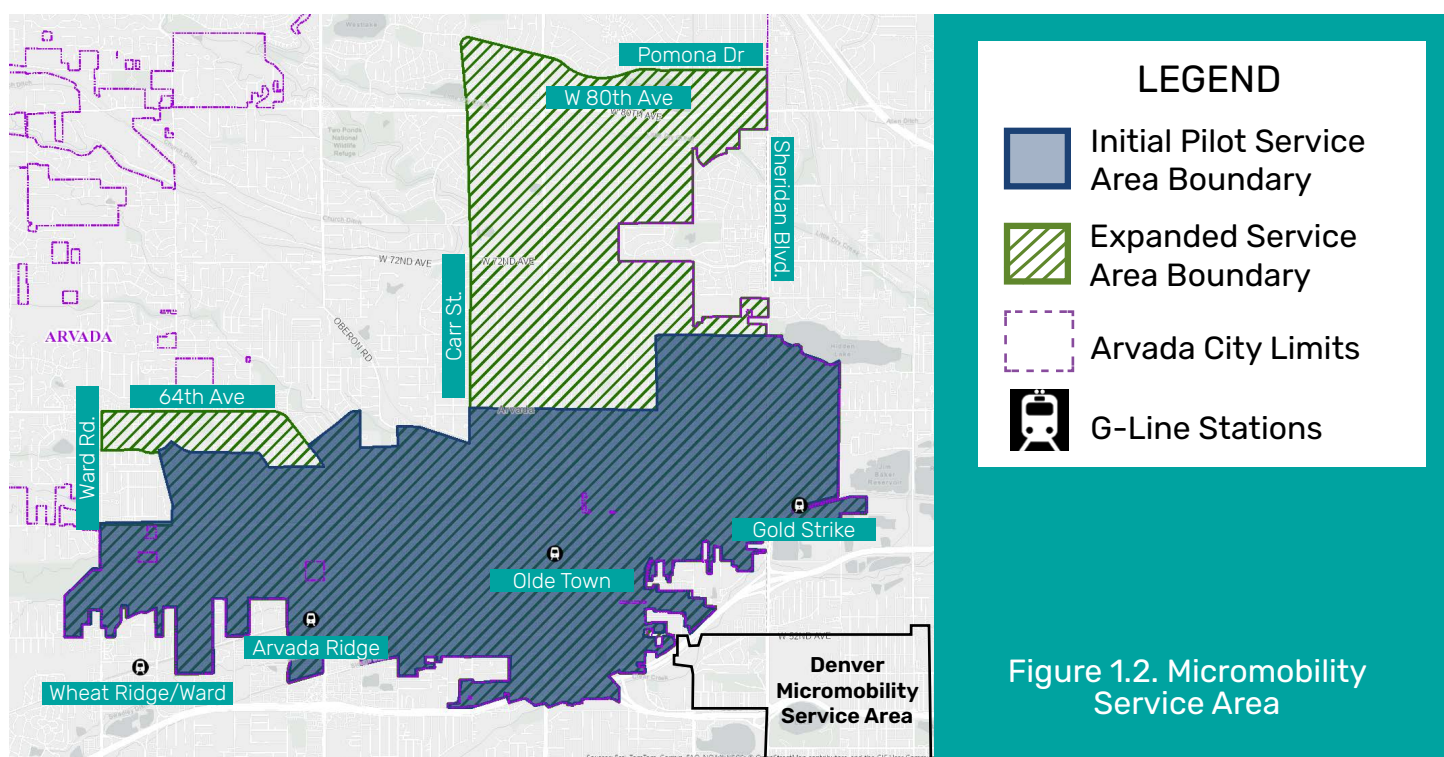
## July 2025

City staff reports on the 3-year progress, and recommendations for continuance, of the pilot program to City Council.

# Micromobility Service Area

When the City of Arvada's shared micromobility pilot began operating in January 2022, operating boundaries were drawn to understand the potential of shared micromobility in providing alternative transportation to key destinations and land uses and as a first- and last- mile mode of transportation to public transportation. Additionally, the boundary was selected to include all of the areas identified as minority and low-income Environmental Justice areas by DRCOG.

The initial pilot service area from 2022 is shown on Figure 1.2 in blue, and includes Olde Town, the Ralston Creek Trail, other parks and commercial districts, and the 60th-Sheridan/ Arvada Gold Strike, Olde Town, and Arvada Ridge G Line stations. Due to user demand for access to additional commercial districts, the second year of the pilot boundary was expanded to include access to 80th and Wadsworth and 64th and Ward as shown in Figure 1.2 (hatched in green).



## Devices Offered

Figure 1.3. Lime Vehicles Offered in Denver Region  
(Source: Lime)



Currently, Lime offers three devices in the Denver Region: the e-bike, the glider, and the e-scooter. In Arvada, the only vehicle deployed by Lime is e-scooters. However, due to the proximity of Denver on Arvada's southeast border, e-bikes and, as of May 2025, gliders end up in Arvada's service area as well. While Arvada's pilot program permits the deployment of e-bikes, this has not been taken advantage of by a vendor to-date.



# **SECTION 2**

## **PUBLIC EDUCATION AND ENGAGEMENT**

# Public Education

As part of the shared micromobility pilot program, the City and vendors partner to educate the public on how to operate e-scooters safely. The City also leverages data collection to share information with the public about the program's impact. These initiatives include in-app, online, and in-person information sharing.

## In-App Messaging



### General Messaging

For the current vendor, Lime, the general messaging provided in the app includes how to ride an e-scooter, how to use an e-scooter safely, and how to park an e-scooter properly (Figure 2.1). Additional safety messaging appears on the vendors' webpage and via the sidebar in the app, under 'Safety Center'. Messaging about how to ride an e-scooter is also available via the sidebar and as a splash page when users first download the vendor's app and prior to renting an e-scooter.

### Targeted Messaging

Targeted messaging can be delivered directly to the user's device, typically at the beginning or end of their ride. In 2023, targeted messaging was delivered through the app to address parking issues that arose during the change in vendors. Additionally, with Lime, riders receive a parking reminder through the app at the end of their ride about where and how they should park their e-scooters.

Users are required to take a photo of their scooter at the end of the ride; AI technology is used to determine if devices are parked properly and not blocking a sidewalk. During significant weather events, such as the large snowstorm in March 2024, Lime sends out safety messaging to riders to stay safe in adverse conditions and, when severe enough, alerts riders that devices are not available to ride when they open the app.

Figure 2.1. Lime Safety Center Messaging

Keep yourself and your city safe



Wear a helmet when riding.



Test the brakes before riding by squeezing them and rocking the vehicle forward and back. The vehicle should not move.



Ride in bike lanes whenever possible.



Park out of public pathways and upright with the kickstand down. You may be fined for improper parking.

## In-Person Events

To promote safety, City staff ask vendors to join them at several community events throughout the year. Lime has a local team available to attend community events when requested to disseminate education and safety information and tools. They currently attend events such as Bike to Work Day and Arvada Fire Safety Day to distribute free helmets to the community. Lime also partners with two helmet manufacturers through which riders can get discounts on new helmets. This type of information is provided to the community through these events. Learn more about their helmet discount and other safety measures here: [Safety | Lime Micromobility](#).

# Web-Based Information

City staff provide clear and accessible information online through the City of Arvada's website and by sharing program data. The following illustrates three online webpages that share information about the micromobility program.



## Shared Micromobility Homepage

The City website hosts a [Shared Micromobility: E-Scooters & Bicycles](#) homepage (Figure 2.2). This page provides the community with information on the program, such as its goals, rules for riding and parking, and how to contact Lime and City staff.

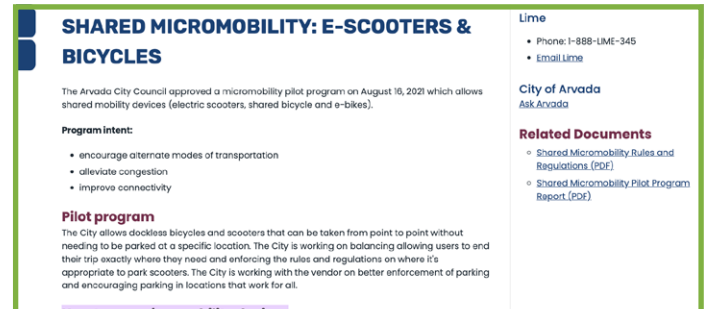


Figure 2.2. Shared Micromobility Homepage on the City of Arvada Website

## Micromobility Dashboard

Through the [DRCOG Regional Data Dashboard](#) (Figure 2.3), the City of Arvada has access to a public data dashboard. The dashboard provides data on total/average trips taken, average trip speed, and total/average trip distance.

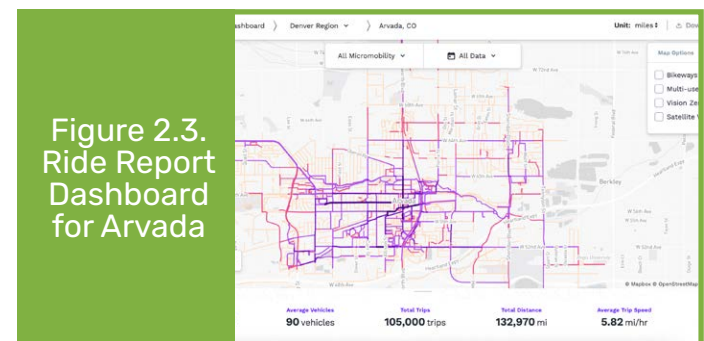


Figure 2.3. Ride Report Dashboard for Arvada

## 'Connecting Arvada' Story Map

City Staff are also utilizing data from RideReport to create an ArcGIS Story Map. Story Maps are an online tool for displaying and sharing data in a visually interesting manner.

This Story Map, called '[Connecting Arvada](#)' (Figure 2.4), will be a consistently updated site where the public can view information on the shared micromobility program, such as trip counts, starting and ending locations, busiest days of the week, and more.

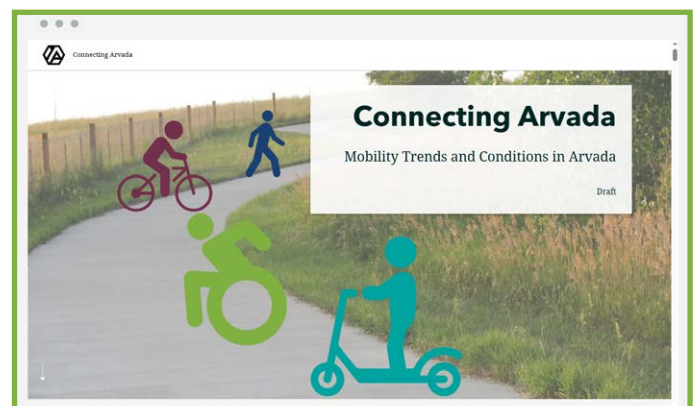


Figure 2.4. Connecting Arvada Story Map

This publicly available resource will increase transparency around the program, and provide interesting data about shared micromobility's impact in Arvada.

# Community Engagement

An important part of a pilot program is understanding how the community perceives and is using the program. Arvada's shared micromobility pilot program has conducted three community engagement rounds to identify and address concerns, discover what improvements could be made, and understand how and why the program is being used. Input from community engagement directly informs the administration and evolution of the program. The three rounds of community engagement were:

**2020 Pre-Launch Engagement** | Staff engaged with the community about interest and concerns for implementation of a shared micromobility program.

**2022 Community Survey** | An online survey was distributed to the Arvada community to understand public perceptions, concerns, and benefits about one year into the pilot.

**2024 Rider Survey** | Staff worked with Lime to distribute a direct to Arvada riders survey, through the Lime app, to understand rider trip details, benefits, and recommended changes.



## 2022 Community Survey

**576**  
total  
responses

This survey was open from July 22 to August 23, 2022 for the community to provide input on their support, utilization, and concerns with the micromobility program. The common themes from responses were:

### Feedback

**Parking** | Concern with e-scooters being parked incorrectly and/or tipped over onto sidewalks. Several responses requested designated parking zones and faster vendor pick-up.

**Safety** | Concern with e-scooters sharing space with pedestrians/cyclists. Speeding & lack of communication was highlighted as an issue.

**Sidewalks** | Sidewalk width noted as inadequate for riding & parking scooters. Riders should stay on the road & there should be dedicated infrastructure to do so.

**Expansion** | Desire to expand the operating area, with more device availability for use for errands and other short trips.

### Responses

Encouragement of vendors to adopt AI parking software to check if devices are parked correctly; adopted by Lime in 2024.

Establishment of the Olde Town Slow Zone, which automatically slows devices to **7MPH** within Olde Town. Creation of [Trail Etiquette campaigns](#) and signage.

Collaboration & monitoring of vendor pick-ups for compliance

Service area expansion in 2022

# 2024 Rider Survey

**69**  
total  
responses

In July 2024, the City conducted a third survey, aimed at understanding the impacts of the program on riders. The survey was sent through the Lime app and respondents were asked to think about their most recent or frequent micromobility trips when answering survey questions.

## Trip Details

What types of trips do you use a micromobility device for? (Figure 2.5)

**54%** to or from transit

**44%** to or fun social

**44%** to or from dining

**44%** for fun

**44%** errands

**36%** to or from work

**31%** for appointments

**10%** to or from school

**10%** other

How would you have made the trip, without micromobility? (Figure 2.6)

**46%**  
would have  
walked.

**19%** would  
have driven  
a personal  
vehicle.

**15%** would  
have taken a  
shared vehicle  
(i.e. Uber).

**12%**  
would have  
taken public  
transit.

**5%** would  
not have  
made the  
trip.

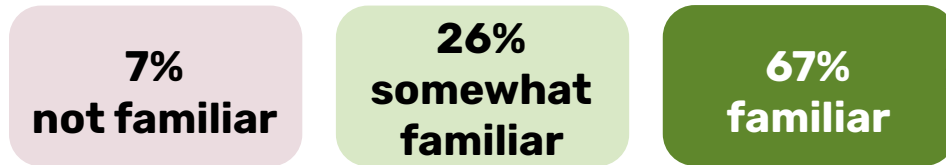
3% other

With access to shared micromobility, do you use other travel modes less or more often? (Figure 2.7)

|                         |                |                    |                |
|-------------------------|----------------|--------------------|----------------|
| Walking                 | 36% less often | 45% about the same | 19% more often |
| Using Transit           | 29% less often | 54% about the same | 18% more often |
| Driving a Car           | 59% less often | 41% about the same | 0% more often  |
| Taking a Shared Vehicle | 64% less often | 32% about the same | 4% more often  |
| Biking (personal bike)  | 21% less often | 70% about the same | 9% more often  |

## Safety

When parking a micromobility device, how familiar are you with parking rules? (Figure 2.8)



How often do you wear a helmet when riding a micromobility device? (Figure 2.9)



What are your feelings of safety with...

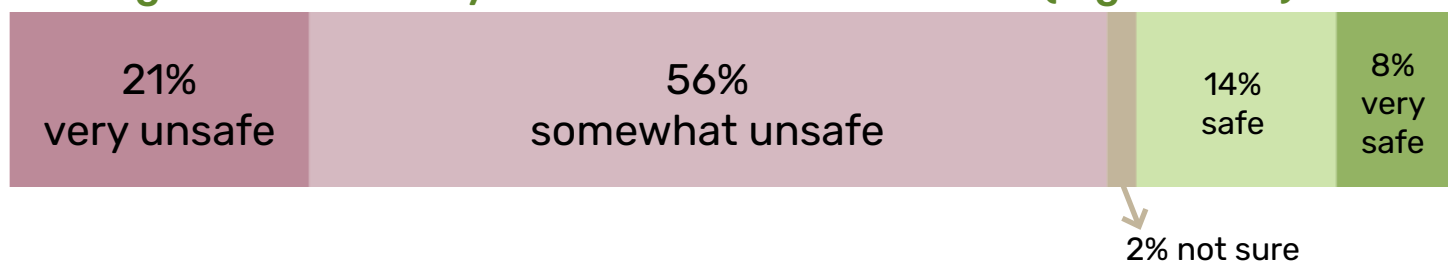
...the speed of shared micromobility devices? (Figure 2.10)



...riding a micromobility device in a bike lane? (Figure 2.11)



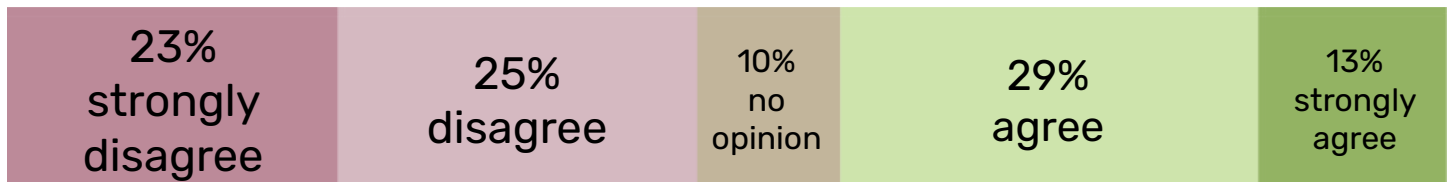
...riding a micromobility device in a vehicular lane? (Figure 2.12)





## Agree/Disagree: Micromobility Challenges

Micromobility devices look cluttered in some areas. (Figure 2.13)



Micromobility devices are often parked in my way. (Figure 2.14)



**What This Means:** Respondents that disagree or strongly disagree with these statements are saying that they don't think that devices look cluttered and that devices are **not** parked in their way often.

## Agree/Disagree: Micromobility Benefits

Micromobility devices have made it easier and faster for people to get to where they need to go. (Figure 2.15)



Micromobility devices have made public transit easier. (Figure 2.16)



## What changes would encourage you to use a shared micromobility device more often?

### Top Five Suggestions

1. Larger operating area (53%)
2. Safe places to ride (i.e. bike lanes) (32%)
3. E-scooters/bikes in surrounding cities (25%)
4. More e-scooters available (23%)
5. More micromobility devices near transit stops (21%)



Lower cost and longer battery life each captured 17% of respondents' votes, while easier options for renting without a smartphone and different micromobility device design each captured 13%. Other suggestions captured 10% or less of responses (5 or less people).

## What We Learned

It is important to note that the 2024 survey was distributed through the Lime app and targeted riders for responses. Therefore, conclusions about how attitudes around parking and safety concerns may have shifted in the Arvada community as a whole are not able to be drawn. Regardless, with the significant growth in the program over the last two years, the survey provides key insights into the drivers and impacts of this growth. See [Section 4. Program Performance](#), for more information regarding ridership growth.

Parking appeared as a lower concern for respondents, while cluttering (devices knocked over or in the way) still presented a concern for about half of respondents. The top two suggestions for improvements to the program, a larger operating area and safe places to ride, indicate that there is support for the program's expansion and for more on-street facilities to ride safely. The need for more separated spaces for scooters (i.e. bike lanes, side paths, etc.) was reinforced in the safety concerns of respondents, with 77% feeling somewhat unsafe or unsafe riding a scooter in a vehicular lane.

Overall, for the respondents of the survey, micromobility is a reliable and affordable method for getting to transit, events, errands, and more. Over 60% of respondents agreed or strongly agreed that micromobility brought benefits to Arvada, such as reliability, reduction of car traffic/CO2, connections to transit, and affordability.

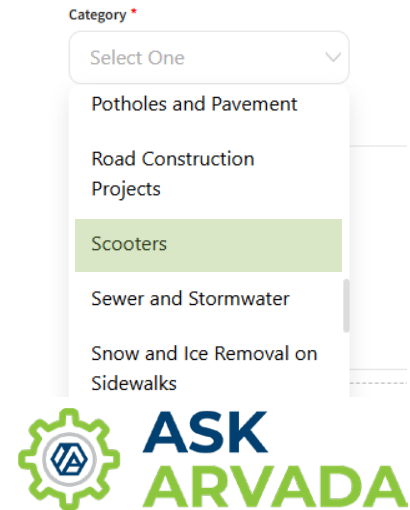
# Ongoing Community Feedback

## AskArvada

In 2024, Staff worked to include a 'Scooters' category in AskArvada, the City's web platform for public comments and concerns (Figure 2.17). This allows for comments regarding parking issues and other concerns to be received and addressed quickly by the City and the vendor.

Users can select 'Scooters' from the drop down menu and submit a comment/concern through the AskArvada platform. Once submitted, they will receive an automatic response containing contact information for Lime. City staff will also reach out to make sure their concern is being addressed, either by Staff or the vendor.

Figure 2.17. AskArvada Dropdown Options



## Closing the Feedback Loop

In addition to the AskArvada platform, staff receives feedback from the community through phone calls, City Councillors, and emails. To ensure that there is a feedback loop with the community and the pilot micromobility program, staff does the following:

- For vehicles improperly parked, staff contacts the vendor and tracks their responsiveness/timeliness.
- For complaints and/or suggested improvements, staff keeps information on file and/or logs the feedback in AskArvada to ensure there is a follow-up.

| 🕒 Contacted Lime | 📅 Pick Up Confirmed | 📄 Status  | ⌚ Time Between Contact and Confirmed Pick Up |
|------------------|---------------------|-----------|----------------------------------------------|
| 10:47:00 AM      | 1:15:00 PM          | Completed | 2:28:00                                      |
| 12:45:00 PM      | 2:50:00 PM          | Completed | 2:05:00                                      |
| 10:46:00 AM      | 1:00:00 PM          | Completed | 2:14:00                                      |

Figure 2.18. Vehicle Pick Up Tracking Sheet

# **SECTION 3**

## **REGULATIONS AND PERMITTING**

# Regulating Documents

## Municipal Code

The City uses MuniCode to publish the City's Code of Ordinances. Changes or additions to the Municipal Code are voted on and approved by City Council, and encompass a wide range of topics, such as land use and budgets. Article XI of the Motor Vehicles chapter contains the ['Micromobility Program' ordinance](#), which established the pilot program, gives the Director of Infrastructure the ability to create/change rules and regulations, and indicated that the program would become a 'city program', unless terminated, on January 1, 2023.

## Rules and Regulations

The [Rules and Regulations for Arvada's Pilot Mobility as a Service Permit Program](#) outline the intent of the program, the application process, the terms of service, and the requirements and responsibilities of permittees. The Rules and Regulations have been updated by staff and approved by the Director of Infrastructure in order to address the concerns of the public and to meet the needs of the vendors and users of the program. Using this framework, staff approved permits for and worked with vendors to oversee and manage the pilot program.

## Vendor Collaboration

The City of Arvada works closely with the vendors for the micromobility program to ensure that their e-scooter fleets are operating safely and in compliance with the terms of the permit. This includes ensuring that issues, such as community reports of incorrectly parked e-scooter, are addressed by each vendor as part of complying with the permit.

When Lime entered the Arvada market in September of 2023, they initially tied their back-end operations system to Denver, to streamline the rental process for riders of the system. While this integration improved convenience for users, it led to some challenges in tracking complaints specific to Arvada. Lime has now separated its Arvada operations from Denver's. This change is expected to improve operational efficiency in Arvada and enable better tracking of complaints and compliance. Lime also utilizes technologies such as AI, gyroscopes within the scooters, and geofencing to record and address improperly parked or placed scooters. These technologies work to ensure Lime is able to quickly dispatch a team member in the field if a vehicle is parked in an inappropriate location or has been knocked down.

While these technologies are proactive measures to decrease the chance for micromobility vehicles to be parked or placed incorrectly, it does happen. Complaints and comments about the program are able to reach staff through emails, phone calls, pop-up events, and Ask Arvada tickets. When a specific device issue is brought to staff's attention, they work directly with Lime to ensure that issues are resolved. Staff tracks their response times and ensures resolution occurs within the time required by the Rules and Regulations (4 hours from 6am to 6pm on weekdays, 12 hours all other times). With the addition of the AskArvada 'Scooter' category, staff has also begun to track the number of scooter issues to better understand how this is affecting the program and is working with Lime on innovative solutions.

# Permitting and Fees

The City of Arvada actively encouraged micromobility companies to apply for permits for the shared micromobility pilot program. The permit process opened in October 2021. The first successful vendor application that met all of the City's requirements was from Bird. In 2023, as Bird left the Arvada market, Lime became the second vendor to meet all of the City's requirements and received a permit. Permits can be revoked if a vendor is not regularly meeting the requirements outlined in the Rules and Regulations.

Figure 3.1 below illustrates the process to receive and maintain an operating permit, including associated fees.

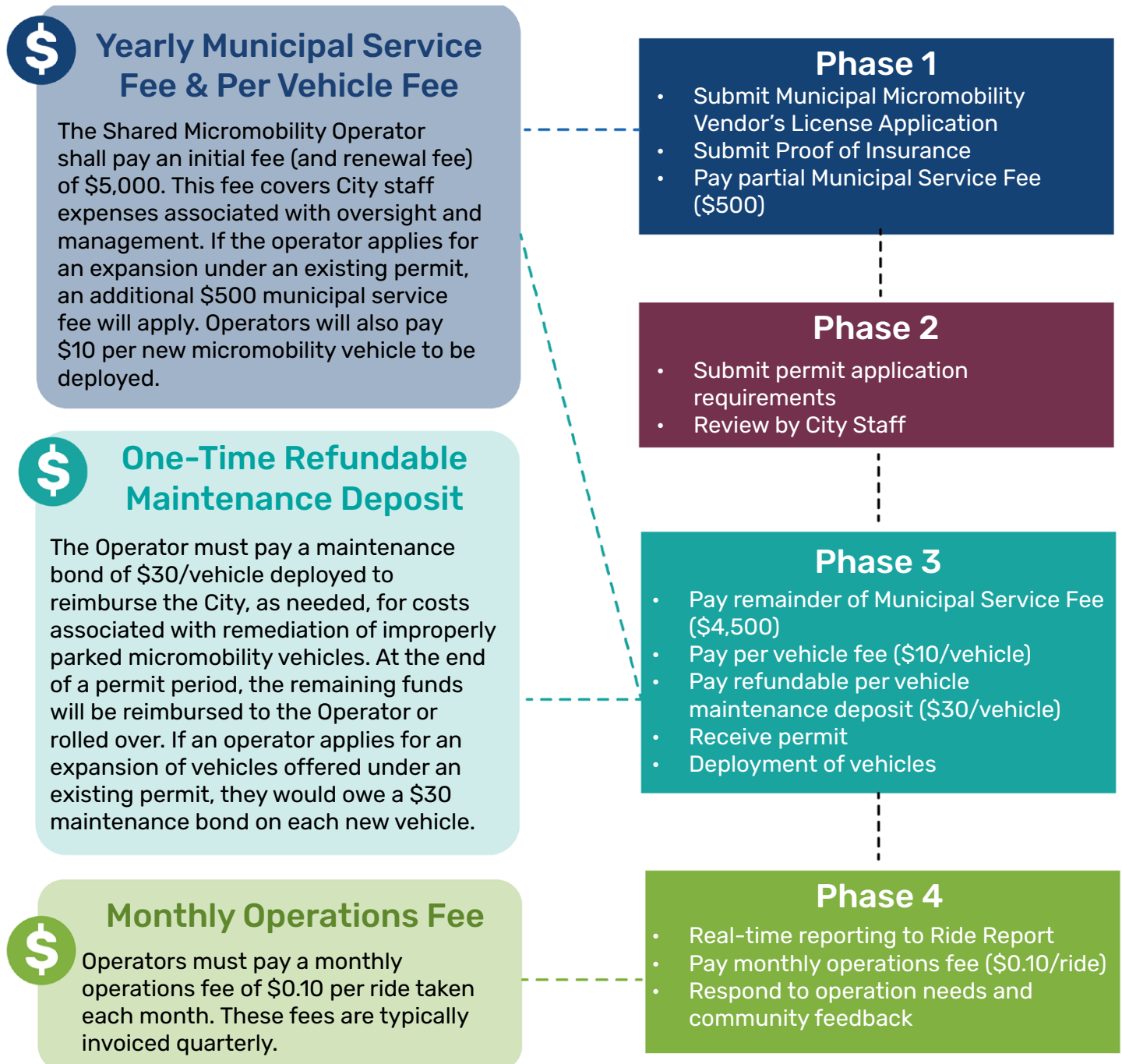


Figure 3.1 Permit Process and Associated Fees



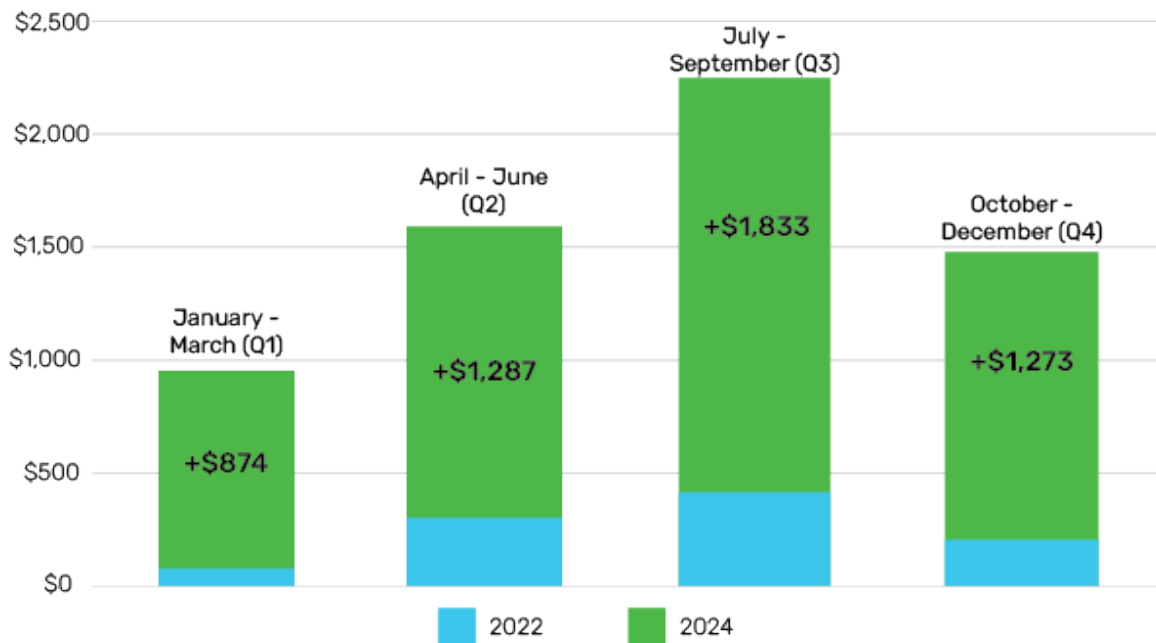
# Collected Revenues

The fees collected from the pilot program (yearly fee and per vehicle fee) pay for resources needed to manage the program, and are also available for infrastructure improvements. While the revenue collected from the fees are not enough to cover the true costs of staff time, they have been utilized to purchase access to the Denver Regional Council of Governments (DRCOG) micromobility data sharing portal. Funds gained from the program are held by the City and used when a purpose for the fee arises, such as signage, educational campaigns, or parking infrastructure.

Figure 3.2 is a table summary of the revenue collected over the life of the program:

| Month/Time Frame         | Amount     | Revenue Description                                                    |
|--------------------------|------------|------------------------------------------------------------------------|
| December 2021            | \$6,500    | Bird municipal service fee and per vehicle fee; initial                |
| January - March 2022     | \$79.30    | Bird's operations fees for Q1 2022                                     |
| April 2022               | \$1,219.40 | Bird municipal service fee and per vehicle fee for additional scooters |
| April - June 2022        | \$304.20   | Bird's operation fees for Q2 2022                                      |
| July - September 2022    | \$415.90   | Bird's operation fees for Q3 2022                                      |
| October - December 2022  | \$206.00   | Bird's operation fees for Q4 2022                                      |
| January - March 2023     | \$79.30    | Bird's operation fees for Q1 2023                                      |
| March 2023               | \$6,500    | Bird municipal service fee and per vehicle fee; renewal                |
| April - June 2023        | \$50.80    | Bird's operation fees for Q2 2023                                      |
| August/September 2023    | \$6,500    | Lime's initial municipal service fee and per vehicle fee               |
| July - September 2023    | \$158.10   | Bird's operation fees for Q3 2023                                      |
| October - December 2023  | \$1,348.80 | Lime's operation fees for Q4 2023                                      |
| January - March 2024     | \$954.10   | Lime's operation fees for Q1 2024                                      |
| April - June 2024        | \$1,591.50 | Lime's operation fees for Q2 2024                                      |
| July - September 2024    | \$2,249.40 | Lime's operation fees for Q3 2024                                      |
| October - December 2024  | \$1,479.80 | Lime's operation fees for Q4 2024                                      |
| January - March 2025     | \$1,215.40 | Lime's operation fees for Q1 2025                                      |
| January 2022 to May 2025 | \$30,852   | Total Program Revenue to Date                                          |

Figure 3.3. Program Revenue Comparison for 2022 and 2024



Analysis of how revenue collection has grown provides insight into the overall growth of the program. Figure 3.3 compares the fees collected by the City for a full calendar year at the start of the program (2022) and in the program’s most recent year (2024). The chart indicates that, for all except the winter months, the program collects over \$1,000 more per quarter now than it did in its first year.

Continual analyses of revenue collection allows staff to have an understanding of reinvestments that can be made into the program, as well as its long term financial feasibility.

## Equitable Access

Providing equitable access is important in making sure that the program is available to everyone and can address the mobility needs of traditionally underserved populations. As part of the application, Arvada requires an equitable service plan to address potential barriers to the service and increase access to shared micromobility.

Lime, the City’s current vendor, provides a ‘LimeAccess’ program in Arvada for qualifying riders<sup>1</sup> to take 50% off trips. Lime also provides in-app outreach to riders to ensure they’re aware of the LimeAccess program, as well as in-person outreach and enrollment through promotional events. Finally, Lime offers options for users to access the service without a cellphone; users can utilize ‘PayNearMe’ locations, such as CVS, Walmart, 7/11, to use cash, as well as a text-to-unlock feature for those without smartphones.

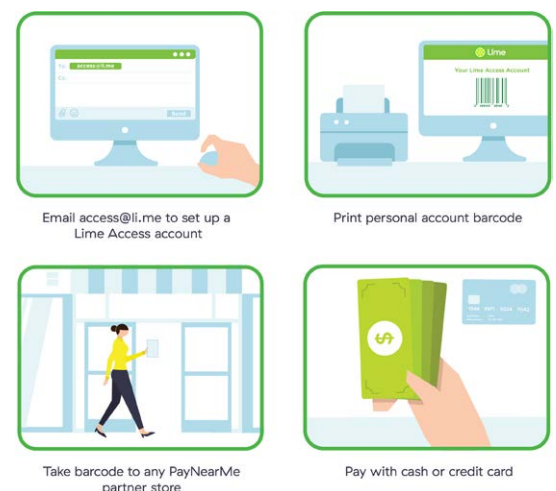


Figure 3.4. Process for Acquiring a Lime Access Account (online application also available)

# SECTION 4

## PROGRAM PERFORMANCE

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# Program Performance

Section 4 analyzes the performance of the pilot program using data collected and reported via the Ride Report data dashboard. Ride Report is an independent analysis tool through which the City is able to monitor and track the performance of vendor fleet operations and public demand. This is available in real-time as well as monthly historical data. The City can utilize this data to understand the impact of the program and project future needs, as well as ensure regulation of the vendor.

## Ride Report

Using Ride Report, an independent analysis tool, the City is able to monitor and track the performance of vendor fleet operations and public demand. This is available in real-time as well as monthly historical data. The City can utilize this data to understand the impact of the program and project future needs, as well as ensure regulation of the vendor.

## Program Analysis Period

“The program analysis period” for this data begins on January 26, 2022 and ends on May 31, 2025, unless otherwise noted. For instance, some analysis may compare the two different operational phases of the program. Outlier data (e.g., zero length trips) were filtered out of the analysis by Ride Report. The data may also be separated by vendors; Bird first started operations in the City of Arvada on January 26, 2022 and left the City’s market on September 19, 2023. Lime entered the Arvada market on September 29, 2023 and is currently still in operations.

## Program Overview

### Vehicle Deployment

The pilot program extension allows a vendor to deploy up to 200 devices within the service area. Deployment of vehicles has consistently grown over the life of the program, representing the vendor’s reliable response to the growing demand for shared micromobility in Arvada.

During Bird’s operations, approximately 31 devices (all e-scooters) were deployed and active on a typical day in this reporting period. This represents 16% of Bird’s permitted fleet cap

Lime (Sep. 2023 - present) has had an average of 150 devices (12 e-bikes and 138 e-scooters) deployed and active on a typical day. This represents 75% of Lime’s permitted fleet cap.

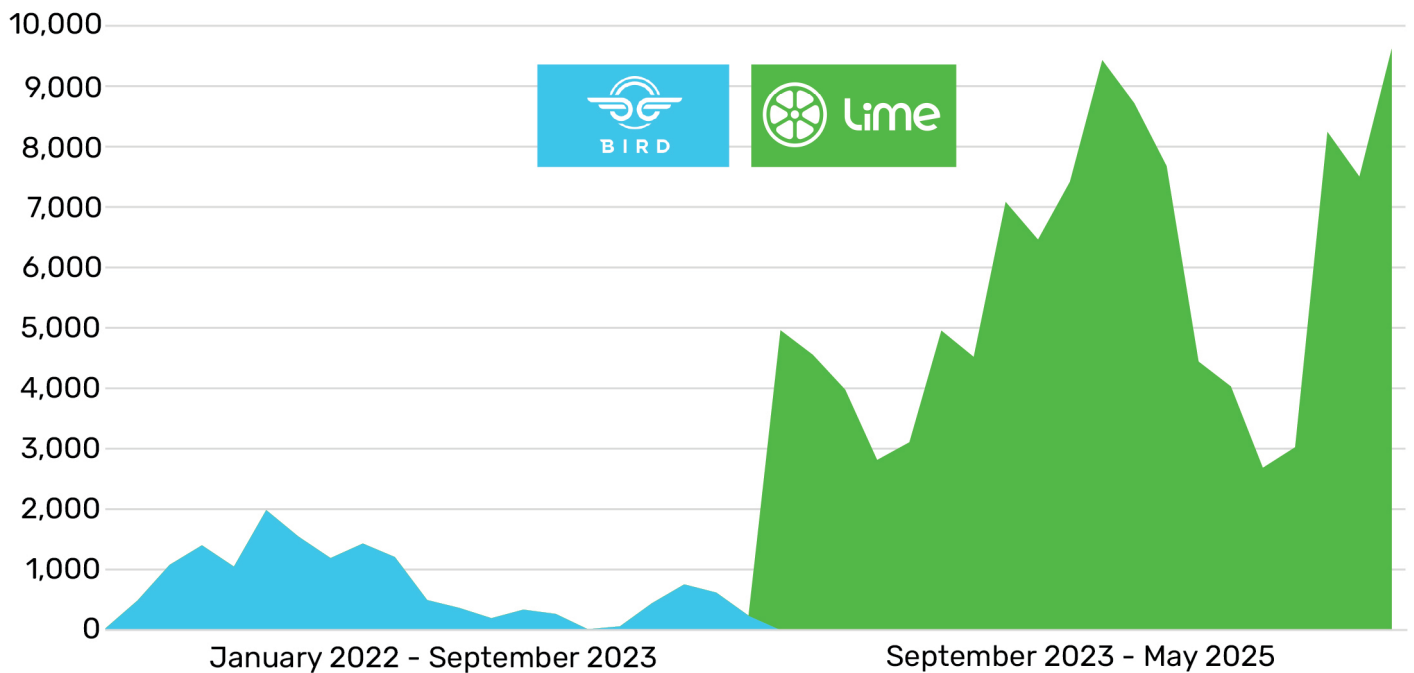


# Ridership

During the analysis period, a total of 130,369 trips were taken. 121,473 trips were made by e-scooters and 8,896 trips were made by e-bikes or other devices. The monthly profile of ridership is shown on Figure 4.2. Ridership data tells us that:

- A median of 18 trips per day were made on Bird devices during their operations.
- A median of 178.5 trips per day have been made on Lime devices during their operations so far.
- Peak ridership occurred on Saturday, May 31st, 2025, with 422 trips.

Figure 4.1. Monthly Trips



# Utilization

Vehicle utilization, or the number of trips taken per micromobility device per day, provides an understanding of the use of the program.

During Bird's operations, the average utilization was 0.56 trips/vehicle/day, which is lower than utilizations reported by other small cities with populations less than 200,000 people, which see around 1.0 trips/vehicle/day. However, it is noted that the operations with Bird struggled with the need to hire and on-board a new fleet manager during their operational period.

During Lime's operations, the average utilization rate has been 1.7 trips/vehicle/day, which is similar to those utilizations reported by other small cities with populations less than 200,000 people (an average of 1.0 trips/vehicle/day). Seasonality influences utilization rates in Arvada, with spring and summer of 2024 seeing closer to 2.5 trips per scooter per day.

# Trip Details

Understanding the length, times, and locations of trips that riders are taking with micromobility devices provides insight into use cases, areas of demand, potential expansion opportunities, and helps the City to regulate the program.



## How Long People Ride

### Trip Distance Details (Figure 4.2)

**0.94 miles**  
average trip distance

**71% trips**  
are less than 1 mile

**91% trips**  
are less than 3 miles

### Trip Duration Details (Figure 4.3)

**9.1 min**  
median trip duration

**~54% trips**  
are less than a  
5-minute ride

**~78% trips**  
are less than a  
15-minute ride

## What Trip Distance and Duration Tells Us

Riders are using shared micromobility for shorter trips, likely for errands, connections to transit, and events (according to the 2024 rider survey). Short trips on micromobility devices can often replace the use of a personal or shared (i.e. Uber) vehicle trip.



# When People Ride

The following figures illustrate ridership by the day of the week (Figure 4.4) and ridership by the time of day (Figure 4.5).

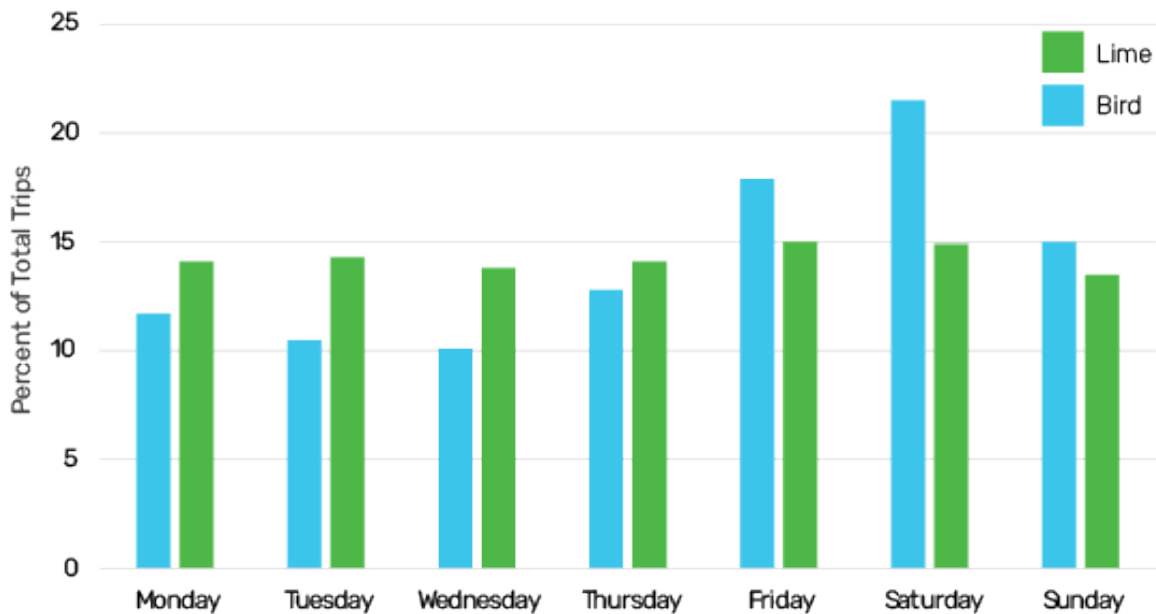


Figure 4.4. Ridership by Day of the Week

While Bird was the City's operator, and the program was relatively new, Friday and Saturday stood out as busier days for ridership. During Lime's operations, ridership has become fairly steady and trips are happening consistently each day throughout the week, with a slight increase on Fridays.

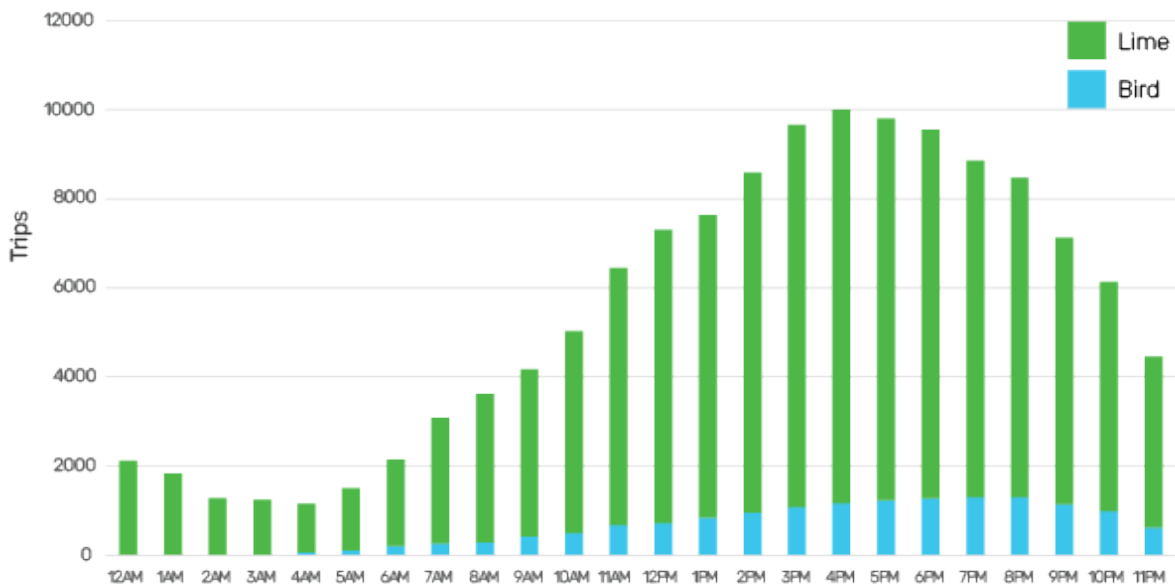


Figure 4.5. Ridership by Time of Day

Demand for devices grows throughout the day with peak demand for devices around 4 to 5 PM and remains higher through the evening hours.

## What 'When People Ride' Tells Us

In the initial phase of the program, the higher number of trips on Fridays and Saturdays could indicate that riders were using micromobility for leisure and connectivity trips, such as accessing a restaurant in Olde Town or visiting a friend. The more steady use throughout the week now could indicate that use of micromobility has become more reliable, and therefore is being used for a variety of purposes throughout the day/week.

## Where People Ride

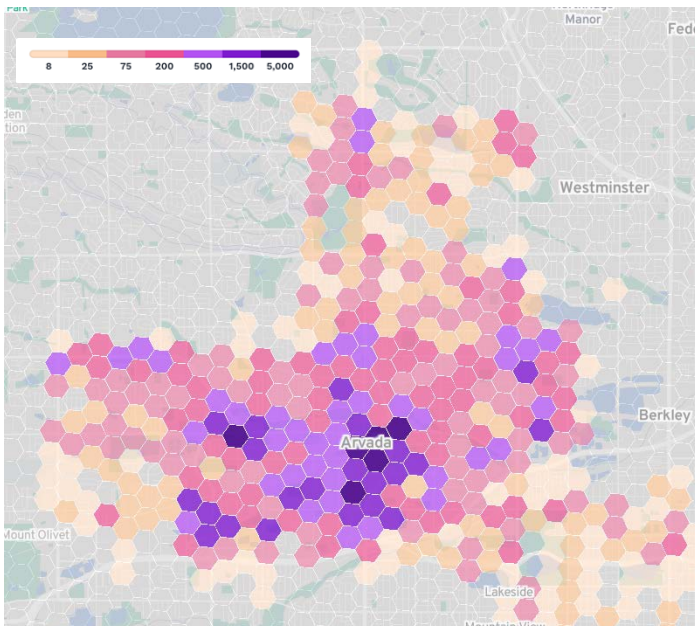
The Ride Report dashboard includes information on where trips started and ended, the routes that people took, and where vehicles were deployed by vendors.

### Where Trips Start and End

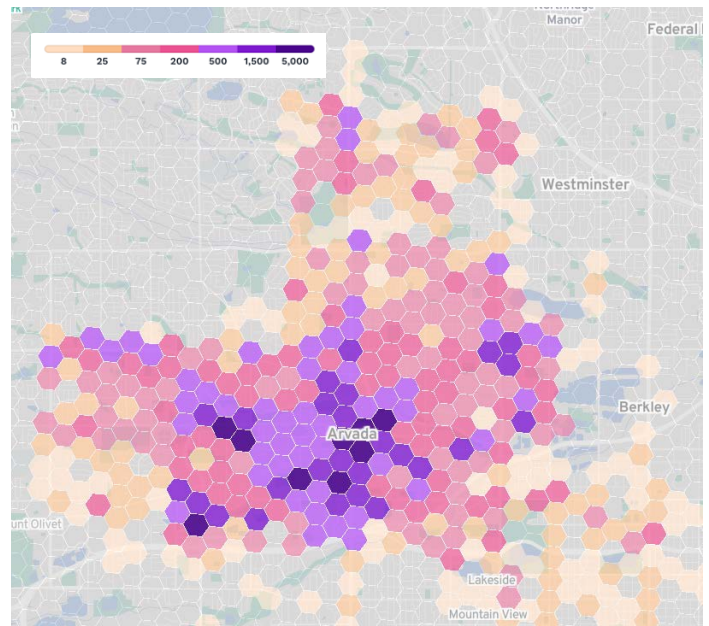
Figure 4.6 and Figure 4.7 shows where trips started and ended during the analysis period. The dark purple represents the highest areas for starting and ending trips and are concentrated in Olde Town, New Town, and at various intersections where there is a density of transportation and retail/grocery services.

As Lime is a vendor in both Arvada and Denver, there are trips that start and end between each jurisdiction.

**Start Trips (Figure 4.6)**



**End Trips (Figure 4.7)**



#### **Areas with high trip starts and ends include:**

- West 58th Ave and Independence Street
- Between West 57th Ave and Grandview at Independence Street
- Between Cody Street and West 53rd Ave, along Carr Street
- West 50th Ave and Kipling Street
- Olde Town
- New Town

## Popular Routes

Figure 4.8 shows the routes that riders took during the analysis period. Trips are measured on small segments along streets and trails, with darker colors representing a higher number of trips. It is important to note that due to the segments being shorter than the full corridor for a street or trail, often one single trip is counted along multiple segments. This means that “trip counts” in this measure are not accurate to the total number of trips taken overall, but still provide a good indicator of high traffic routes.

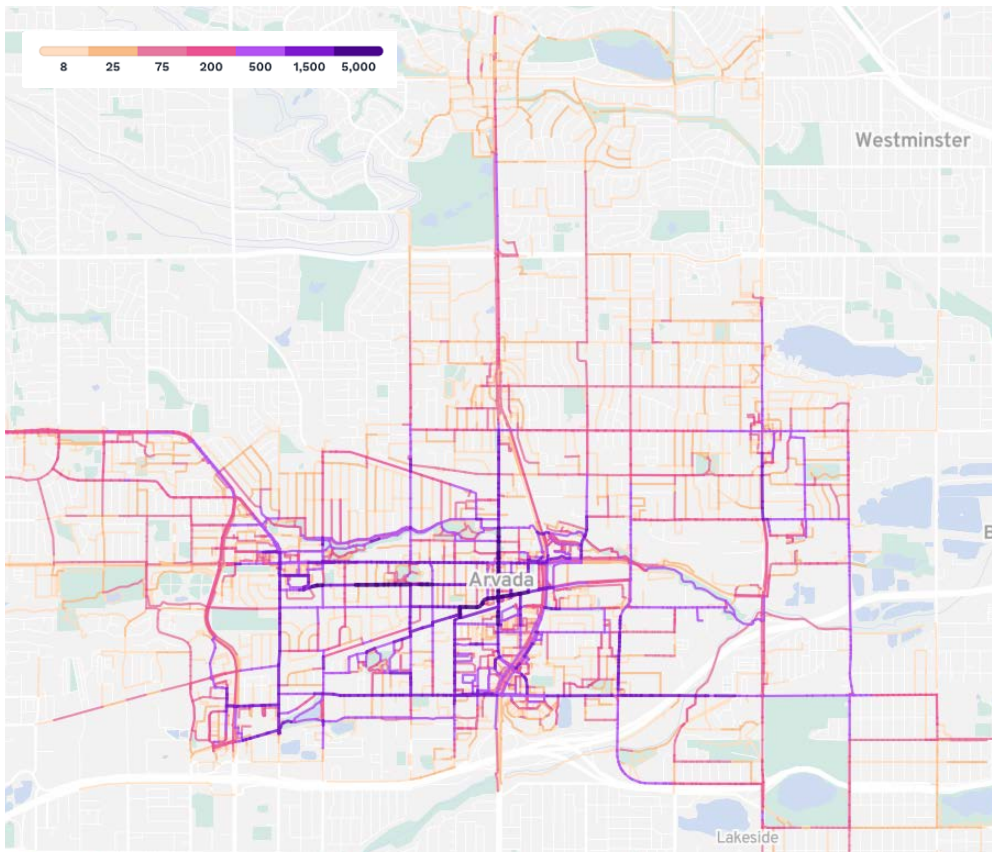


Figure 4.8. Shared Micromobility Routes

### The most popular routes (i.e., those with 100,000+ trips along the route) include:

- Olde Wadsworth Boulevard (between Grant Place and Grandview Avenue is a part of the pedestrian mall)
- Grandview Avenue (between Webster Street and Olde Wadsworth Boulevard is part of the pedestrian mall).
- Ralston Road
- West 52nd Avenue
- West 57th Avenue

### Other streets and trails that had reasonably high usage (i.e. 25,000 to 100,000 trips along the route) were:

- Allison Street
- Carr Street
- Garrison Street
- Independence Street
- Ralston Creek Trail
- Sheridan Boulevard
- Tennyson Street
- West 51st Avenue
- West 60th Avenue
- West 64th Avenue

Olde Wadsworth Blvd, W 57th Ave, and Grandview Ave were all upgraded in the past five years with various bicycle/pedestrian infrastructure to support access to the Olde Town G-Line Station. The Ralston Road Bond Project, which included an 8-foot wide pedestrian path, was also completed within the pilot program period.

## What 'Where People Ride' Tells Us

Shared micromobility ridership data along key routes can help City staff to understand where to prioritize infrastructure investments or where existing infrastructure, such as bike lanes or side paths, are encouraging rider use. Analyzing trip starting and ending locations provides insight into what riders are using micromobility for, as well as where to prioritize future parking and deployment infrastructure. For example, the high density of trips ending at West 58th and Independence St., where there are two grocery stores, bus stops, and dense housing, could indicate that the program could benefit from more infrastructure in areas with these aspects.

## Where People Park

Results from the 2022 community survey showed that e-scooter parking is the largest concern respondents had about the program. In the 2024 rider survey, this concern seemed to decrease (48% strongly agreed that e-scooters were often parked in their way in 2022, compared to 8% strongly agreeing in 2024). However, this survey went out to riders only, so it is difficult to come to a conclusion about if there have been any changes in the community's attitude with parking.

**Staff receives anywhere from 0 to 5 complaints a month about scooters parked incorrectly and/or in the way. Complaints and concerns are collected through phone calls, emails, and AskArvada submissions.**

Lime receives complaints separately from City staff through their direct email and phone line. When City staff is directly made aware of parking issues, they will contact Lime and work to ensure that vehicles are picked up and redistributed promptly. See [Section 3: Rules and Regulations](#) for more information on how parking is addressed directly with the vendor.

## Olde Town

Understanding how shared micromobility is operating in Arvada's Olde Town is important given its historic context, importance as the City's busiest commercial district, and the pedestrian mall that provides a few blocks of car-free streets.

### Policy Zones and the Olde Town Slow Zone

The City works with Lime to establish 'policy zones' which are geographical boundaries where changes to the program, such as slower speeds or no parking, are required. The Olde Town Pedestrian Mall (Figure 4.9) was designated as a slow zone, where scooters cannot exceed 7MPH, in order to avoid potential conflicts between a faster moving scooter and pedestrians.

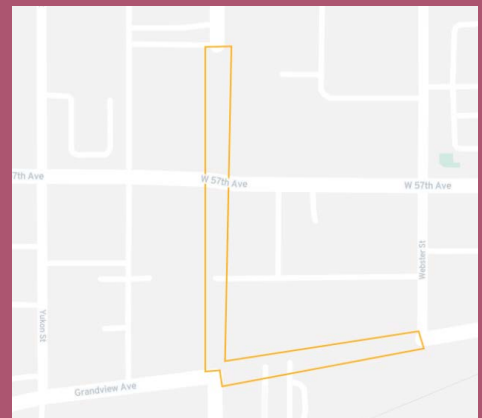


Figure 4.9. Olde Town Slow Zone

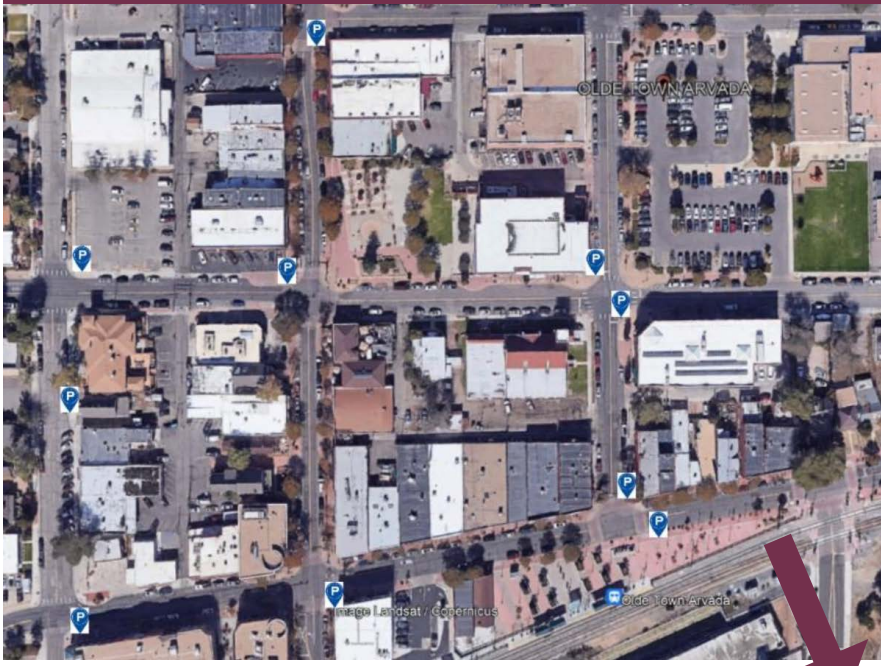


# Devices in Olde Town

In advance of the pilot program, the City implemented a number of changes to the traffic environment and identified locations for designated e-scooter deployment areas that aimed to minimize clutter and increase predictability for e-scooter users looking for an available e-scooter.

Staff considered both sidewalk and on-street parking opportunities for deployment of vehicles in Olde Town and the final locations were selected in consultation with the Director of the Olde Town Business Improvement District (BID). These locations considered the historic nature of the district, the generally narrow and busy sidewalks, the newly created pedestrian mall, access to key destinations, and encouraging access to the G-Line. These areas are shown on Figure 4.10.

Figure 4.10. Locations for Deployment/Parking



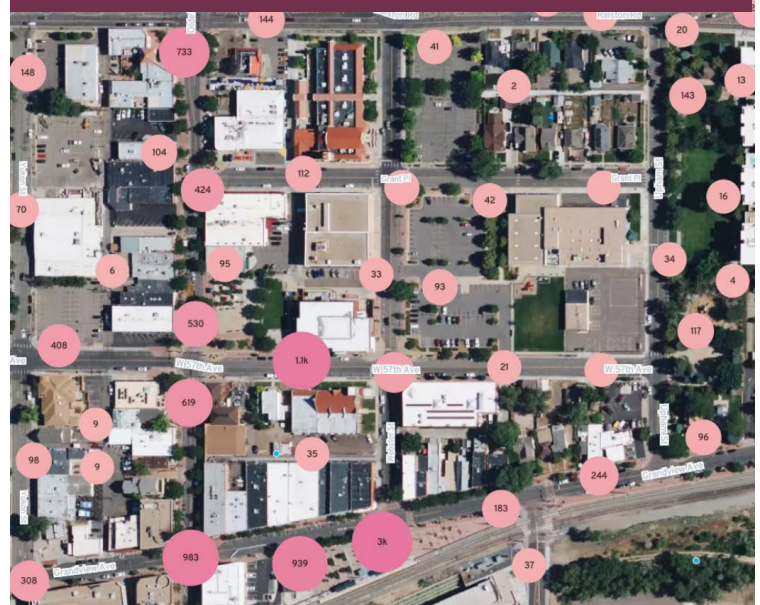
While the areas shown in Figure 4.10 were identified for micromobility parking as well as deployment, **there are currently no permanent/semi-permanent areas encouraging users to park in these locations or elsewhere in Olde Town.**

For instance, while there may be additional pavers laid down to encourage parking, there is not any signage or paint indicating that scooters should or must be parked in those locations.

As such, when analyzing where trips start/end in Olde Town (Figure 4.11), it can be seen that vehicles are typically not parked in these specific locations.

For the most part, micromobility trips start/end fairly evenly throughout the Olde Town area, with concentrations at the G Line station/Grandview Boulevard, along Olde Wadsworth, and 57th Avenue. This suggests that there are locations in Olde Town where parking corrals could be utilized to encourage or enforce riders to park their vehicles in a few locations.

Figure 4.11. Where Trips End in Olde Town



# Ridership Impacts

## Mode Shift

Micromobility is an important mode of travel for riders, and can often provide an opportunity to use an e-scooter for a short trip that might have otherwise been a walking trip or a personal/shared vehicle trip. Based on the 2024 rider survey, which asked what mode respondents would have taken without the availability of micromobility, 34% indicated they would have taken a shared (Uber, Lyft, taxi, etc.) or personal vehicle. In the previous survey, which had a larger number of respondents, it was found that 40% of micromobility trips were self-reported to replace a personal or shared vehicle trip.

Our 2024 Rider Survey told us that there have been approximately 44,325 micromobility trips that have replaced a personal or shared vehicle trip. Riders in Arvada average 0.94 miles per trip - using this distance, we can estimate that shared micromobility in Arvada has reduced approximately 41,665.5 vehicle miles traveled. This means that not only is micromobility providing more options for folks to get around, but it is also offsetting about 75% of the CO<sub>2</sub> that would have been released if those trips had been made by cars<sup>2</sup>.

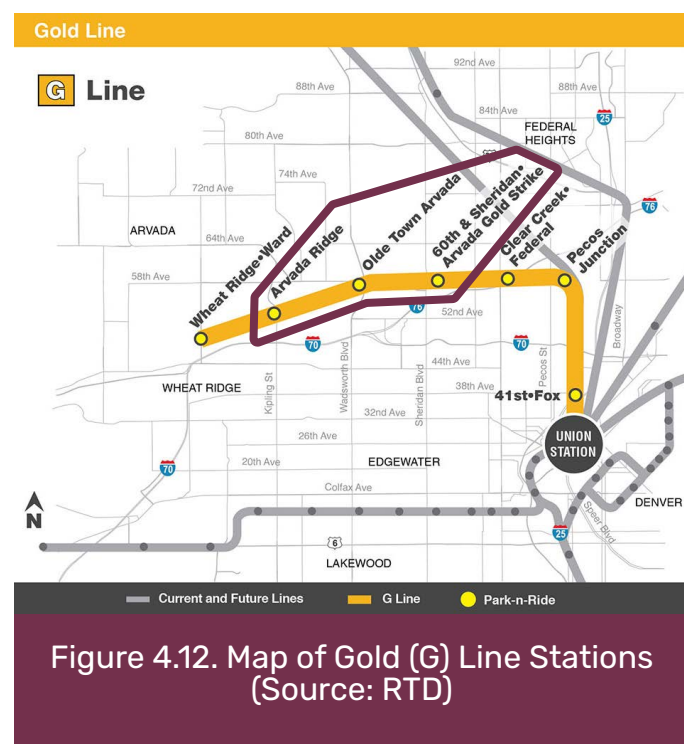
Therefore, we can estimate that shared micromobility in Arvada has offset 142,521 metric tons of the CO<sub>2</sub> so far, equivalent to the carbon that would be sequestered by 142,597 acres of forests in one year<sup>3</sup>.

## Connection to Transit

When combined with multimodal infrastructure investments, e-scooters can be an effective first-and-last mile connection to transit that can increase neighborhood accessibility to transit stations. Arvada has three G-Line stations within city limits; 60th/Sheridan - Gold Strike station, Olde Town Arvada Station, and Arvada Ridge Station, outlined in red on Figure 4.12.

There are also over 300 bus stops within city limits, with service from the 32, 51, 52, 76, 72, 92, and the 100.

The number of trips that ended (also known as curb events) at Arvada's three G-line stations was analyzed to understand if the micromobility program is facilitating a connection to transit for riders. See Figure 4.13. on the following page.



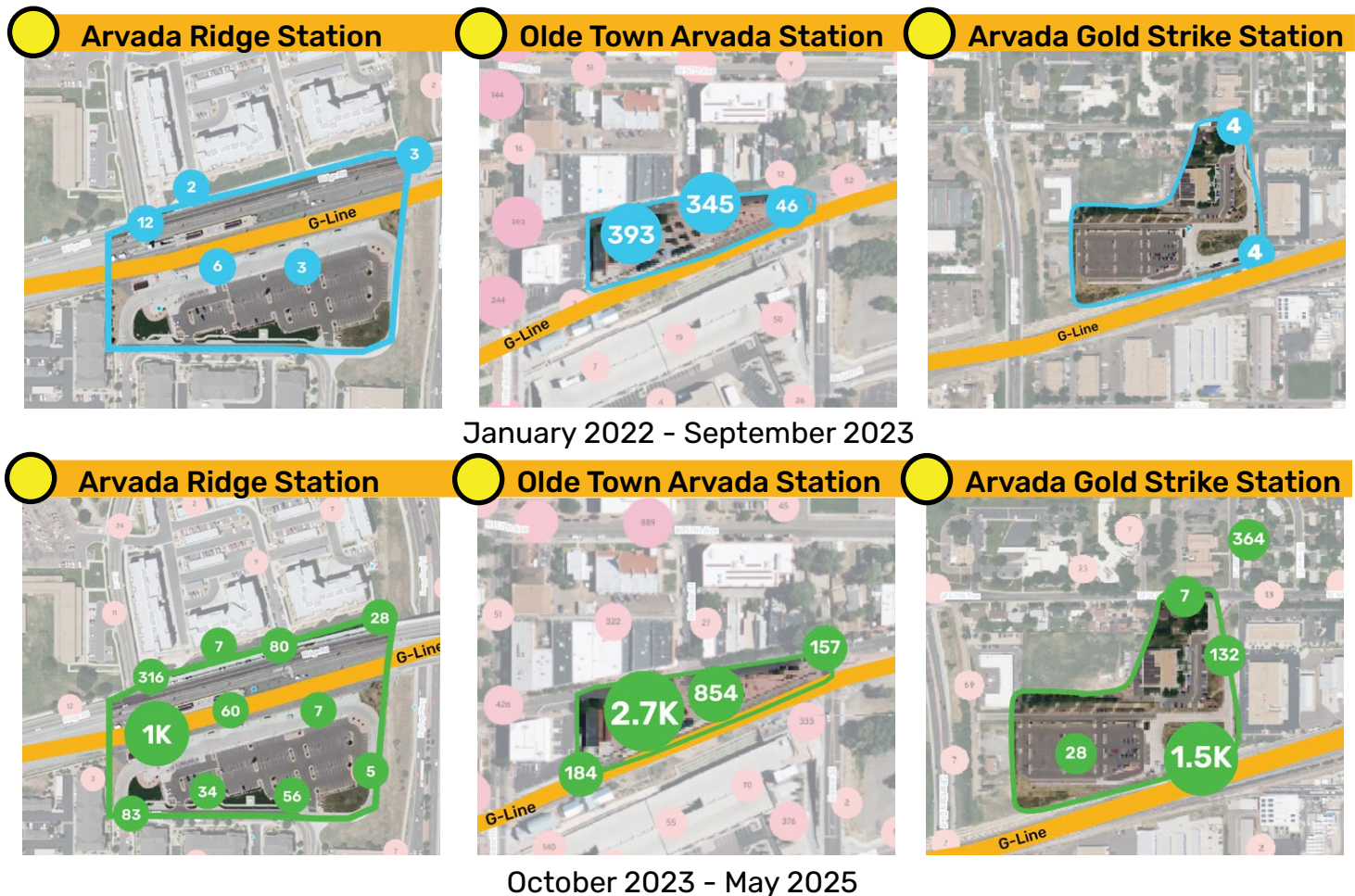


## Micromobility and the G-Line

In the first iteration of this report, the program's facilitation of connection to transit was inconclusive, particularly considering the reduction in RTD transit service due to the pandemic. As shown in Figure 4.13, from January 26, 2022 to September 23, 2023, during the initial phase of the program (shown in blue), curb events at Arvada's G-Line stations were low, with the exception of the Olde Town Station.



Figure 4.13. Curb Events at G-Line Stations in Arvada



In the most recent phase of the program (October 2023 - May 2025, shown in green), riders' use of e-scooters to reach the G-Line stations has become much more frequent. When analyzing curb events around the Arvada Ridge and the 60th/Sheridan-Arvada Gold Strike Stations, trip starts/ends increased to over 1.2K for each. Both curb event maps also show a number of trips in the surrounding areas, where previously there were none, perhaps indicating that micromobility is being used to reach businesses and homes in the area after leaving the station.

The Olde Town station still sees the majority of trip starts/ends, but grew from about under 1,000 trip ends directly at the station to over 2.7K in and around the station. While not all trips at this station can be directly attributed to transit use, due to nearby amenities and retail, this increase still indicates that the Olde Town Station area is a hub for micromobility riders.

# Regional Connectivity

Arvada is part of a regional agreement with the Denver Regional Council of Governments (DRCOG) to share micromobility data that is included on a [regional shared micromobility data dashboard](#), which records data back to 2018, when the City of Denver began its micromobility program. This agreement provides Arvada with access to data from the pilot program and allows staff to compare Arvada’s performance to other regional jurisdictions.

In 2025, only Arvada, Boulder, and Denver have an active shared micromobility program. However, Aurora, Brighton, Thornton, and Littleton have all had programs for different lengths of time and their data remains available in the portal. Understanding the regional network of shared micromobility is key to collaborating for increased connectivity. For instance, the last stop on the G Line is right on the other side of Arvada city limits, in Wheat Ridge. As a result, we see a few hundred trips that are stopped right at the edge of the Arvada service area, likely looking to reach transit.

Regional collaboration can focus on conversations of expanding service areas to ensure complete service and that riders are not being cut off from key connectivity trips.

## Micromobility in the Denver Region

While it is difficult to measure the relative performance of each community without consideration of the number of devices and time of operations, an overview of the performance of each jurisdiction’s program is presented below. To learn more, see [DRCOG’s ‘Emerging Mobility’ page](#).

### Total Regional Trips (Q4 2018 - Q1 2025): 26,626,800

| Figure 4.14. Micromobility Data for the Denver Region |            |             |                      |                     |
|-------------------------------------------------------|------------|-------------|----------------------|---------------------|
| Name                                                  | Population | Total Trips | Avg. Active Vehicles | Total Distance (mi) |
| Denver                                                | 711,463    | 22,686,800  | 3,952                | 30,353,590          |
| Boulder                                               | 104,178    | 1,790,800   | 542                  | 2,649,322           |
| Arvada                                                | 123,289    | 105,000     | 90                   | 132,970             |
| Aurora                                                | 389,675    | 15,800      | 52                   | 24,740              |
| Thornton                                              | 142,599    | 13,100      | 60                   | 15,795              |
| Brighton                                              | 39,895     | 8,300       | 31                   | 10,169              |
| Littleton                                             | 47,989     | 7,500       | 38                   | 7,808               |

Note: Aurora, Thornton, Brighton, and Littleton’s shared micromobility programs are currently not active. Data on the regional data platform is slightly more general and may not match data that staff can obtain from Ride Report directly.



# What Micromobility Data Tells Us

Data collection on the micromobility program is key to managing the program, understanding its benefit for the community, and being thoughtful about future changes and improvements.

For instance, an increase in the number of scooters offered and a larger operating area arose as an improvement that riders are interested in in the 2024 rider survey. Specific analysis of where and when people ride can help us to understand areas where riders might be hitting the edge of the service area in a disruptive way. An analysis of trip end data could help to decide whether the service area should be expanded and where.

This data can also be used to prioritize investments in physical infrastructure. For instance, popular routes with micromobility riders are also likely routes that folks with personal bikes and scooters are using. Understanding where micromobility is being ridden and parked can help staff to direct infrastructure investments, such as bike lanes and parking corrals, more efficiently.



# **SECTION 5**

## **RECOMMENDATIONS**

# Where We Are Now

Throughout the three years of the shared micromobility pilot program, City staff have worked to record data, speak with the community, and develop an understanding of the program's use, importance, and challenges.

This report looked to understand what's being done well and where there is opportunity for growth with regards to operations, community use, and challenges. The information and work in the above sections directly informed the recommendations for the program as it moves forward.



## What's Being Done Well

Micromobility is an important tool in providing the Arvada community and visitors access to a variety of transportation options, important services, and retail. The following are, based on the findings of this report, aspects of the micromobility program that are successful and/or contributing a benefit of some kind:

**Ridership** | Ridership has increased 369% since 2023 and the program reached a milestone of 100,000 rides in August of 2024.

**Collaborative Working Relationship with Vendor(s)** | Staff holds monthly check-in meetings with Lime, the current vendor, to discuss concerns, upcoming events, and program changes. This has led to an increased understanding of Lime's internal operations and the ability to work together to address challenges and issues.

**Regulatory Compliance** | The vendor is responsive and does not exceed the 4-hour requirement for picking up and redistributing vehicles when notified of scooters parked improperly.

**Customer Service** | While we may not always be able to say "yes" to every request, such as eliminating the program or providing amenities that are not required by the program, customer service remains a key driver of the program's success.

**Increased Access** | Users are taking advantage of micromobility to reach transit, stores, and retail more than ever, increasing their access to these services without the use of a car.

**Data Analysis** | The City utilizes the Regional Data Dashboard (per DRCOG) from RideReport to manage the program and to share out data to the community. Staff used this data to create a StoryMap that shares details on ridership and the program.



# Opportunities for Growth

The micromobility program can have unintended consequences, such as decreasing sidewalk accessibility and increasing incidents of conflicts between pedestrians and scooter users. Working to balance the program's impacts and benefits is a central goal of the existing pilot and should be the top priority moving forward. The following are opportunities for growth, as identified by this report and through community feedback:

**Sidewalks** | Sidewalks in Arvada can be small, with many in residential neighborhoods either being non-existent or 3-feet wide. As these sidewalks are already not ADA compliant, scooters can further limit space.

**Transit Stops** | As folks use micromobility to get to and from transit stops, scooters can cause clutter near where passengers are trying to board a bus, or be riding in a pedestrian-heavy zone, such as near the G Line stations.

**Service Area and Devices Offered** | The current service area does not cover the full City of Arvada, with West Arvada largely uncovered. The Arvada program currently only offers e-scooters. The Denver program offers e-bikes and e-gliders (sit down scooters), which can be found in Arvada on occasion from riders utilizing them between the two cities.

**Parking** | Arvada does not currently offer dedicated parking infrastructure and/or limited zones for micromobility devices.

**Online Education** | While the City does have a micromobility webpage, improvements could be made to ensure information is clear, accessible, and valuable for the public.

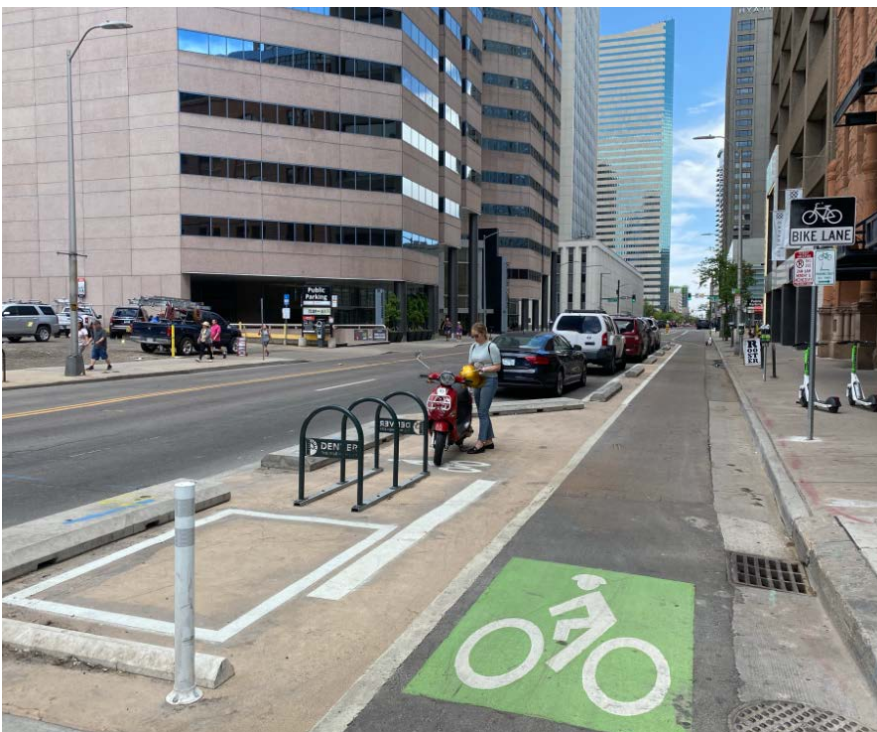


Figure 5.1.

Example of dedicated micromobility parking infrastructure in Denver.

Source: Lime



# Baseline Recommendations

Staff is recommending that, at a minimum, the micromobility program is moved to an official City program, removing 'pilot' from the title and regulatory documents. The program would continue as an at-will, annual permitted program, subject to changes approved by the Infrastructure Director. This change would still allow for the discontinuance of the program from Council if needed. The following two recommendations would continue the program and provide support for improvements to how it is operating currently.



## Extend

The program remains largely similar to how it currently operates; 'pilot' is removed from the program title. The program continues to operate on an annual permitted basis, with up to two vendors, and continues collaboration with vendors to ensure parking and service compliance.

### **The following would be continued:**

- Working with the vendors to ensure pick-ups of vehicles within four hours from 6AM to 6PM on weekdays and 12 hours all other times.
- Collaborating closely with vendors to ensure the program is operating in compliance with the rules and regulations.
- Participating in regional collaboration efforts, such as the Micromobility Work Group hosted by DRCOG.

### **The following changes would support the extension of the program:**

- Modification of the Rules and Regulations to remove the term 'pilot' from the program.
- Update of the Municipal Code to allow for the utilization of the municipal bond to pay unpaid invoices and reflect the removal of 'pilot' from the program.
- Allow for City staff to negotiate vendor fees (currently \$0.10/ride) in order to achieve rider incentives, such as offering more device types or creating "preferred parking zone" incentives<sup>4</sup>.

# Educate



Staff continues and expands educational efforts, in partnership with the vendor(s). Education focuses on rules of the road, connections between micromobility and transit, and increasing transparency with the community around the program.

## The following would be continued:

- Sharing up-to-date data on the 'Connecting Arvada' Story Map.
- In-app messaging from vendor(s) for ridership safety, weather events, and push notifications as requested by the City.
- Vendor(s) attendance at community events to educate the community on riding safely and helmet use.

## The following initiatives would support further educational opportunities and increased transparency with the community:

- Updating the City's micromobility webpage to include:
  - A link to the AskArvada platform, with instructions for submitting an enforcement request
  - A link to the City's micromobility dashboard
  - A link to the 'Connecting Arvada' Story Map
  - An interactive map of geofenced zones, parking corrals, and other infrastructure
  - Resources for signing up and using micromobility devices, including vendor's equity based programs
- Moving the micromobility webpage from 'Pilot Programs' to under a new 'Active Mobility' webpage under the Community tab.
- Creating a "Mobility Safety Week" that provides an educational campaign about riding safely and parking responsibly.

## City of Boise Case Study

The City of Boise provides a webpage that is a one-stop shop for community members interested in enforcement, resources, how to safely ride and park, and the data collected by the program. Notably, the webpage also contains an interactive map that showcased geofenced areas where there are no park or slow zones and also provides information on where parking corrals and preferred parking zones are located.

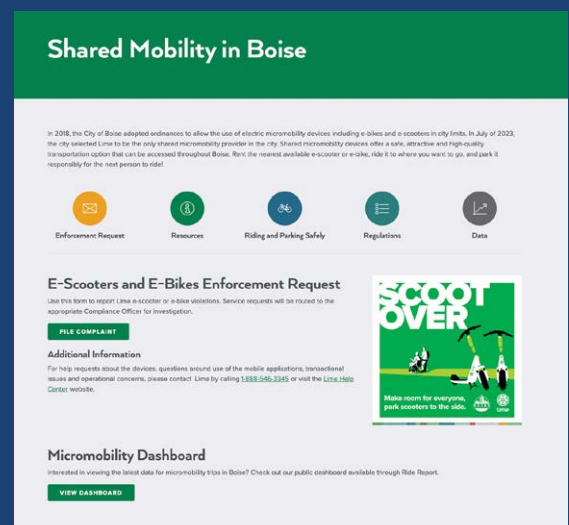


Figure 5.2. Boise Case Study

# Recommendations for Further Development

This more extensive menu of recommendations provides options for the further development of the program, which builds upon the strong foundation that has already been implemented since 2022.



## Establish

Work with the vendor to establish dedicated parking locations where rider density encourages doing so. Utilize micromobility data to prioritize segments for on-road mobility infrastructure improvements.

**The following would support the establishment of infrastructure and expanded reliability of deployment for micromobility devices:**

- **Micromobility Parking Study:** Identify key locations for parking corrals based on infrastructure and rider density.
- **Parking Audit:** Conduct parking compliance counts before and after parking is installed.
- **Feasibility Study for Dismount and/or Required Parking zones in Olde Town:** This study would consider ideas like incentives, geofencing, and ridership to understand how to ensure a more enjoyable experience for all users in Olde Town.
- **Observational Learning:** Learn from other communities in the region when they implement new regulations or technologies for micromobility to understand what could be applicable/ useful in Arvada's program. (Ex. Denver City Council passed an ordinance requiring sidewalk detection technology and mandating parking in high use neighborhoods that will go into effect in 2026.)
- **On-Street Mobility Infrastructure Prioritization:** Utilize micromobility data to prioritize investment in bike lanes and other mobility infrastructure for corridors that see high ridership.

## A Mobility Hub in Olde Town

The establishment of parking infrastructure for micromobility is supported in the Olde Town Strategic Reinvestment Plan, which calls for the “[a] mobility hub on Grandview at the RTD Plaza for shared micromobility, rideshare pick up/ drop off, etc.”.

Figure 5.3. [Olde Town Strategic Reinvestment Plan](#), page 59



## (Figure 5.4) Types of Micromobility Parking



Source: [Arlington County](#)

Parking corral in curb space with bollards and bike/scooter racks



Source: [CU Boulder](#)

Painted corral on sidewalk in Boulder, CO



Source: [Lime](#)

Painted wayfinding for riders to locate the parking corral



Source: [City of Raleigh](#)

Colorful painted parking corral, on-street in Raleigh, NC



## Expand

Utilize trip data to create incremental service area expansions, based on demand. Work with regional partners and vendor(s) to expand inter-jurisdictional connectivity and mobility choices.

**The following would support the expansion of the service area, regional coordination, and mobility choice for the program:**

- Trip End Boundary Study: Utilize data on trip ends to understand where we are seeing riders have their trips "cut off" (right at the edge of the boundary).
- Expansion Plan: Create a thoughtful service area expansion plan, informed by data, to be approved by Council. This plan could include neighborhood-scale mobility hubs, to ensure deployment and parking are considered in new and existing neighborhoods served by the program.
- Flexible Device Cap: Allow for a flexible vehicle cap to ensure Arvada is seeing its full deployment potential, even as other devices enter the service area from Denver and other surrounding municipalities.
- E-Bike/E-Glider Pilot: Work with the vendor to introduce e-bike and gliders into the Arvada market. This pilot would evaluate ways to ensure there are no significant increases in safety or parking issues and that the operation is financially feasible for the vendor.
- Inter-Jurisdictional Collaboration: Partner with nearby jurisdictions considering their own micromobility program to ensure the programs operate smoothly at the regional scale.

# ARVADA'S SHARED MICROMOBILITY PILOT PROGRAM REPORT

July 2025





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# Endnotes

- 1 Qualifying riders include those that receive federal, regional, commonwealth, or local subsidies.
- 2 According to sustainability reports from Lime, their vehicles release 75% less carbon than a car trip.
- 3 Source: <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator#results>
- 4 Preferred parking zone incentives typically provide a \$0.50 - \$1.00 discount off a rider's next trip if they park in the preferred parking zones.

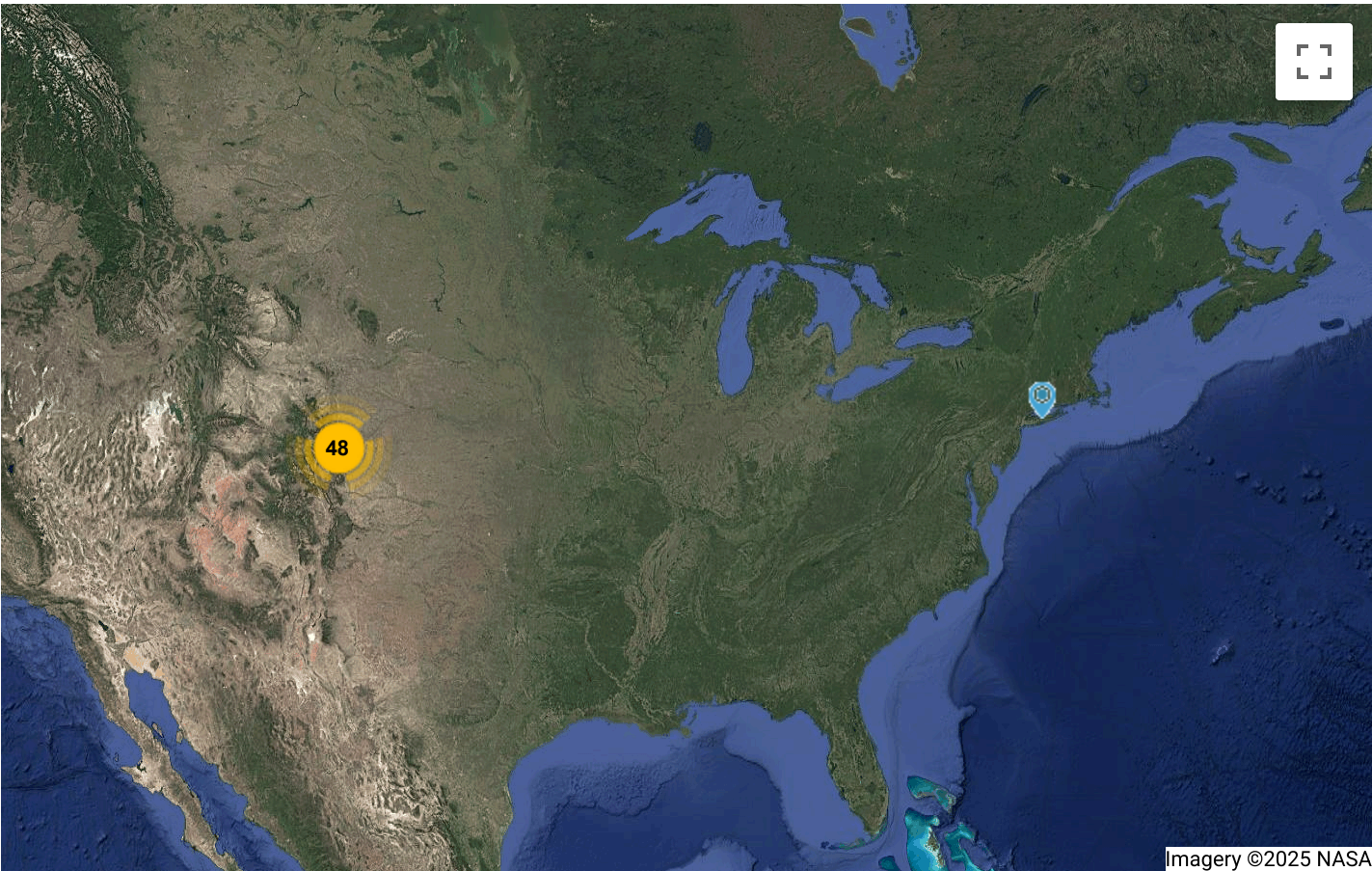
# Appendix

# Micromobility User Feedback

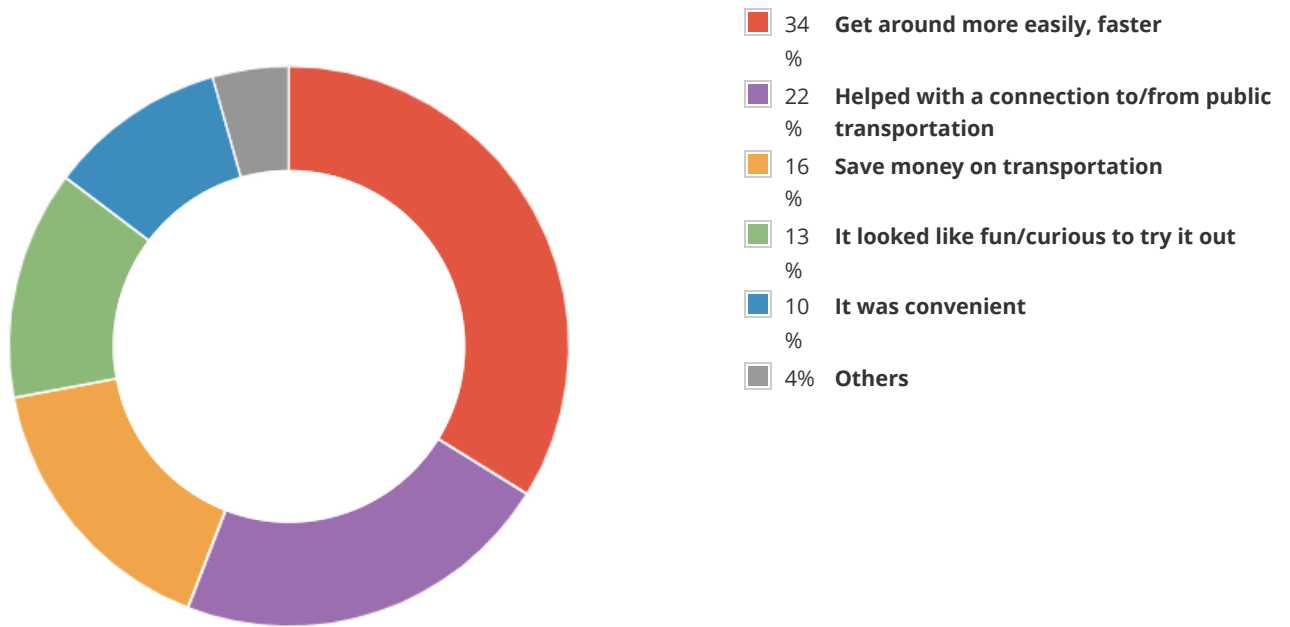
## Project Engagement

| VIEWS | PARTICIPANTS | RESPONSES | COMMENTS |
|-------|--------------|-----------|----------|
| 474   | 69           | 2,231     | 43       |

What is your home zip code?

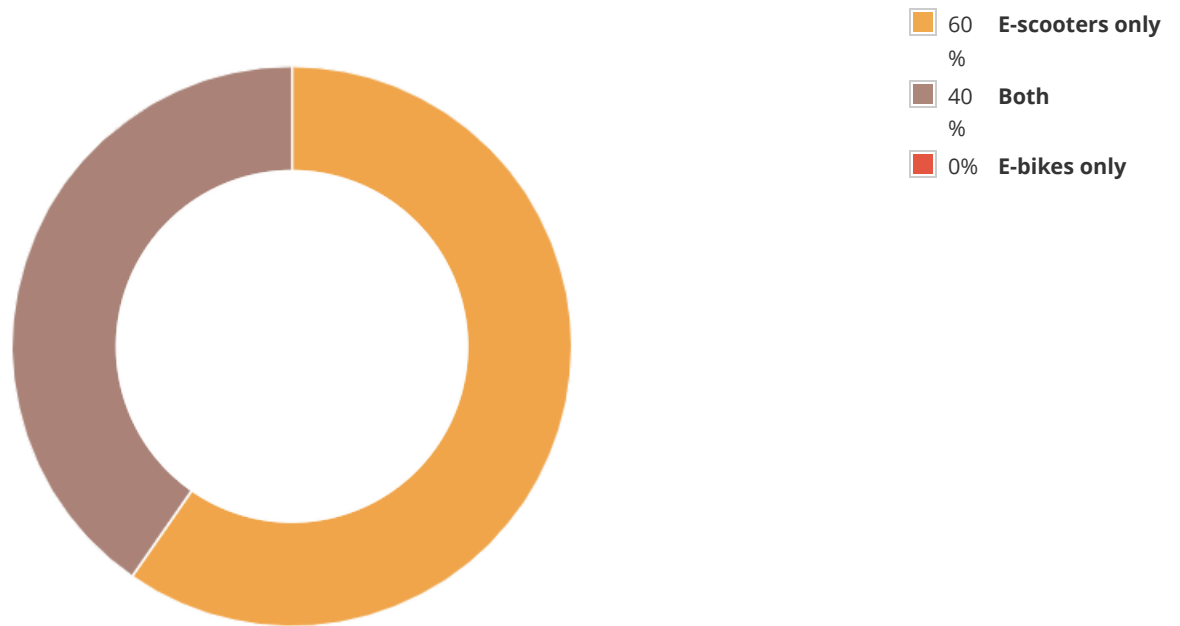


## Why did you first try a micromobility device either in Arvada or another community?



68 respondents

## What type of micromobility device have you used in Arvada?



62 respondents

For which types of trips do you most often use a micromobility device?  
(select all that apply)

|     |                             |      |
|-----|-----------------------------|------|
| 54% | To or from transit          | 33 ✓ |
| 44% | Social/entertainment        | 27 ✓ |
| 44% | To or from a restaurant     | 27 ✓ |
| 44% | For fun/recreation          | 27 ✓ |
| 44% | To or from shopping/errands | 27 ✓ |
| 36% | To or from work             | 22 ✓ |
| 31% | To or from appointments     | 19 ✓ |
| 10% | To or from school           | 6 ✓  |
| 10% | Other                       | 6 ✓  |

61 Respondents

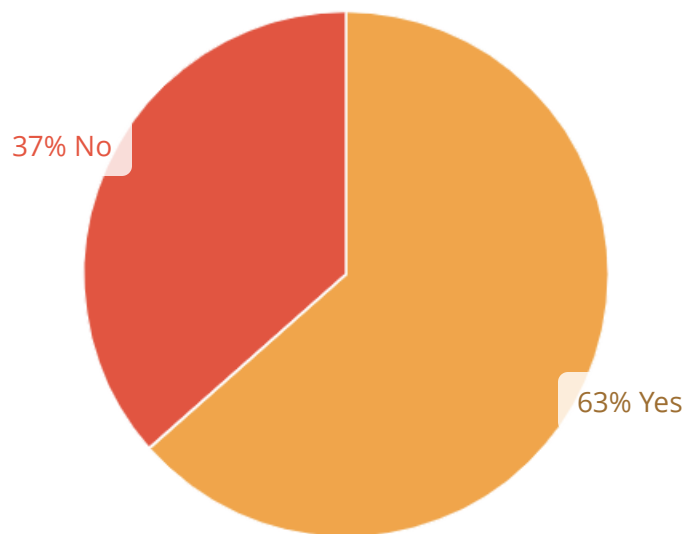
Poll Questions 'Other' Responses:

Everything I need to do

one year ago

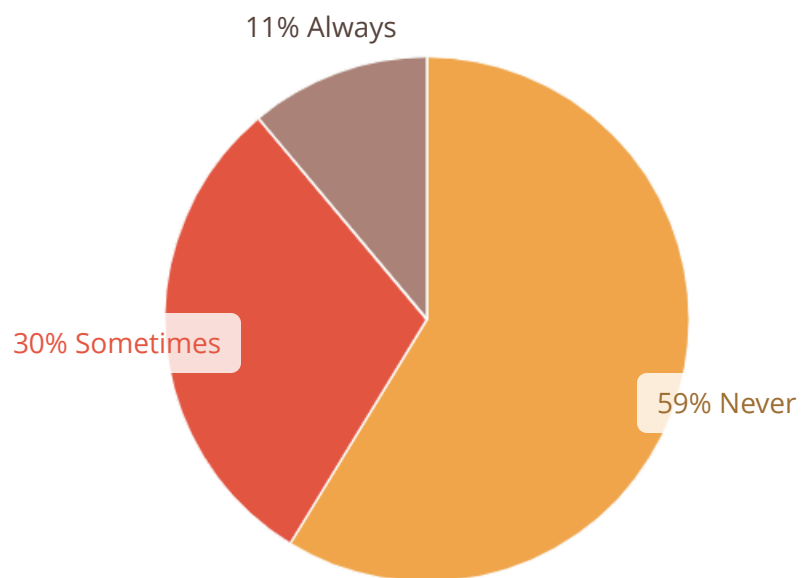


## Do you own a helmet?



63 respondents

## How often do you wear a helmet when riding a micromobility device?



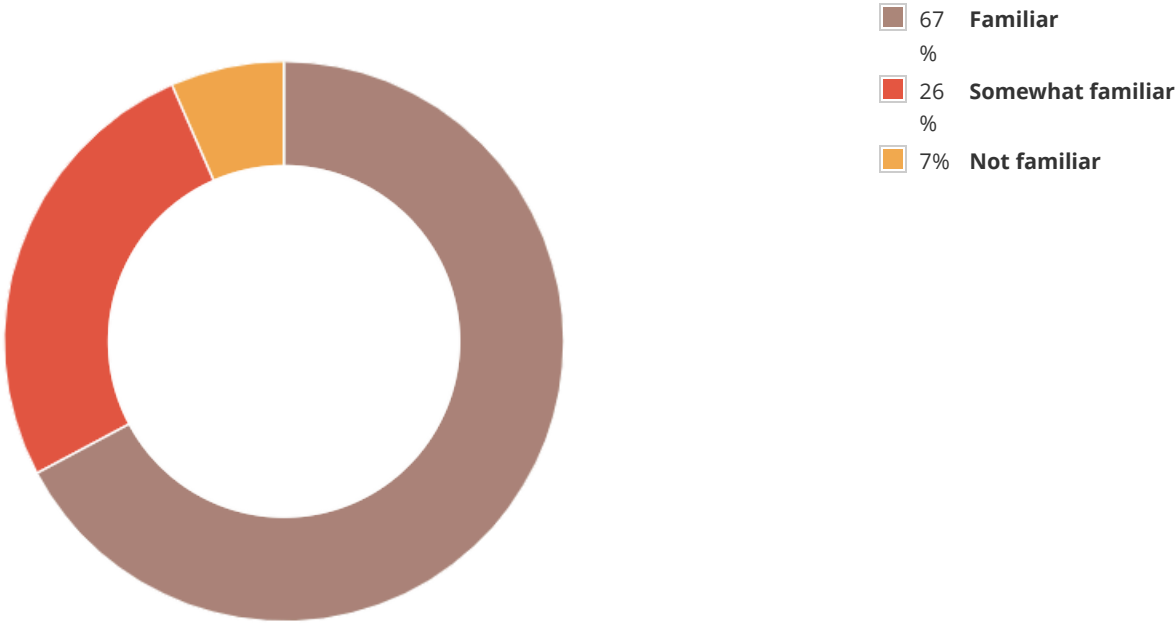
63 respondents

For each statement, please rate your feelings of safety while using a shared micromobility device:

|                                                   |                    |                        |             |                  |                 |
|---------------------------------------------------|--------------------|------------------------|-------------|------------------|-----------------|
| Speed of the micromobility device                 | 2%<br>Very unsafe  | 10%<br>Somewhat unsafe | 30%<br>Safe | 56%<br>Very Safe | 3%<br>Not sure  |
| Riding a micromobility device on a trail          | 3%<br>Very unsafe  | 16%<br>Somewhat unsafe | 37%<br>Safe | 32%<br>Very Safe | 13%<br>Not sure |
| Riding a micromobility device in a bike lane      | 5%<br>Very unsafe  | 11%<br>Somewhat unsafe | 38%<br>Safe | 44%<br>Very Safe | 2%<br>Not sure  |
| Riding a micromobility device in a vehicular lane | 21%<br>Very unsafe | 56%<br>Somewhat unsafe | 14%<br>Safe | 8%<br>Very Safe  | 2%<br>Not sure  |

63 responses

When parking a micromobility device, how familiar are you with its parking rules?



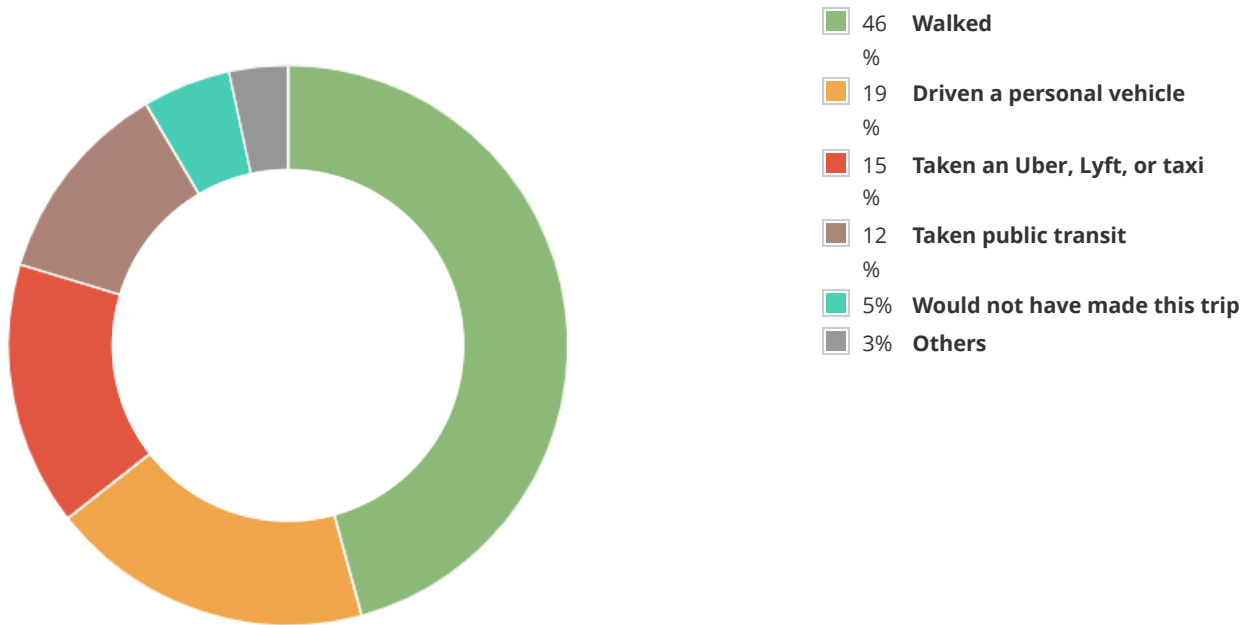
61 respondents

Thinking about your recent micromobility device trip, why did you choose to take the trip with a device?  
(select all that apply)

|     |                                                                 |      |
|-----|-----------------------------------------------------------------|------|
| 48% | It was the fastest and most reliable                            | 28 ✓ |
| 36% | Don't have a car                                                | 21 ✓ |
| 33% | It was less expensive than other ways to get there              | 19 ✓ |
| 31% | No bus at that time/destination                                 | 18 ✓ |
| 29% | Parking is difficult at that time/destination                   | 17 ✓ |
| 22% | It was just for fun                                             | 13 ✓ |
| 10% | Due to the weather (it was too hot or cold to comfortably walk) | 6 ✓  |
| 2%  | Other                                                           | 1 ✓  |

58 Respondents

If a micromobility device had not been available for your recent trip, how would you have made that trip?



59 respondents

## Since using shared micromobility devices, how has your use of the following changed?

|                               |                       |                   |                   |
|-------------------------------|-----------------------|-------------------|-------------------|
| Walking                       | 45%<br>About the same | 36%<br>Less often | 19%<br>More often |
| Using transit                 | 54%<br>About the same | 29%<br>Less often | 18%<br>More often |
| Driving a car                 | 41%<br>About the same | 59%<br>Less often | -<br>More often   |
| Taking an Uber, Lyft, or taxi | 32%<br>About the same | 64%<br>Less often | 4%<br>More often  |
| Biking (personal bike)        | 70%<br>About the same | 21%<br>Less often | 9%<br>More often  |

58 responses

What changes would encourage you to use a shared micromobility device more often?  
(select all that apply)

|     |                                                                                   |      |
|-----|-----------------------------------------------------------------------------------|------|
| 53% | Larger operating area                                                             | 28 ✓ |
| 32% | Safe places to ride (e.g., bike lanes or paths separated from vehicles)           | 17 ✓ |
| 25% | E-scooters/e-bikes in surrounding cities (e.g., Wheat Ridge, Westminster, Golden) | 13 ✓ |
| 23% | More e-scooters available                                                         | 12 ✓ |
| 21% | More micromobility devices near transit stops/stations                            | 11 ✓ |
| 17% | Lower cost                                                                        | 9 ✓  |
| 17% | Longer battery life                                                               | 9 ✓  |
| 13% | Easier options for renting without a smartphone                                   | 7 ✓  |
| 13% | Different micromobility device design (e.g., more stable)                         | 7 ✓  |
| 9%  | Other                                                                             | 5 ✓  |
| 8%  | More e-bikes available                                                            | 4 ✓  |
| 8%  | None of these changes would encourage me to use micromobility devices more often  | 4 ✓  |
| 2%  | More locations to pay in cash                                                     | 1 ✓  |

53 Respondents



## How strongly do you agree or disagree with the following statements:

|                                                                                                  |                            |                |                      |              |                          |
|--------------------------------------------------------------------------------------------------|----------------------------|----------------|----------------------|--------------|--------------------------|
| Micromobility devices have made it easier and faster for people to get to where they need to go. | 4%<br>Strongly<br>Disagree | -<br>Disagree  | 4%<br>No<br>Opinion  | 32%<br>Agree | 60%<br>Strongly<br>Agree |
| Micromobility devices have made using public transit easier.                                     | 4%<br>Strongly<br>Disagree | -<br>Disagree  | 15%<br>No<br>Opinion | 38%<br>Agree | 43%<br>Strongly<br>Agree |
| Micromobility devices help to reduce car traffic.                                                | 4%<br>Strongly<br>Disagree | 2%<br>Disagree | 11%<br>No<br>Opinion | 40%<br>Agree | 43%<br>Strongly<br>Agree |
| Micromobility devices save people money on transportation.                                       | 4%<br>Strongly<br>Disagree | 6%<br>Disagree | 26%<br>No<br>Opinion | 26%<br>Agree | 38%<br>Strongly<br>Agree |
| Micromobility devices in Arvada help reduce carbon emissions.                                    | 4%<br>Strongly<br>Disagree | -<br>Disagree  | 21%<br>No<br>Opinion | 28%<br>Agree | 47%<br>Strongly<br>Agree |

53 responses

How strongly do you agree or disagree with the following statements:

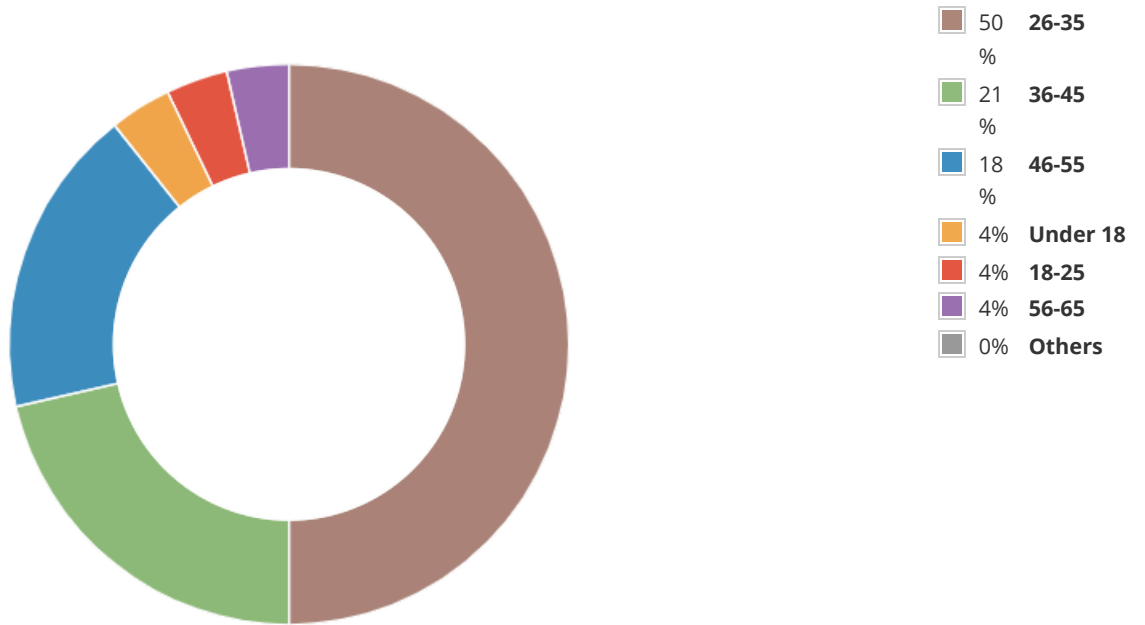
|                                                              |                          |                 |                   |              |                       |
|--------------------------------------------------------------|--------------------------|-----------------|-------------------|--------------|-----------------------|
| Micromobility devices are often parked in my way.            | 31%<br>Strongly Disagree | 39%<br>Disagree | 16%<br>No Opinion | 6%<br>Agree  | 8%<br>Strongly Agree  |
| Micromobility devices look cluttered in some areas.          | 23%<br>Strongly Disagree | 25%<br>Disagree | 10%<br>No Opinion | 29%<br>Agree | 13%<br>Strongly Agree |
| Micromobility devices are hard to spot on the road.          | 31%<br>Strongly Disagree | 35%<br>Disagree | 17%<br>No Opinion | 10%<br>Agree | 8%<br>Strongly Agree  |
| I have concerns about safety.                                | 17%<br>Strongly Disagree | 35%<br>Disagree | 17%<br>No Opinion | 19%<br>Agree | 12%<br>Strongly Agree |
| Vendor doesn't respond quickly enough to community requests. | 17%<br>Strongly Disagree | 8%<br>Disagree  | 62%<br>No Opinion | 4%<br>Agree  | 10%<br>Strongly Agree |

52 responses

Do you have any additional feedback or recommendations about the Shared Micromobility program?

|                                                  |
|--------------------------------------------------|
| Good<br>one year ago                             |
| More bike lanes would be cool<br>one year ago    |
| More vehicles! More bike trails!<br>one year ago |
| No<br>one year ago                               |
| No<br>one year ago                               |

### What is your age?



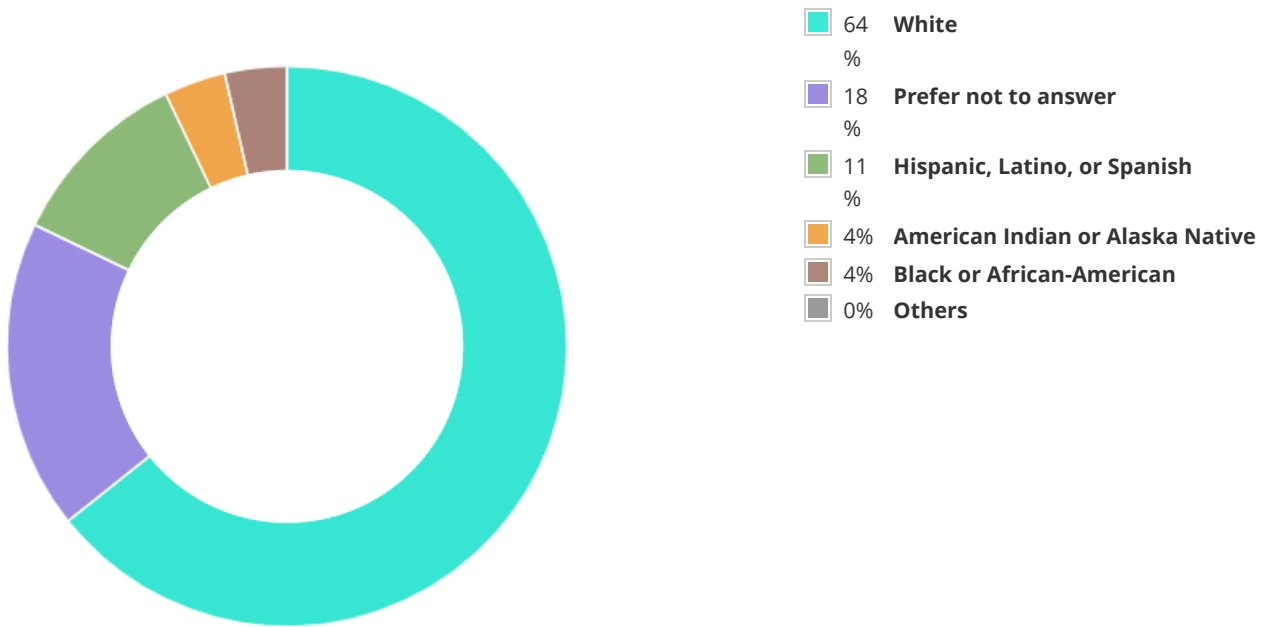
28 respondents

### What is your gender identity?



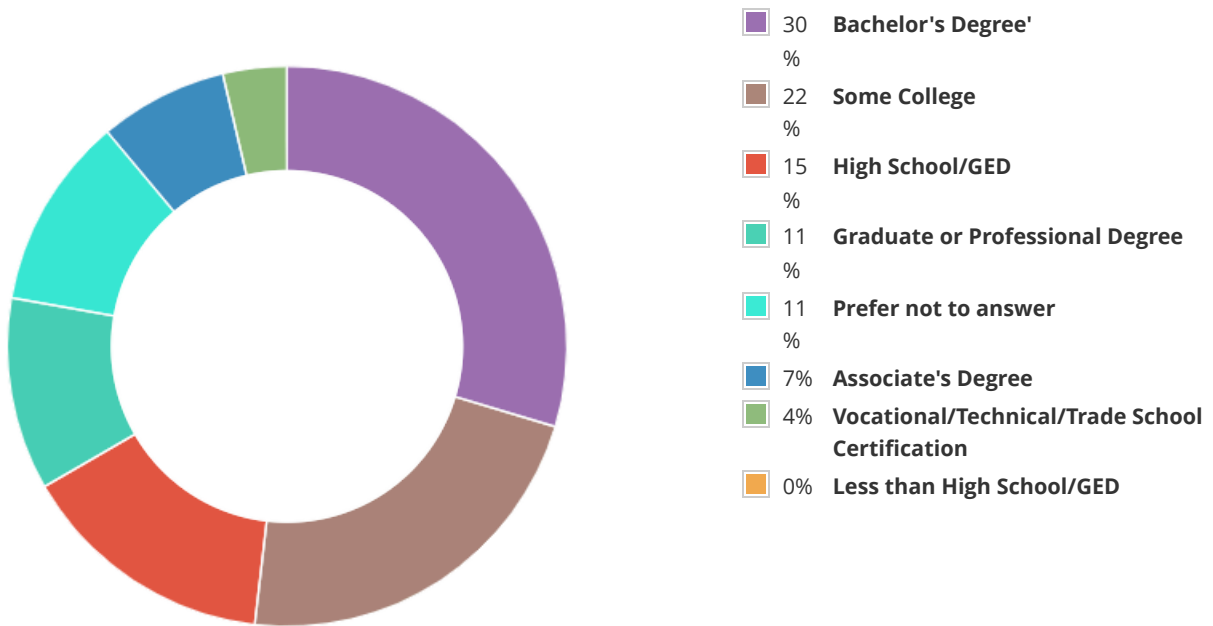
28 respondents

## Which categories best describe you?



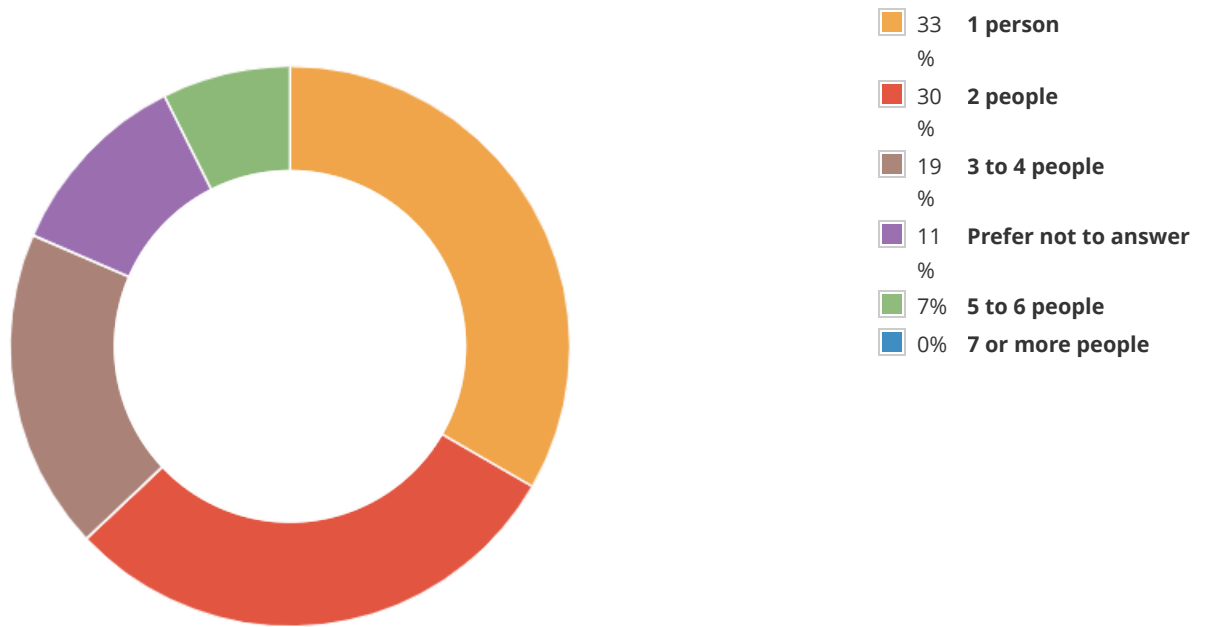
28 respondents

## What is your highest formal education level?



27 respondents

## How many people are living in your household, including children?



27 respondents

## Are you a person living with a disability?



27 respondents

What is your current employment status?

|     |                               |      |
|-----|-------------------------------|------|
| 65% | Employed Full-Time            | 17 ✓ |
| 27% | Unemployed                    | 7 ✓  |
| 8%  | Student                       | 2 ✓  |
| 8%  | Prefer not to answer          | 2 ✓  |
| 4%  | Employed Part-Time            | 1 ✓  |
| 4%  | Self-Employed                 | 1 ✓  |
| 4%  | Disabled                      | 1 ✓  |
| 0%  | Stay-at-Home Parent/Caregiver | 0 ✓  |
| 0%  | Retired                       | 0 ✓  |

26 Respondents

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# 2025 Report on Micromobility in Arvada



# Agenda

→ Program Operations

→ Public Education + Engagement

→ Program Performance

→ Recommendations



# Overview of Program Operations



# What is shared micromobility?

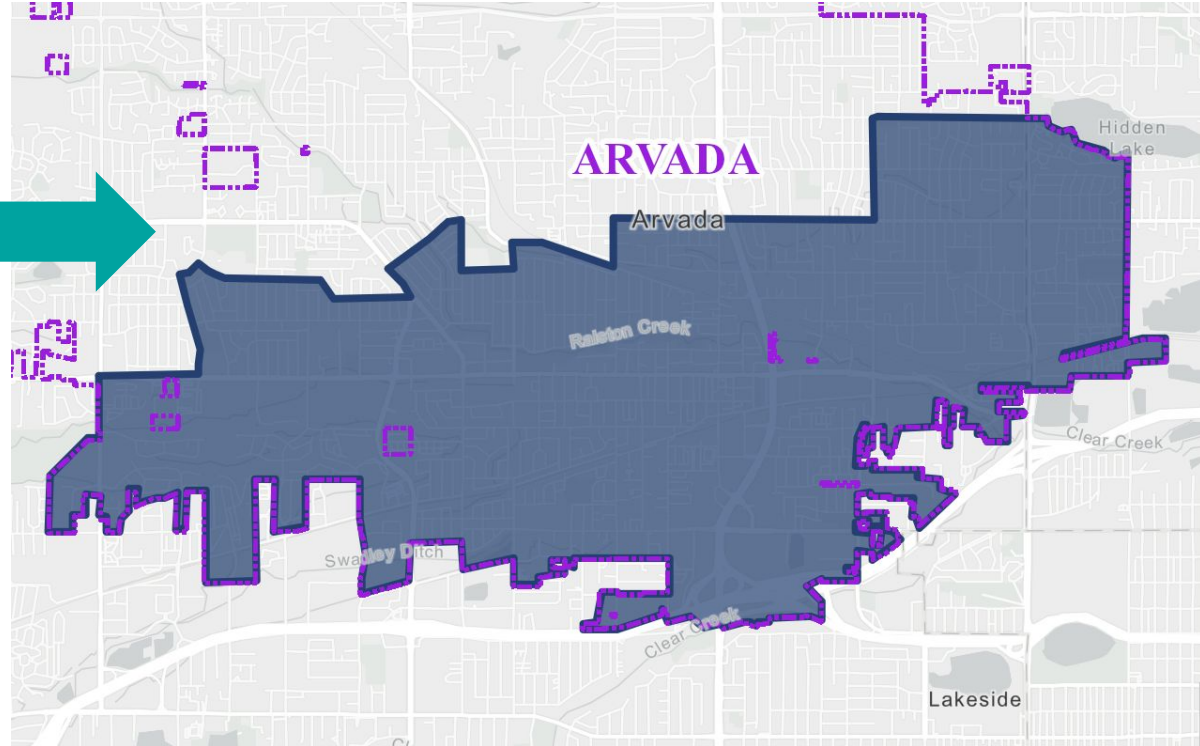
- Micromobility devices typically include electric seated scooters, scooters, and bikes.
- Devices are rented for on-way trips using a mobile phone app.
- Users have flexibility to park near where they finish their trip.
- Devices are permitted to ride in the public right-of-way.



# Program Timeline

**Jan 2022**

Program  
officially begins  
with Bird as a  
vendor and  
initial service  
area.



Program  
officially begins  
with Bird as a  
vendor and  
initial service  
area.

Council  
approves the  
phase two of the  
program w/  
expanded  
service area





# Program Timeline



**Jan 2022**

Program officially begins with Bird as a vendor and initial service area.



**Oct 2022**

Council approves the phase 2 of the program w/ expanded service area



**Sep 2023**

Bird exits the Arvada market and Lime enters. Program runs on a permit basis.



# Program Timeline



**Jan 2022**

Program officially begins with Bird as a vendor and initial service area.



**Oct 2022**

Council approves the phase 2 of the program w/ expanded service area



**Sep 2023**

Bird exits the Arvada market and Lime enters. Pilot program runs on an annual permit.



**July 2025**

Staff returns to Council to report on 3 yr. progress and recommend program improvements

## Program Regulatory Documents

### Rules and Regulations

Outline the intent of the program, the application process, the terms of service, and the requirements and responsibilities of permittees.

### Municipal Code

The ['Micromobility Program' ordinance](#) established the pilot program and indicated that the program would become a 'city program', unless terminated, on January 1, 2023.

## Program Management Tools

### Parking Compliance

Lime asks riders to take a photo of their device at the end of the ride and uses AI to check if it is blocking a sidewalk.

### Policy Zones

‘Policy zones’ are geographical boundaries where changes to the program, such as slower speeds or no parking, are required.



## Policy Zones in Arvada

## Where We're At Now

### Current Vendor

Lime

### Devices Offered in Arvada

E-Scooter

### Vehicle Deployment Cap

200 devices

### Enforcement Requests

Average of 0-5 per month





# Public Education & Engagement



# Information Sharing

[Home](#) | [Services](#) | [Public Involvement Projects](#) | [Current Projects](#) | [Pilot Projects](#) | [Shared Micromobility](#)

## SHARED MICROMOBILITY: E-SCOOTERS & BICYCLES

The Arvada City Council approved a micromobility pilot program on August 16, 2021 which allows shared mobility devices (electric scooters, shared bicycle and e-bikes).

**Program Intent:**

- encourage alternate modes of transportation
- alleviate congestion
- improve connectivity

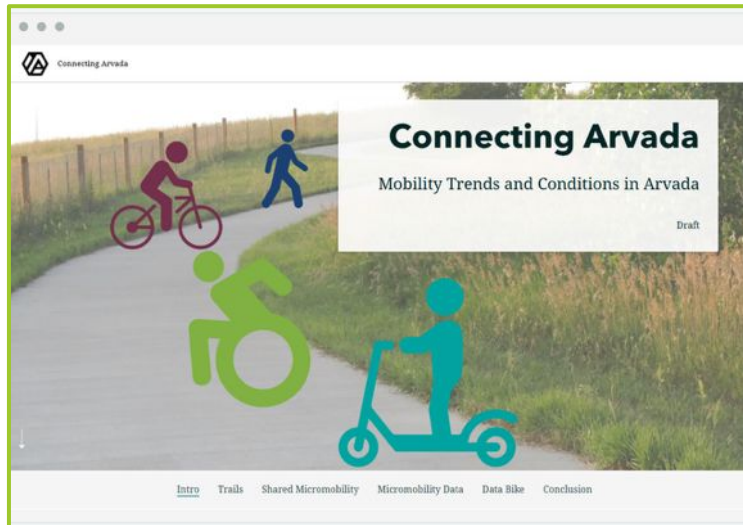
**Pilot program**

The City allows dockless bicycles and scooters that can be taken from point to point without needing to be parked at a specific location. The City is working on balancing allowing users to end their trip exactly where they need and enforcing the rules and regulations on where it's appropriate to park scooters. The City is working with the vendor on better enforcement of parking and encouraging parking in locations that work for all.

**How to use micromobility devices**

- ▶ [OPERATING RULES](#)
- ▶ [PARKING RULES](#)

## Shared Micromobility Homepage



## ‘Connecting Arvada’ StoryMap



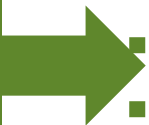
## Vendor Collaboration

# Rounds of Engagement

1

2020

What is the  
community's interest in  
a shared micromobility  
program?



This engagement led to the initiation  
of the program, and informed many of  
the regulations that were adopted by  
Council.

# Rounds of Engagement

1

**2020**

Interest in Shared  
Micromobility Program

2

**2022**

What are the  
community's  
perceptions, concerns,  
and improvements  
desired for the program?

## Four Common Themes:

1. Parking
2. Safety
3. Sidewalks
4. Expansion

# Rounds of Engagement

1

**2020**

Interest in Shared  
Micromobility Program

2

**2022**

Community Perceptions,  
Concerns, and  
Improvements for the  
Program

3

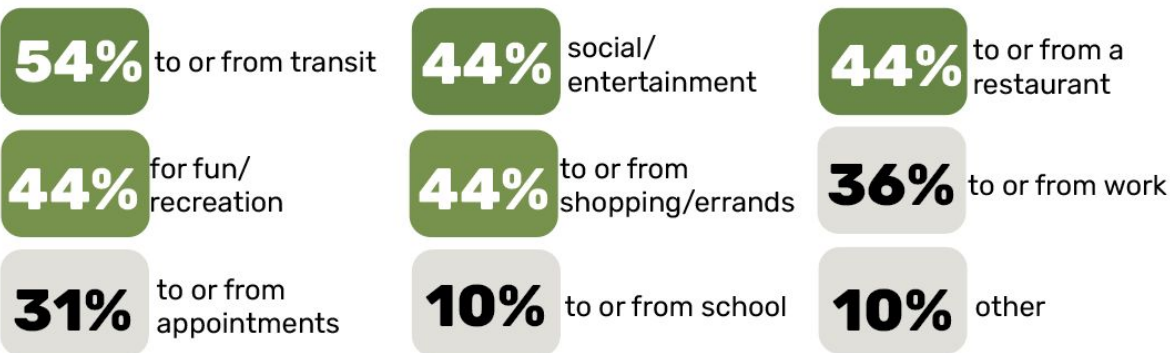
**2024**

How are riders using  
the program and what  
improvements would  
they suggest?

## What We Learned

### 2024 Rider Survey

Riders are using shared micromobility for shopping, fun, connecting with transit, and for key trips like work and groceries.





## What We Learned



### 2024 Rider Survey

Shared micromobility trips are replacing personal and shared vehicle trips.

**46%**  
would have  
walked.

**19%** would  
have driven  
a personal  
vehicle.

**15%** would  
have taken a  
shared vehicle  
(i.e. Uber).

**12%**  
would have  
taken public  
transit.

**5%**  
would not  
have made  
the trip.

**3%** other

# What We Learned

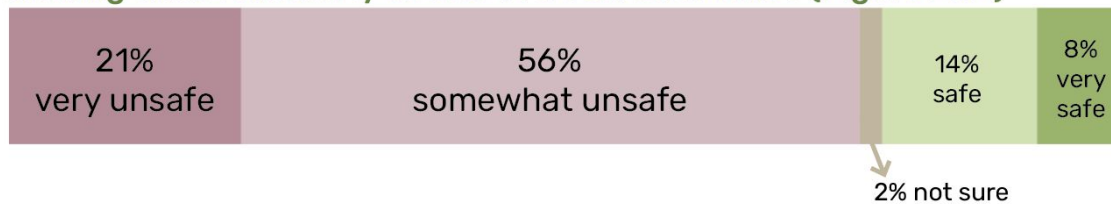
## 2024 Rider Survey

Riders feel much safer in bike lanes than car lanes.

...riding a micromobility device in a bike lane? (Figure 2.11)



...riding a micromobility device in a vehicular lane? (Figure 2.12)



## What We Learned

### 2024 Rider Survey

93% of respondents find that micromobility is making people's transportation journeys easier.

Micromobility devices have made it easier and faster for people to get to where they need to go.



## What We Learned

### 2024 Rider Survey

Riders have key insights into what would make the program work better for them.

#### Top Five Suggestions

1. Larger operating area (53%)
2. Safe places to ride (i.e. bike lanes) (32%)
3. E-scooters/bikes in surrounding cities (25%)
4. More e-scooters available (23%)
5. More micromobility devices near transit stops (21%)

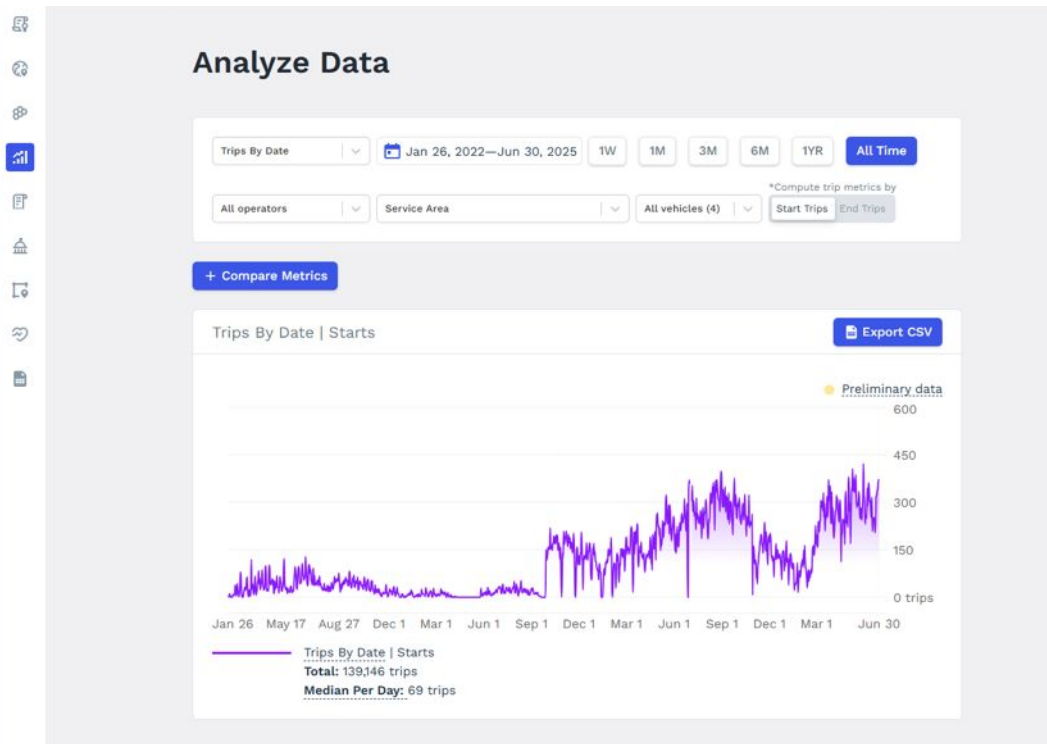


# Program Performance



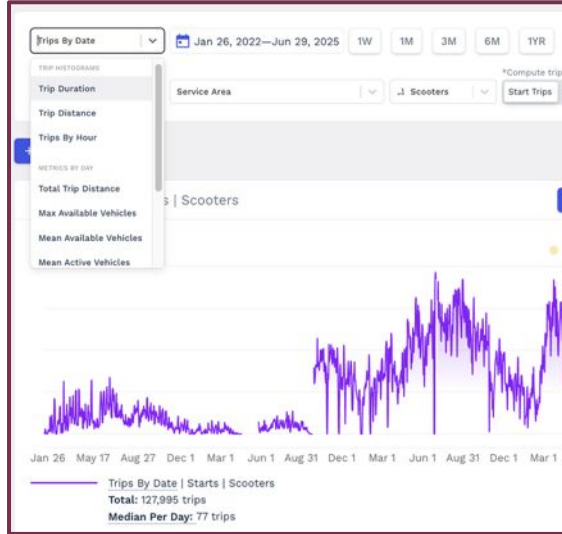
# Data Collection

The City uses **Ride Report** to track program performance and manage the vendors.

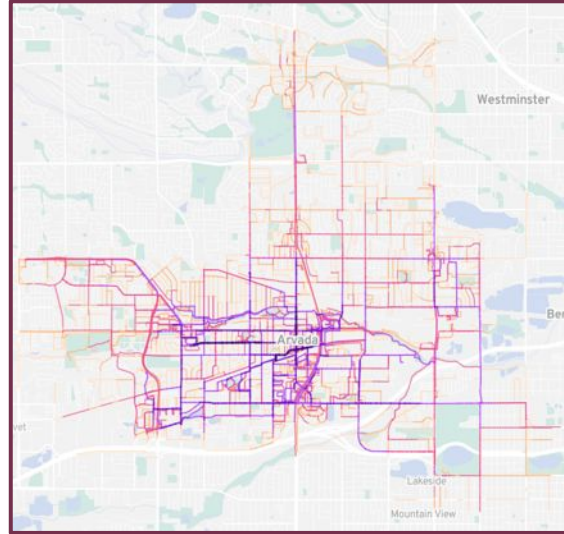




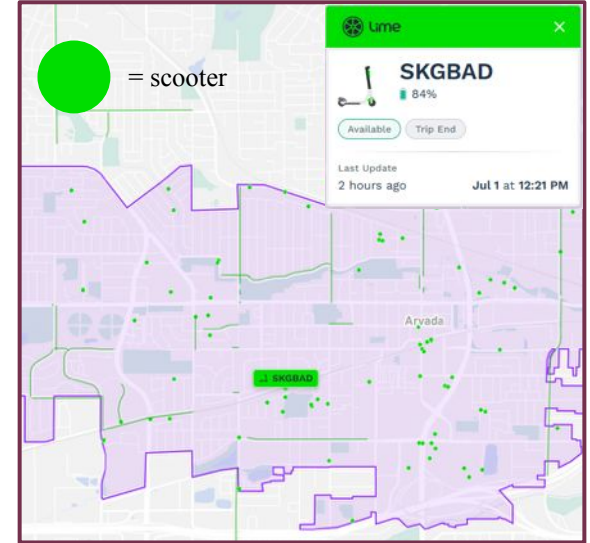
# Ride Report Capabilities



**Data Analysis**



**Heat Map of Routes and  
Start/End Trips**



**Live Map of Devices**

**Parking and micromobility device clutter is still a community concern, but we are working to ensure prompt responses and good customer service.**

Category \*

Select One

Potholes and Pavement

Road Construction  
Projects

Scooters

Sewer and Stormwater

Snow and Ice Removal on  
Sidewalks

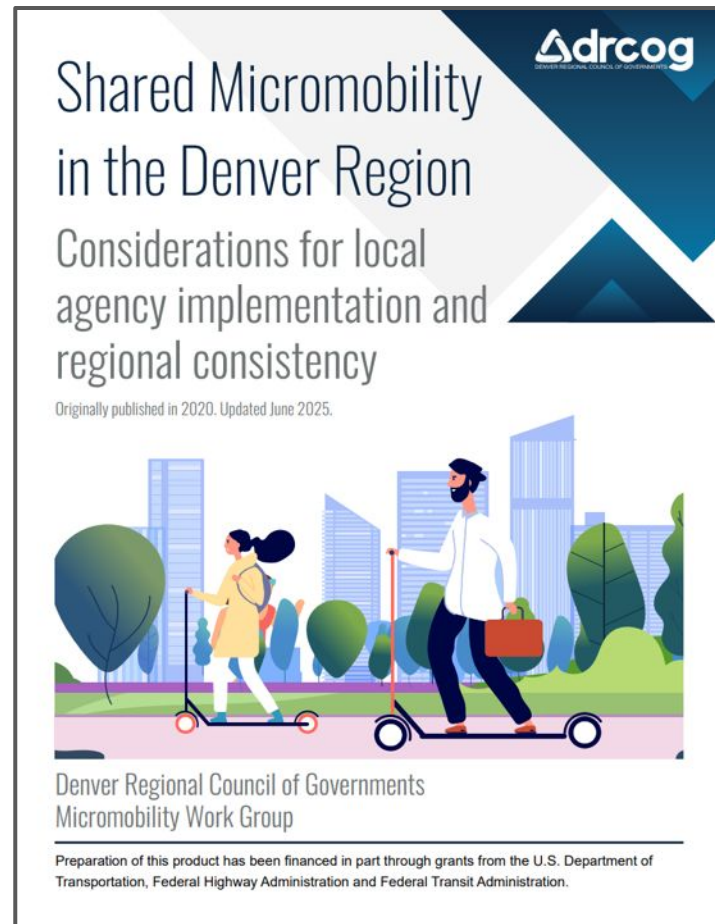


## How does staff address parking issues?

1. When we receive a complaint or request, we track it in AskArvada, if not there already.
2. We contact the vendor and record the time they were contacted.
3. The vendor lets us know when the issue has been resolved.
4. We ensure they've met their response time requirements.
5. If necessary, we follow up with the community member to let them know the vehicle has been picked up.

## Regional Collaboration and Ongoing Learning

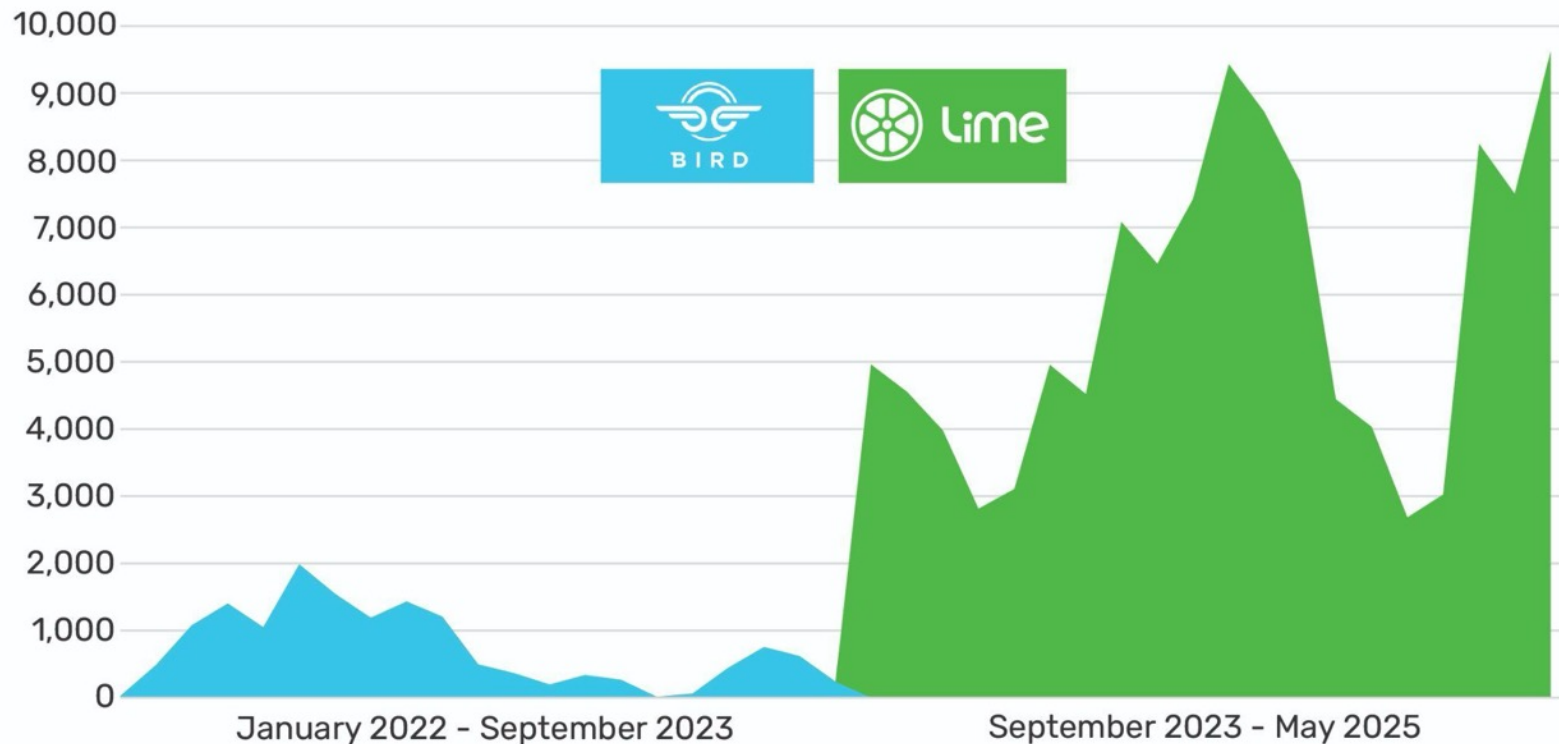
Staff participates in regional collaboration through DRCOG's Mobility Working Group and collaborating with nearby jurisdictions.



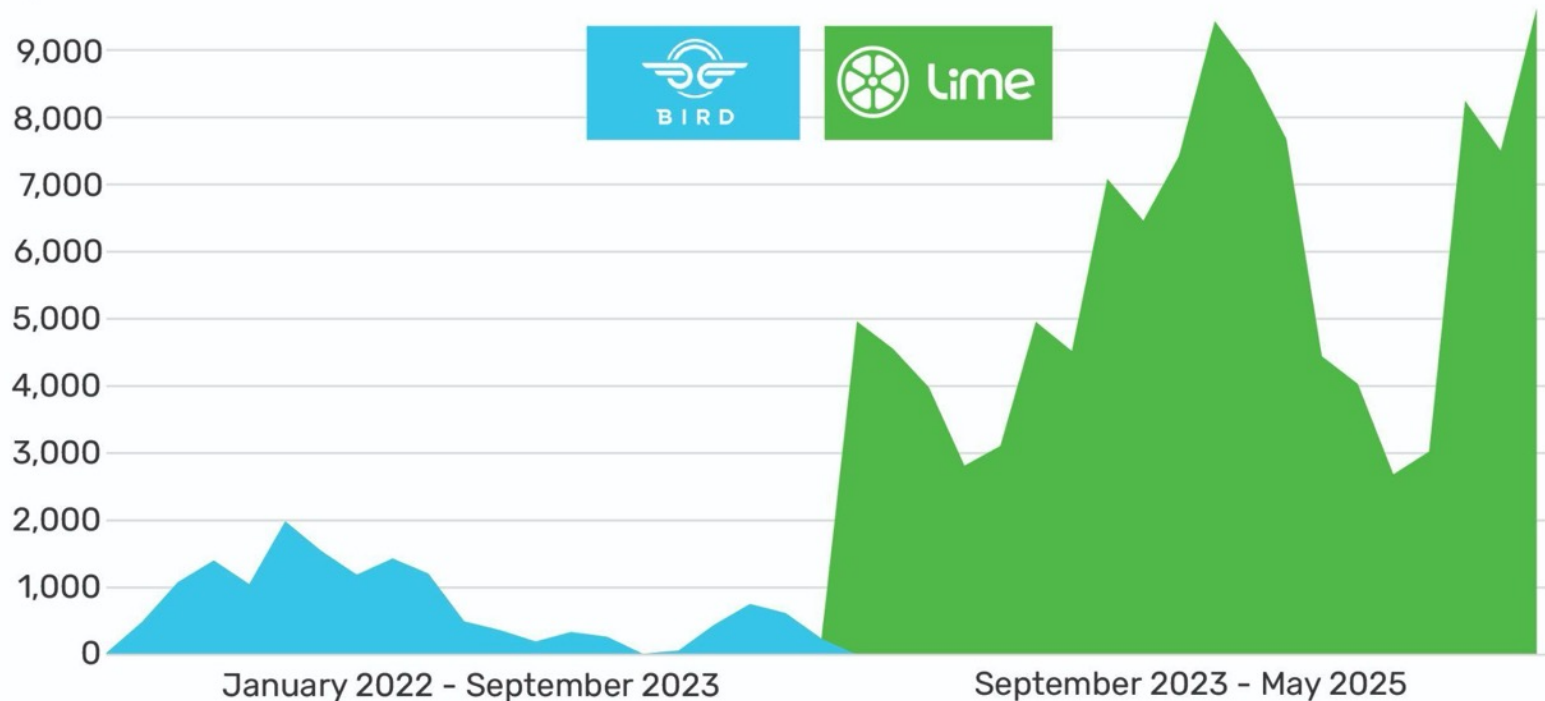
# What is the data telling us?



## Riders are using shared micromobility more than ever.

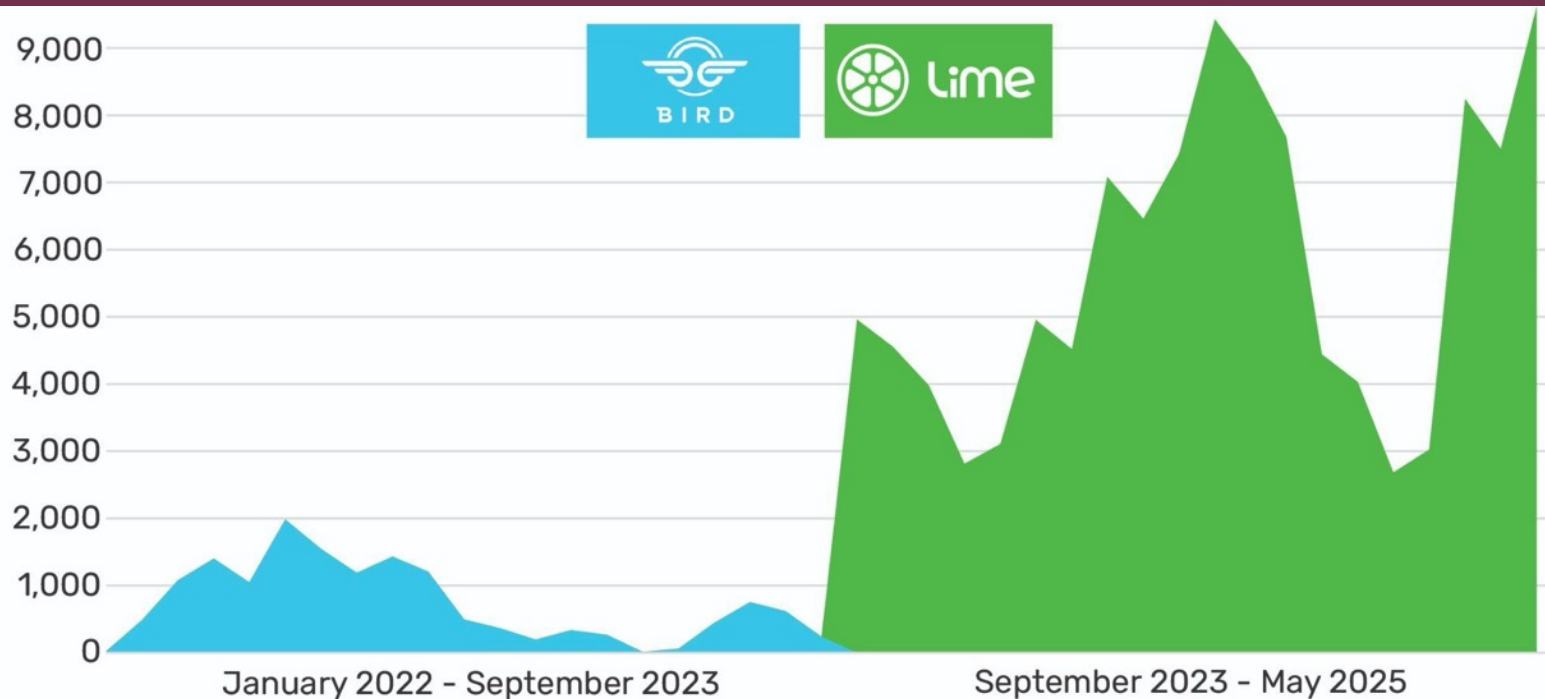


# 130,368 total micromobility trips





# 659% increase in trips



**The majority of riders are using micromobility for trips shorter than 1 mile.**

**On average, riders spend ~9 minutes on the device.**

**54% of trips are less than 5 minutes.**

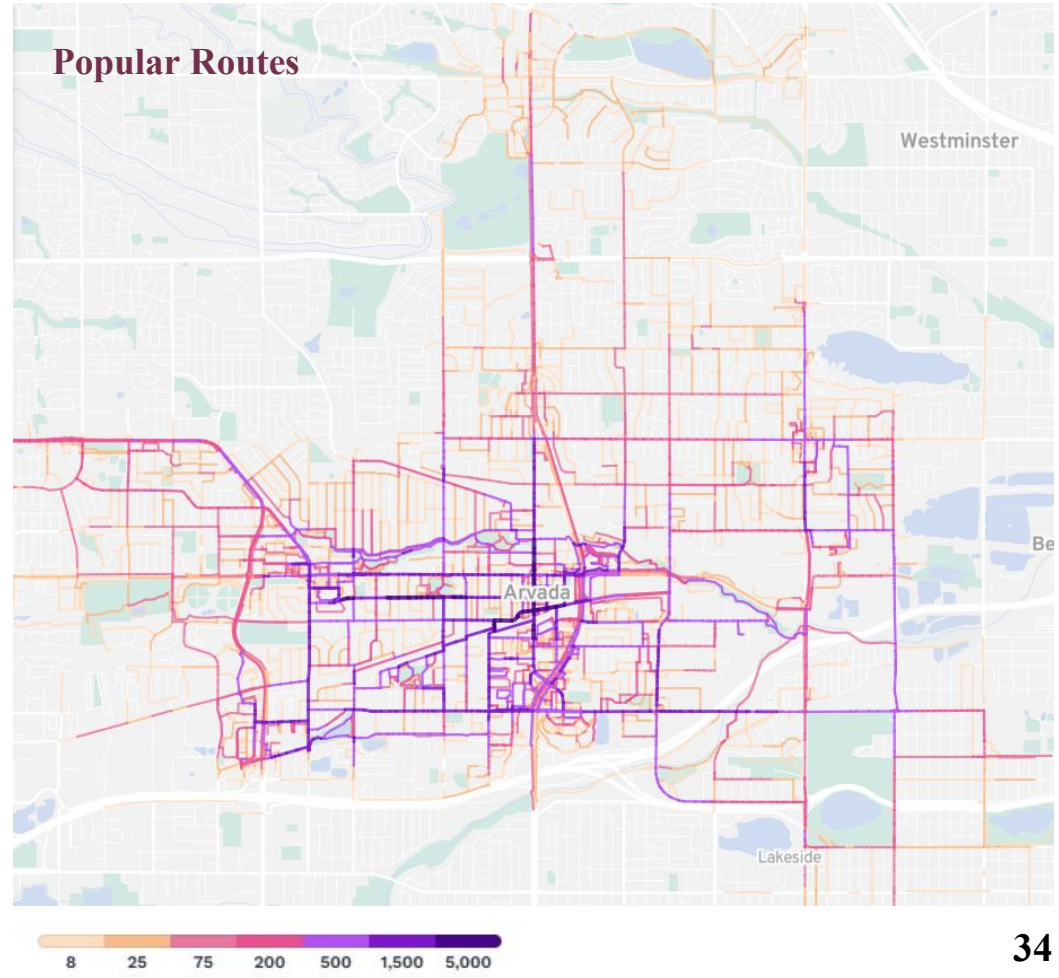
**0.94 miles**  
average trip distance



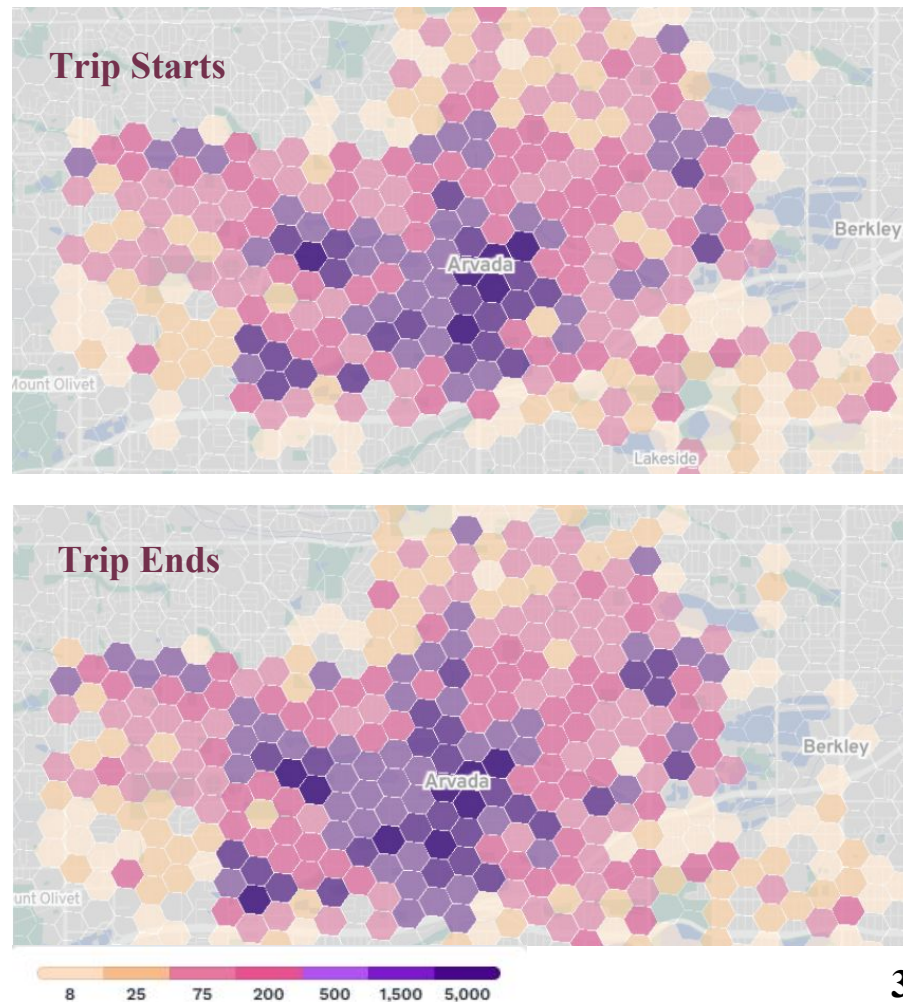
**9.1 min**  
average trip duration



**Riders are using West 57th, Grandview, Olde Wadsworth, Ralston Road, and West 52nd most often.**

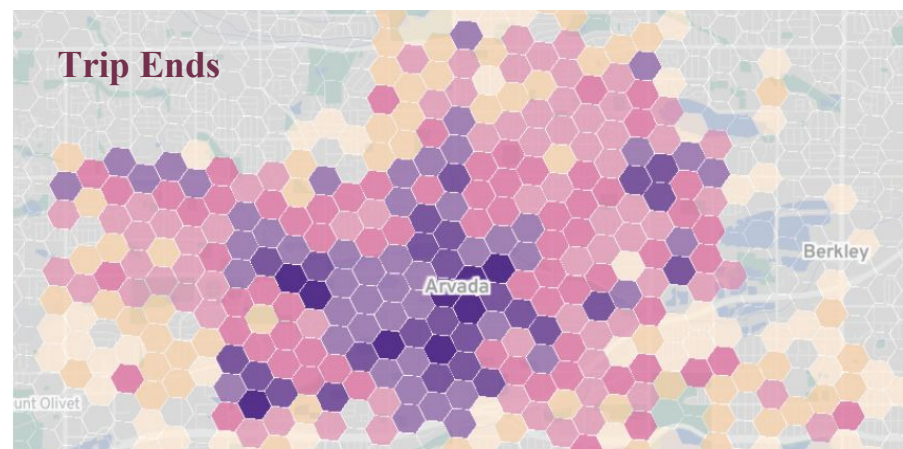
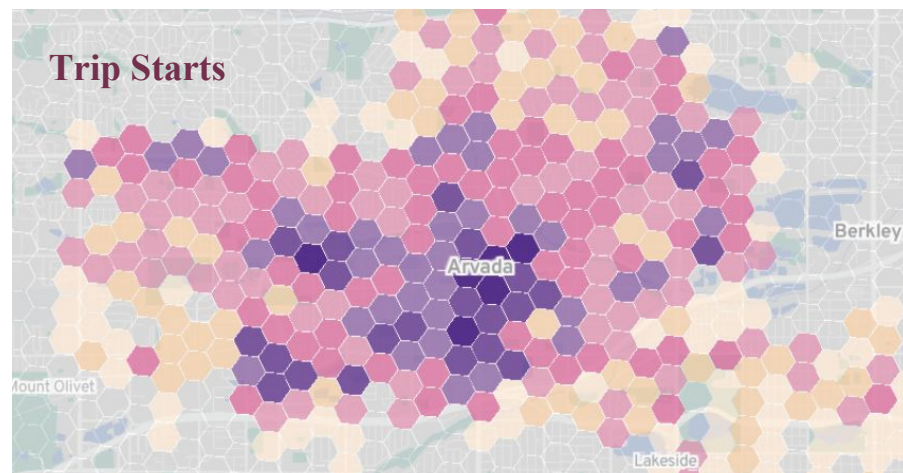


**Riders are starting and ending trips in close proximity to services, like grocery stores, restaurants, transportation, and in areas with a diversity of housing options.**



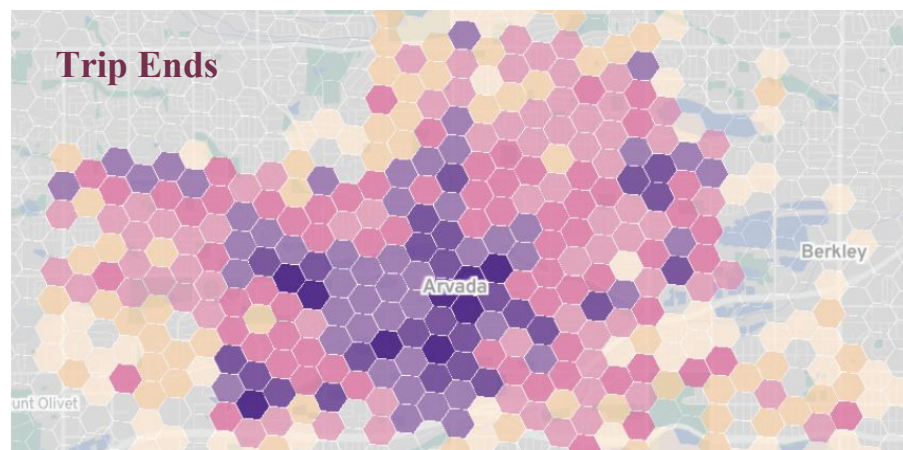
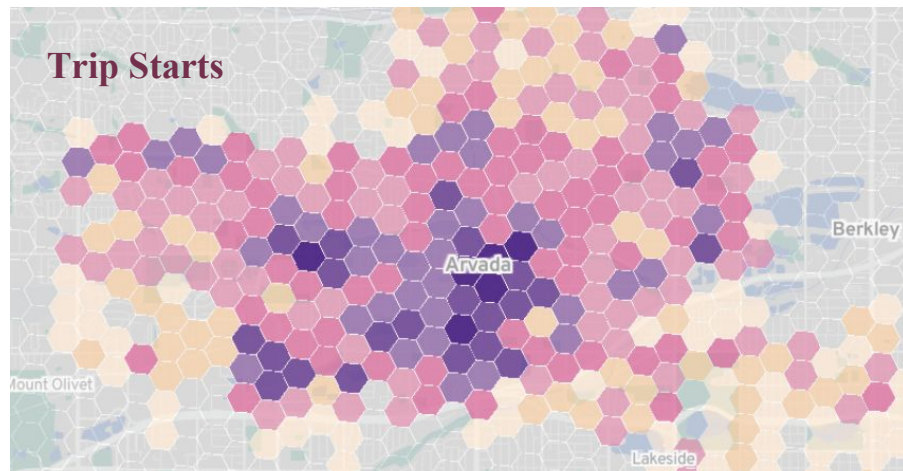


## Program Performance

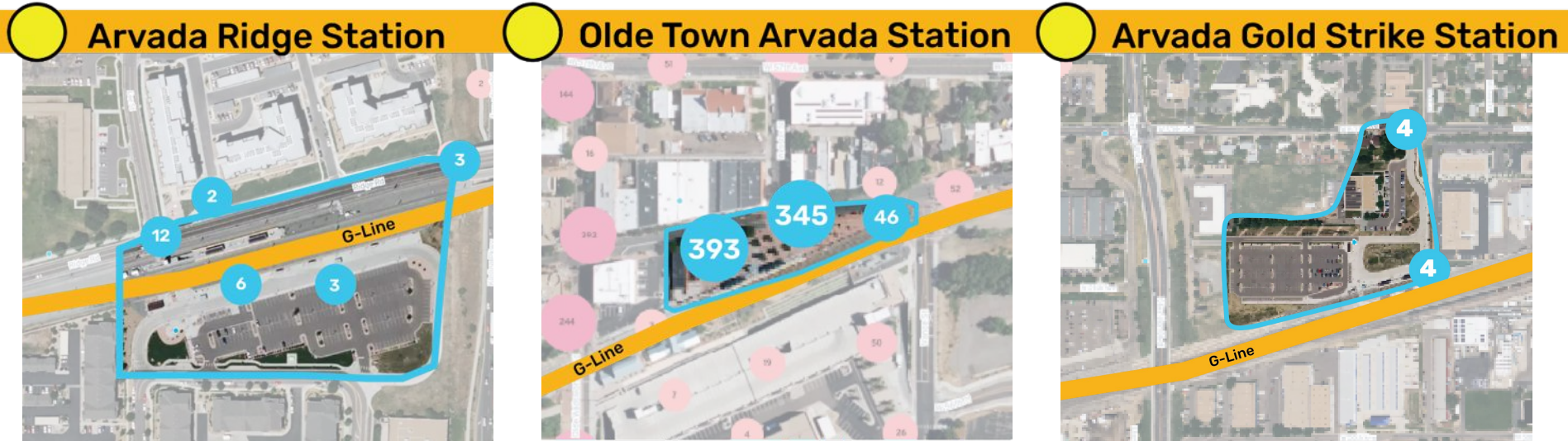




## Program Performance



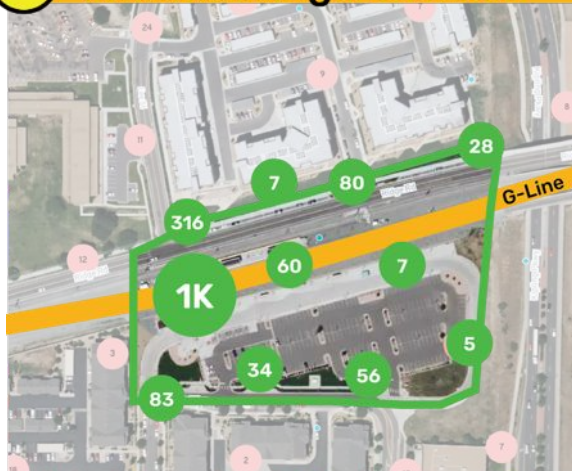
In the first phase of the program, micromobility's connection to transit wasn't strong.



January 2022 - September 2023



# Now riders are using micromobility to reach transit more than ever.



October 2023 - May 2025

# Recommendations



# Baseline Recommendations



# Extend



- ‘Pilot’ is removed in the program’s regulating documents.
- The program continues to operate on an annual permitted basis, with up to two vendors. Staff would continue working to ensure compliance and explore opportunities for increased ridership and access.

# Educate

- Staff continues and expands educational efforts, in partnership with the vendor(s).
- Education focuses on rules of the road, connections between micromobility and transit, and community information sharing.



[Home](#) | [Services](#) | [Public Improvement Projects](#) | [Current Projects](#) | [Pilot Projects](#) | [Shared Micromobility](#)

## SHARED MICROMOBILITY: E-SCOOTERS & BICYCLES

The Arvada City Council approved a micromobility pilot program on August 16, 2021 which allows shared mobility devices (electric scooters, shared bicycle and e-bikes).

**Program intent:**

- encourage alternate modes of transportation
- alleviate congestion
- improve connectivity

**Pilot program**

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**How to use micromobility devices**

- ▶ OPERATING RULES
- ▶ PARKING RULES

# Recommendations for Further Development





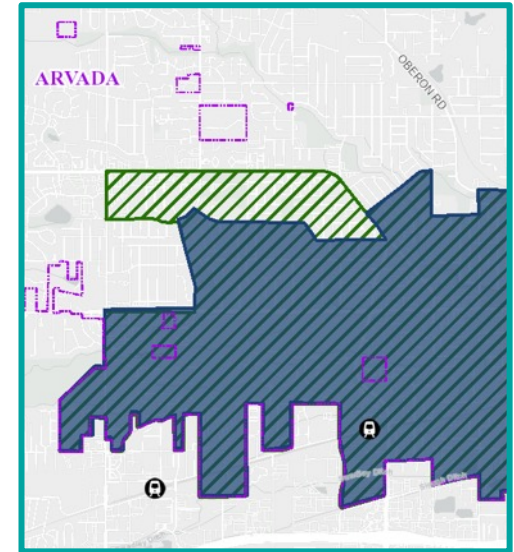
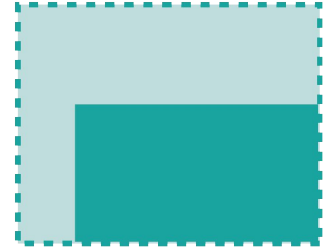
# Establish

- Work with the vendor to establish dedicated parking locations where rider density encourages doing so.
- Utilize micromobility data to prioritize segments for on-road mobility infrastructure improvements.



# Expand

- Utilize trip data to propose and implement incremental service area expansions, based on demand.
- Work with regional partners to learn from them and expand inter-jurisdictional connectivity and mobility choices.



Thank you!  
Questions?





## REPORT TO CITY COUNCIL WORKSHOP

AGENDA ITEM  
2.B.

TO: THE HONORABLE CITY COUNCIL

DATE: July 8, 2025

SUBJECT: Transportation System Plan Update

### **Report in Brief**

The Infrastructure team will present the executive summary and final plan, which outlines key findings, community-driven priorities, and actionable implementation strategies developed through an extensive planning process. This follows prior input and recommendations from the Transportation Advisory Committee, Transportation Advisory Group, and Public Works Manager's group, which have shaped the plan's focus areas and policy direction. The plan is intended to guide long-term decision-making and resource allocation, supporting the Council's broader goals around equity, sustainability, and community resilience.

### **Background**

Throughout the planning process, City Council has been engaged through a series of workshops and presentations, with the opportunity to provide input at key milestones. Staff previously presented the Existing Conditions Memo, which offered a data-driven foundation for understanding current challenges and opportunities. In subsequent presentations, staff presented the unconstrained project list and proposed scoring criteria used to prioritize potential transportation investments. This background work has helped inform the development of the final plan, which integrates public and Council feedback and reflects a refined set of priorities and implementation strategies.

### **Strategic Alignment**

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

### **Next Steps**

Next steps include the infrastructure publishing the final Transportation System Plan executive summary to a dedicated webpage for public access and transparency. Work has already begun and will ramp up on high-priority projects identified in the plan. Lastly over the next couple of years coordination across departments to align efforts with the City's Comprehensive Plan update will occur with official adoption of this plan being sought with the Comprehensive Plan's approval. These next steps ensure momentum continues and that implementation is integrated with broader citywide planning efforts.

Prepared by:  
Kellee Van Bruggen, Transportation Planner

Reviewed by:

Approved by:

Claudia Vaughan, City Engineer

5/14/2025

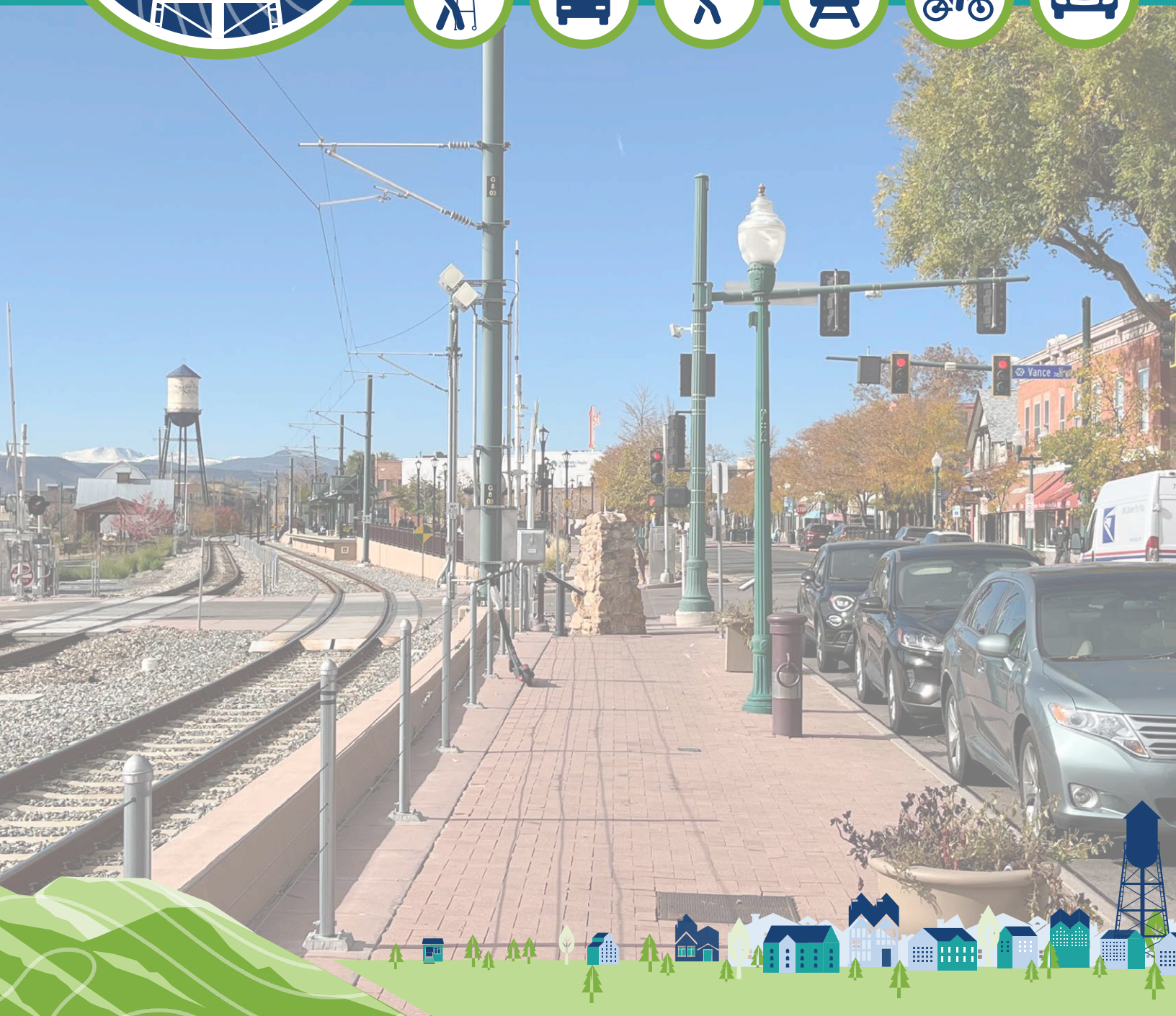
|                                                |           |
|------------------------------------------------|-----------|
| Jacqueline Rhoades, Director of Infrastructure | 6/18/2025 |
| Bryan Archer, Chief Financial Officer          | 6/18/2025 |
| Tammy Hedlund, Legal Specialist                | 6/23/2025 |
| Kelsy Sargent, Assistant City Attorney         | 6/23/2025 |
| Zachary Woolweaver, Assistant City Attorney I  | 6/24/2025 |
| Rachel Morris, City Attorney                   | 6/24/2025 |
| Linda Haley, Deputy City Manager               | 6/24/2025 |
| Don Wick, City Manager                         | 6/25/2025 |

Enclosure, exhibits & attachments required to support the report



# CONNECTING ARVADA

## Transportation System Plan





# Acknowledgments

## *Arvada City Council:*

Mayor Lauren Simpson

Randy Moorman – District 1

Shawna Ambrose – District 2

John Marriot – District 3

Bob Fifer – District 4

Sharon Davis – At Large

Brad Rupert – At Large

## *City of Arvada Leadership Team:*

Chris Lisberg – Assistant City Engineer

Kellee Van Bruggen – Co Project Manager

Thomas Shaw – Co Project Manager

## *Transportation Advisory Committee Members:*

Jadwiga Brown - Chair

Jim Arndt – Vice Chair

Bob Fifer – District 4 City Council Member

Terri Binder

Jesse Dubin

Nicholas Frazee

Jon Girand

Jordan Green

Mary Keilhauer

Lydia Meyer

Dan Roussin

Cyndi Stovall



## ***Technical Advisory Group Members:***

Rachel Zenzinger – District 1 County Commissioner  
Tracy Kraft-Tharp – Former District 1 County Commissioner  
Bob Fifer – District 4 City Council Member  
Christina Lane – Jefferson County  
Rachel Brenna – Jefferson County  
Josh Sender – Adams County  
Li-Wei Tung – RTD  
Ian Harwick – RTD  
Daniel Roussin – CDOT  
David Singer – CDOT  
Alvan-Bidal Sanchez – DRCOG  
Sang Gu Lee – DRCOG  
Shelley Cook – DRCOG  
Nathan McCoy – Church Ditch Water Authority  
Maureen Phair – Arvada Urban Renewal Authority  
Steve Selle – Bike Friendly Arvada  
Chad Hollingsworth – City of Arvada – Vibrant Community and Neighborhoods  
Ann Foster – City of Arvada - ADA Coordinator  
Benjamin Sawaya – City of Arvada - Pavement Manager  
Kelly Sheehan – City of Arvada - Arvada Police Department  
Patty McCartney – City of Arvada – Planning Department  
Jadwiga Brown – Transportation Advisory Committee  
Jon Girand - Transportation Advisory Committee

## ***Consultant Team - Kimley-Horn***

Mike Griffith – Project Manager  
Curtis Rowe – Deputy Project Manager Traffic Lead  
Chris Joannes – Transportation Planning Lead  
Aidan Johan – Public Outreach Lead

***Thank You to All Engaged Arvada Residents and Interested Parties***







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# EXECUTIVE SUMMARY

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# Executive Summary

## Purpose:

The City of Arvada has experienced rapid population growth and development over the past 30 years resulting in an increased need for transportation maintenance and network investment. Since 2022, Arvada community surveys have consistently listed traffic, road conditions, and limited access to transit facilities as primary concerns. To address community concerns and gaps in the regional transportation network, in 2023 the City of Arvada began working on the Transportation Systems Plan (TSP). This document proposes funding sources, sequencing, ownership, and next steps for deficiencies for modes of travel in the City - including: passenger car, freight, bus, cyclists, rail, and trail. By identifying and prioritizing fiscally constrained transportation projects, this tool catalogs the next 20 years of infrastructure investments. Arvada is part of a regional transportation network connecting millions of daily commuters across the front range. Arvada residents and workers are on the move every day and to maximize return on investment, the TSP followed a rigorous research, modeling, and documentation process resulting in specific conclusions and recommendations.

## Document Overview

This document is the master summary of five “Working Papers” that were developed during the 24 month TSP process. Each of the five Working Papers provides supplemental information to the findings outlined in this document. The TSP document is intend to be utilized as standalone with the Working Papers available to provide additional detail as needed. Please refer to the Appendix for additional information on the Working Papers.

## Planning Process

Arvada’s TSP is driven by a single Vision Statement that reflects on what the City of Arvada intends to accomplish by investing in the TSP planning effort and how it will impact the city. The TSP Vision is supported by a set of goals that each have their own list of actionable objectives and project evaluation criteria that help determine how the transportation system is performing and how well potential investments conform to the Vision. This helps inform and develop potential infrastructure development that can be prioritized and ensures a cost-effective implementation strategy is utilized.

Arvada TSP Planning Process



## Prioritization

Potential investments were developed and analyzed against a collection of evaluation criteria that were inspired by the goals for the TSP. Each goal was influenced by public participation, Arvada staff, and Technical Advisory Group. This allowed for the goals and subsequent evaluation criteria to be weighted to accurately represent what Arvada said they want to see. Prioritizing investments helps Arvada spend more efficiently on projects that will have the most impact to the transportation system.

Goals

**SAFETY FOR ALL**

**EASE OF TRAVEL FOR ALL MODES**

**IMPROVE INTERSECTION OPERATIONS**

**PUBLIC TRANSIT ACCESS FOR ALL**

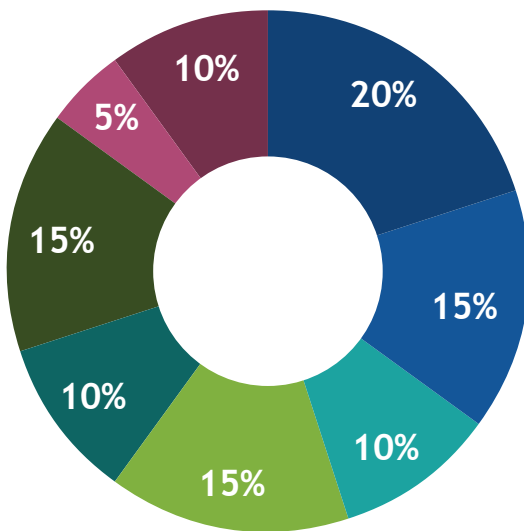
**ACTIVE TRANSPORTATION NETWORK CONNECTIVITY**

**IMPLEMENTABLE INVESTMENTS**

**BE RESPONSIVE TO THE PUBLIC**

**ENHANCE/PRIORITIZE SERVICES TO  
DISADVANTAGED COMMUNITIES**

Goal Weighting



**Investment  
Development  
and  
Prioritization**

**Capital  
Improvement  
Plan**

**Implementation  
Opportunities**

## High Priority Project Implementation

The prioritization process yielded 71 projects as network investments needs resulting in 28 that were identified as high- and mid- high priority. These projects span across several different investment types, price scales, and put different responsibilities on the City to get them through to construction.

There are many steps between identifying a high-priority project in the TSP and its implementation. Most projects require an additional study to develop cost estimates accurate enough to apply for grant funding or negotiate with partnering jurisdictions. The project implementation process typically involves scoping studies, preliminary and final design, jurisdictional approvals, construction, and the operation and maintenance once the project is complete.

High-Priority Project Implementation Process



Arvada is not always in full control of a project's implementation path. It is important to recognize the role that the City has for implementing projects to optimize the best chance of fulfilling a project. For the top priority projects, the City's likely role was identified to help guide the implementation process. Based on the results of this prioritization process, the high and mid-high priority projects are shown in the map on the following page.

*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                          | 64th Ave/Ralston Rd Transit Connection          | Transit   | 2    | 30.1       | Scoping Study            | Advocate         |
| 42                          | Indiana St Reconstruction (64th Ave-82nd Ave)   | Vehicular | 3    | 66.0       | Scoping Study            | Partner          |
| 14                          | Wadsworth Bypass Trail                          | Active    | 4    | 3.6        | Preliminary Design       | Lead             |
| 43                          | Indiana St Reconstruction (82nd Ave-86th Ave)   | Vehicular | 5    | 73.9       | Scoping Study            | Partner          |
| 64                          | Candelas to Westminster Transit Connection      | Transit   | 6    | 42.7       | Scoping Study            | Advocate         |
| 66                          | 72nd Ave Transit Connection                     | Transit   | 7    | 45.1       | Scoping Study            | Advocate         |
| 7                           | 64th 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       | Lead             |
| 45                          | 80th Ave Reconstruction                         | Vehicular | 11   | 69.9       | Scoping Study            | Lead             |
| 70                          | SH-72 Safety Improvements                       | Vehicular | 12   | 6.2        | Preliminary Design       | Partner          |
| 49                          | 72nd 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-55th Ave) | Active    | 15   | 2.9        | Preliminary Design       | Lead             |
| 16                          | Wadsworth Blvd Trail (76th Ave-88th Ave)        | Active    | 16   | 4.6        | Preliminary Design       | Lead             |
| 9                           | 58th 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 (86th Pkwy-96th Ave)  | Vehicular | 19   | 38.7       | Scoping Study            | Partner          |
| 5                           | 80th Ave Trail                                  | Active    | 20   | 9.3        | Preliminary Design       | Lead             |
| 15                          | Wadsworth Blvd Trail (64th Ave-76th Ave)        | Active    | 21   | 6.5        | Preliminary Design       | Lead             |
| 26                          | 60th 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                          | 64th 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             |
| <b>Total: \$731,905,834</b> |                                                 |           |      |            |                          |                  |

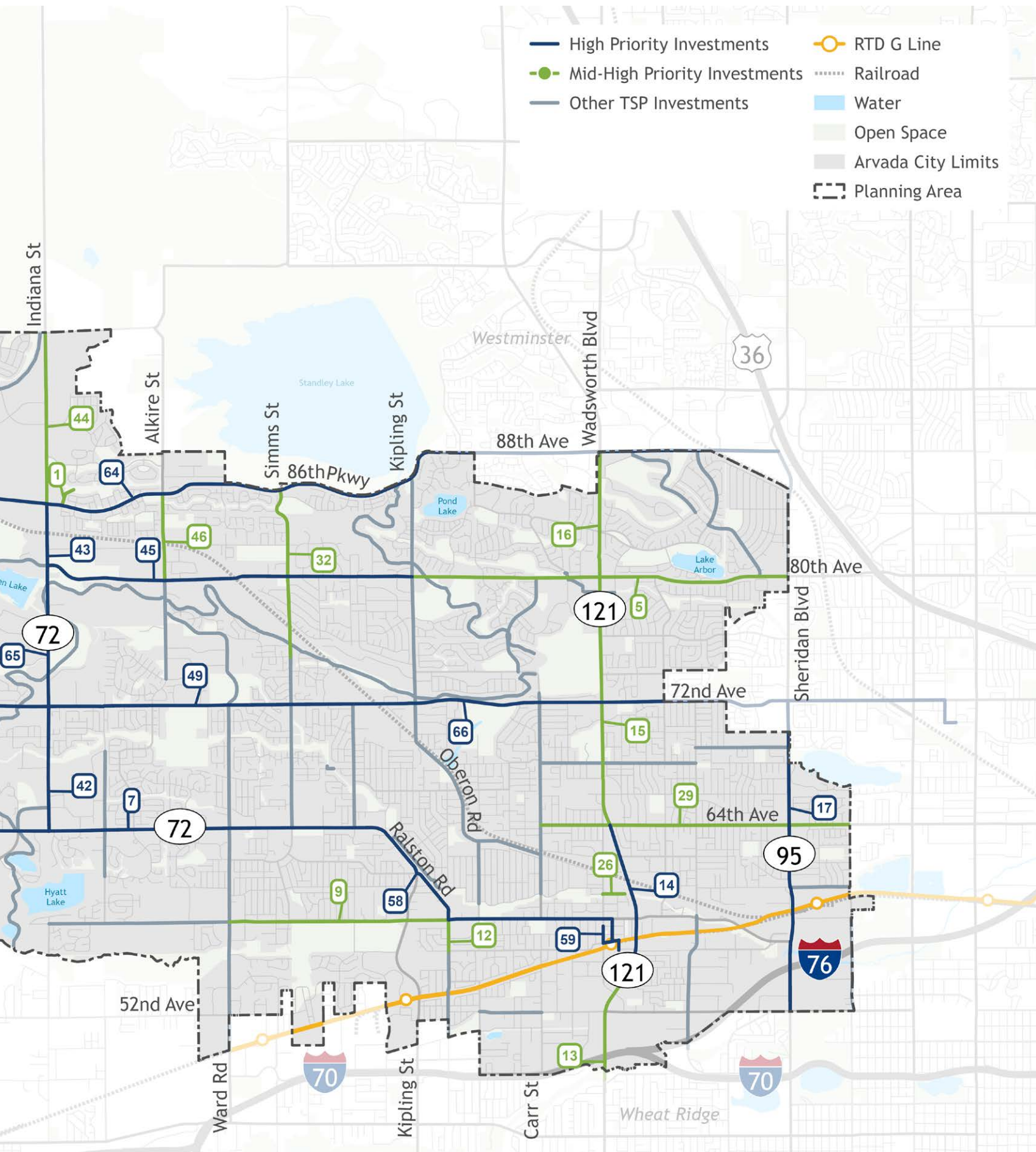


The Study Area represents the extents of the TSP area to be modeled and evaluated for transformation improvements. The city limits of Arvada in reality is full of unincorporated holes and jagged edges. The study area boundary shown below is a practical compromise that captures the areas substantially within the City of Arvada's purview. The influence of Arvada's infrastructure does not begin and end at at the City limits. Arvada is part of a regional network of roads, trails, and transit lines.



0 0.5 1 2 Miles







# INTRODUCTION

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# Overview: Introduction

The Introduction section of this document is intended to outline the foundational steps of the TSP initiative, which commenced in 2023. Starting with public outreach, existing conditions analysis, and the development of a Planning Process, the TSP required a robust set of tools to predict and measure the long-term success of public infrastructure investment. These tools were developed with input from previous planning documents, community feedback, and based on observed transportation network inefficiencies. Contextual analysis of the City of Arvada played a key role in establishing TSP needs.

Arvada is a city of over 120,000 residents, located approximately six miles northwest of Downtown Denver. The City of Arvada was incorporated in 1904 and has grown to include over 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.

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's study area incorporates the entirety of Arvada's Municipal Planning Area (MPA), 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.

## Planning Process

Arvada's TSP is driven by a single Vision Statement that reflects on what the City of Arvada intends to accomplish by investing in the TSP planning effort and how it will impact the city. The TSP goals were derived from the vision and the transportation goals and policies outlined in the 2014 Arvada Comprehensive Plan. The goals serve as broad statements that help implement the vision statement. Stemming from the goals, objectives are specific metrics to determine whether a goal has been met. These lead to explicit evaluation criteria to assess and prioritize potential transportation investments. Prioritizing investments allows the City to objectively identify which recommended projects most align with the TSP Vision and Goals.

Arvada TSP Planning Process





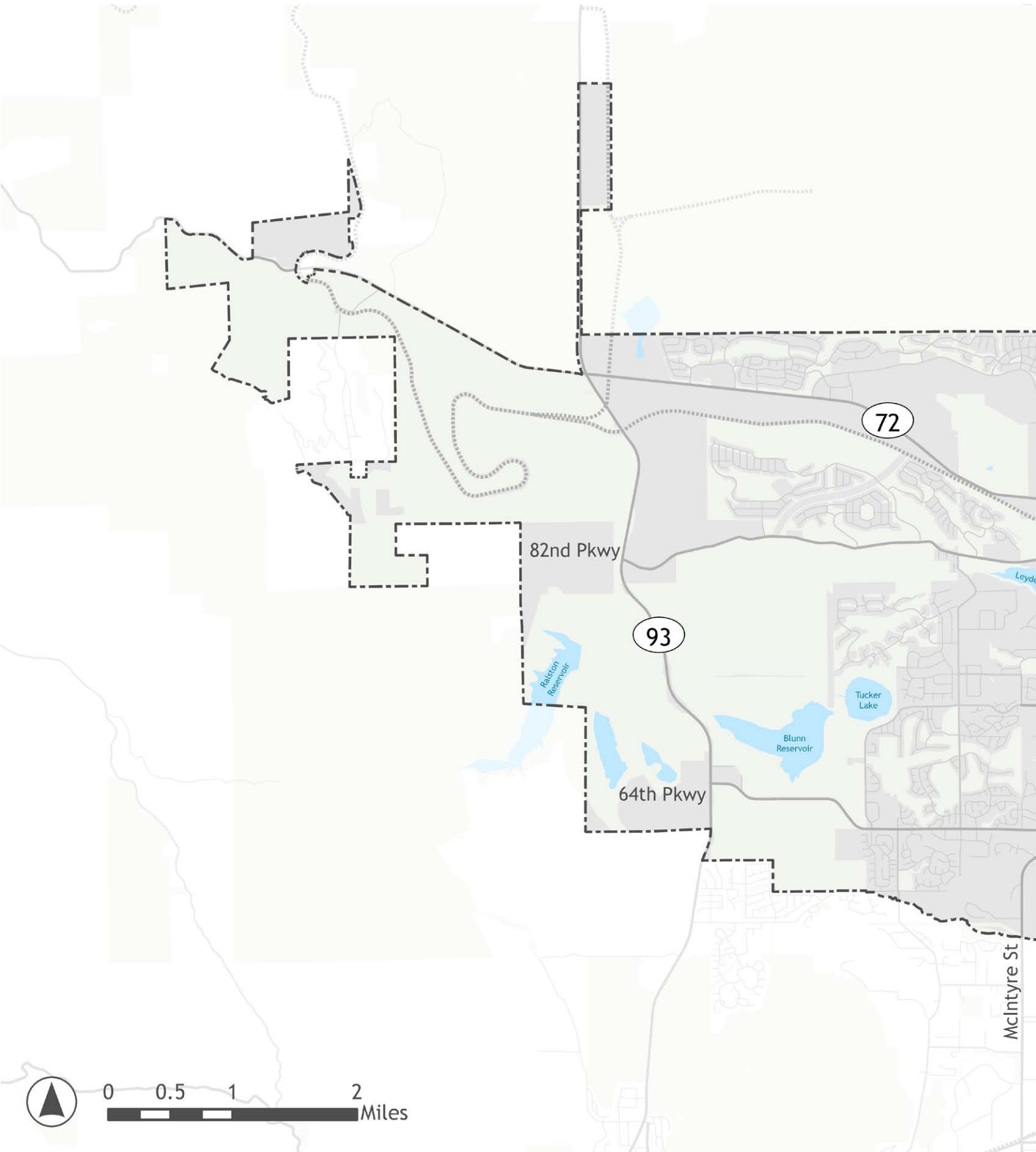
### ***Vision Statement:***

“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”

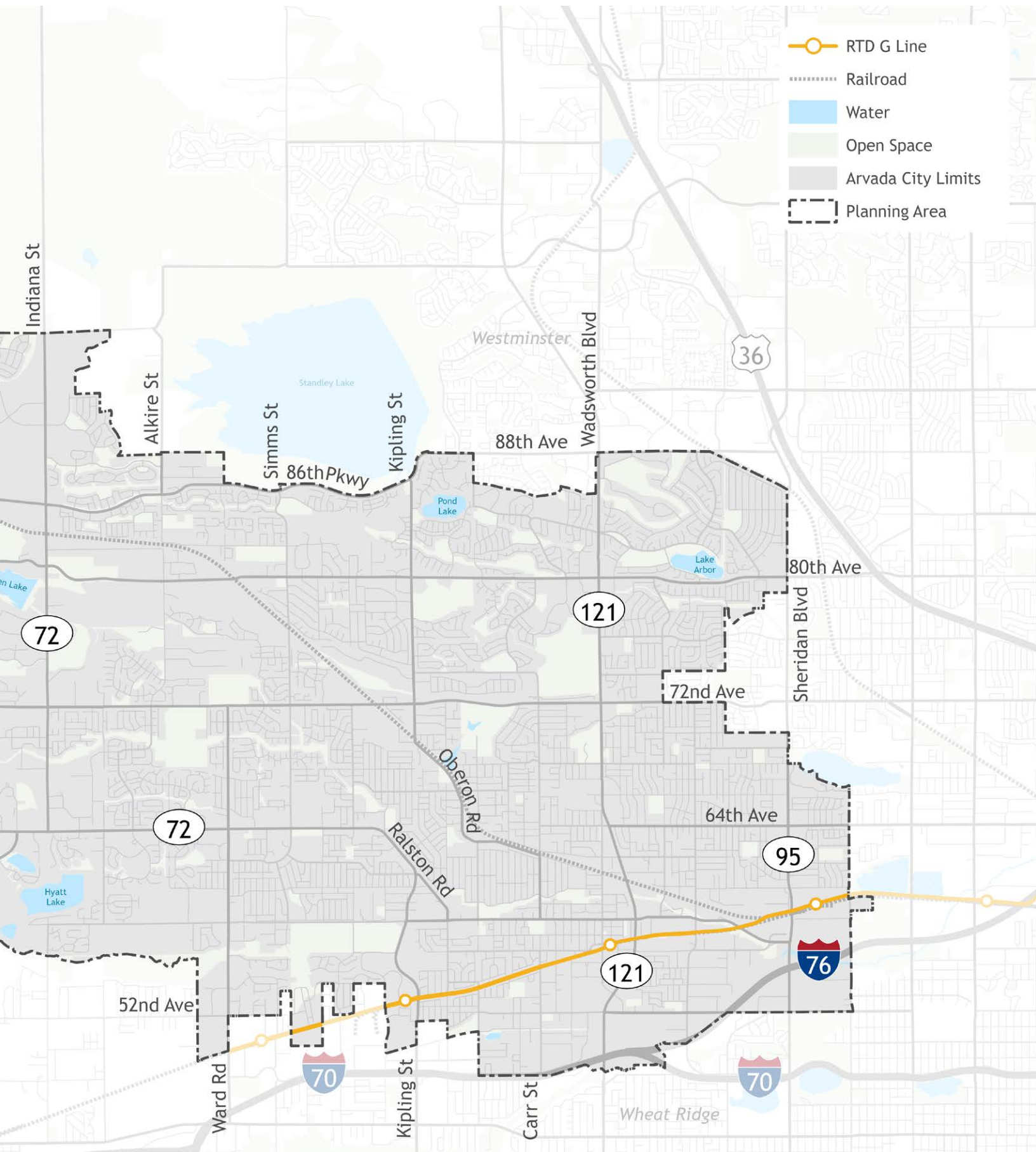
**Investment  
Development  
and  
Prioritization**

**Capital  
Improvement  
Plan**

**Implementation  
Opportunities**









# PUBLIC ENGAGEMENT

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# Overview: Public Engagement

Public Engagement plays a crucial role in the **Planning Process** outlined in the **Introduction** section of the TSP. This section incorporates feedback from community members about their daily experiences with the current transportation network. This input was instrumental in analyzing transportation challenges and setting goals (refer to the Framework section) that align with the needs expressed by the public.

Concerns and aspirations for Arvada's transportation system were gathered through both in-person and virtual engagement efforts. Public outreach was conducted in two rounds, the first in the fall of 2023, and the final round in the fall of 2024. The detailed insights provided by community members, who interact with Arvada's transportation system daily, were invaluable. Alongside future computer modeling efforts in the TSP, public input highlighted experiences of congestion, trail opportunities, and comfort levels, all providing oversight to computer modeling efforts. This process helped generate potential investment recommendations and solidified the goals of the TSP moving forward.

## Public Engagement Round 1

The first round of public engagement focused on learning where Arvada residents experience issues in the current multimodal transportation system. An **Online Mapping Exercise** survey captured location based input from community members in a variety of categories. This input directly influenced the list of potential transportation investments and investment prioritization process. In the **Framework** section of this document, public input from the mapping exercise was used to define measurable objectives under the “Be Responsive to the Public” goal category.

In addition to the mapping exercise, in-person “pop-up” events were held at popular local events. See “In Person Events” note below for more detail.



### What we heard:



Signal Timing  
on Major  
Corridors



More  
Transit  
Options



Multimodal  
Connections  
for School



More  
Bicycle  
Infrastructure



More Trail  
Infrastructure

### In Person Events

Two in-person pop-up engagement events complemented the virtual efforts to raise awareness about the TSP initiative and gather public feedback on the transportation system's performance. These events, the Taste of Arvada in July 2023 and Arvada Days in August 2023, invited residents to use dry erase markers to highlight citywide challenges and opportunities (see image above). Each event saw the boards filled with comments and ideas on how to enhance the existing network.





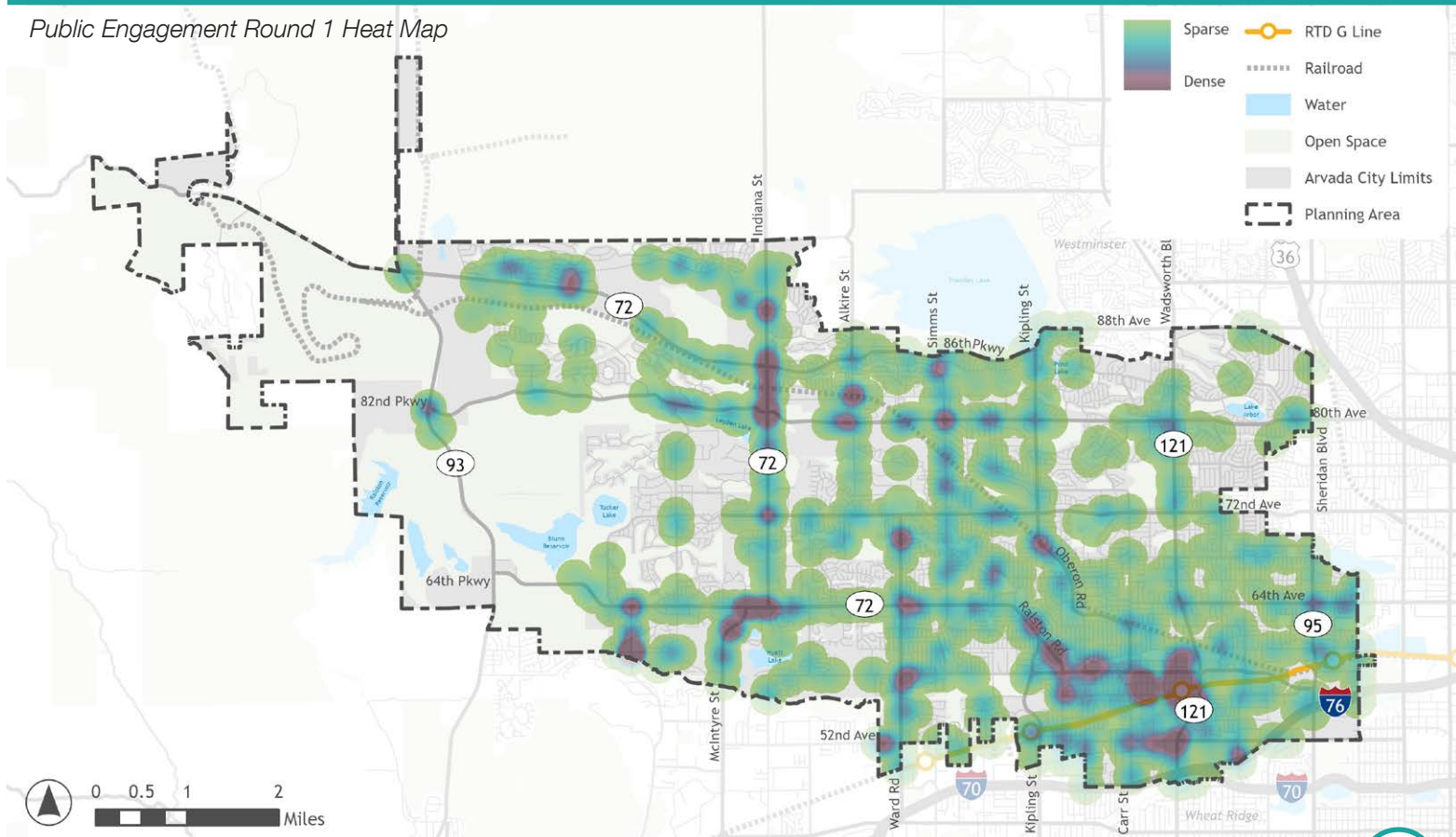
## Online Mapping Exercise

The project website provided information on the TSP and served as a platform to advertise the TSP and engagement opportunities. Members of the public were encouraged to utilize the website and help “drop pins” identifying what they saw as challenges or benefits at precise locations on the website’s mapping tool. The pins were grouped into eight categories to gain an understanding of community members’ travel experiences in a comprehensive manner.

*Percentage of community members that answered a certain way*

- 0.5%** **GOOD TRAVEL OPTIONS** - Where are plenty of options to travel how you would like?
- 1.2%** **EASY TRAVEL** - What routes can you easily travel?
- 4.0%** **SCHOOL ZONE CONCERNS** - Where do you have traffic or safety concerns near schools?
- 4.8%** **LIKE** - What do you like about this?
- 10.9%** **TRAFFIC DELAYS** - Where do you experience heavy traffic?
- 12.7%** **POOR CONDITION** - What needs to be maintained better?
- 18.4%** **NEEDS MORE TRAVEL OPTIONS** - Where do there need to be more travel options?
- 47.5%** **SAFETY CONCERNS** - What about this location makes you feel unsafe?

*Public Engagement Round 1 Heat Map*





## Public Engagement Round 2

The second round of public engagement took place in the fall of 2024 and focused on continued feedback from the TAC and TAG members along with direct public interaction with the initial list of approximately 80 recommended projects. This phase aimed to finalize potential investments, organize priorities from stakeholders and the public, analyze feasibility, and determine a strategy for implementing the future investments.

An updated Online Mapping Exercise was deployed with specific projects for residents to prioritize along with additional in-person pop-ups and interested parties workshops.

A final pop-up event during Olde Town Arvada's famous Trick-or-Treat Street event was also held to invite members of the public to participate in the online survey.



There were  
**966 participants.**



There were an additional  
**537 comments** from  
Public Engagement Round 2.



## Collaborator Engagement

Stakeholder groups involved in the TSP process included the Arvada City Council, Arvada Public Works Managers, the Technical Advisory Group (TAG), and the Transportation Advisory Committee (TAC). These groups were actively engaged throughout the 24-month TSP process. During the second round of public engagement, held in September and October 2024, these stakeholders provided direct feedback on unit cost estimates, project prioritization, project scopes, and the feasibility of potential investments.



## Online Mapping Exercise 2

The second round of the online mapping exercise invited members of the public to rank their choice of transportation modes from highest to lowest and then to rank specific projects identified during the network gaps analysis phase of the TSP. With 1,000 unique responses, members of the public ranked Vehicular the highest, Active Transportation in the middle, and Transit as the lowest. Within each modal category there are subcategories. For more detail please refer to [Working Paper 5](#).

## Key Themes

The public was asked to rank their most important transportation-related priorities. The top-ranked public priorities are grouped by theme:

## Traffic and Road Safety

- ▶ Widening Indiana Street
- ▶ Traffic Management
- ▶ Traffic Signal Timing

## Infrastructure and Development

- ▶ Road Maintenance
- ▶ Housing Development

## Active Transportation

- ▶ **Protected Bike Lanes**
- ▶ **Sidewalks**

## Public Transportation

- ▶ **G Line Improvements**
- ▶ **Bus Routes**
- ▶ **Last Mile Connections**

## Emergency Preparedness

- ## ► Evacuation Routes

## Intersection Safety

- ▶ **Vehicular Improvements**
- ▶ **Pedestrian Improvements**



Over 22,000 words were provided from members of the public from 1,000 unique participants. As an artistic representation of their comments, this images was generated using only the most frequently used words from public comment.



# FRAMEWORK

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## Overview: Framework

The TSP Framework section integrates public outreach efforts, technical analysis, and existing conditions findings into a comprehensive tool for evaluating and prioritizing various projects. The prioritization tool generates a ranked list based on measurable criteria derived from public input, previous planning goals, and stakeholder contributions. This section is divided into four subsections that outline the methodology used to create the prioritization tool.

First, a **Vision** was developed to address core transportation needs across the City. Next, **Goals** and measurable **Objectives** were established with extensive feedback from stakeholders, including final weighting of each goal by the TAC team. Lastly, the **Evaluation Criteria** for each objective was formulated using metrics from the existing conditions analysis (see Working Papers 1-3 for more information).

The prioritization tool was designed to be a dynamic resource for staff, allowing them to adapt as conditions change in the future. New projects can be added and ranked, and existing projects can be modified and re-evaluated. Additionally, staff can review individual goal categories to identify the highest-ranked project within a single goal. This tool serves both as a roadmap for project prioritization and a catalyst for securing grant funding.



# Overview: Vision

Building on the City of Arvada's foundational planning documents and incorporating public feedback on critical needs for a growing city, the TSP Vision Statement offers an all-encompassing mission for future infrastructure investment. The Vision Statement serves as the North Star of the TSP process, guiding all levels of refinement through each increasingly detailed layer of the TSP.



## *Vision Statement:*

“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”

## Previous Planning Efforts

Several previous and ongoing City and regional planning efforts have established transportation related targets for Arvada. These plans, as well as current City standards, policies, and procedures create a set of guidelines that help align future transportation infrastructure improvements with already completed efforts. Arvada's Comprehensive plan included several transportation related goals that were shared across the many previous planning efforts that were reviewed. Understanding previous planning efforts brings structure, efficiency, consistency, historical insight, and regulatory alignment to the transportation planning process, resulting in a more effective and sustainable transportation system.

## Previous Plan Topic Areas

One of the primary purposes of the TSP is to aggregate all of the analysis, goals, and recommendations of previous planning studies. Consolidating, documenting, and incorporating the goals from previous plans ensures that the TSP recommendations stay true to the efforts and input received from the public in recent years. For summary purposes, goals from previous plans were grouped into 10 categories:

**1. Pedestrian**

**2. Bicycle / Micromobility**

**3. Transit**

**4. Congestion**

**5. Safety**

**6. Freight / Rail**

**7. Maintenance**

**8. Land Use / Housing / Economic Development**

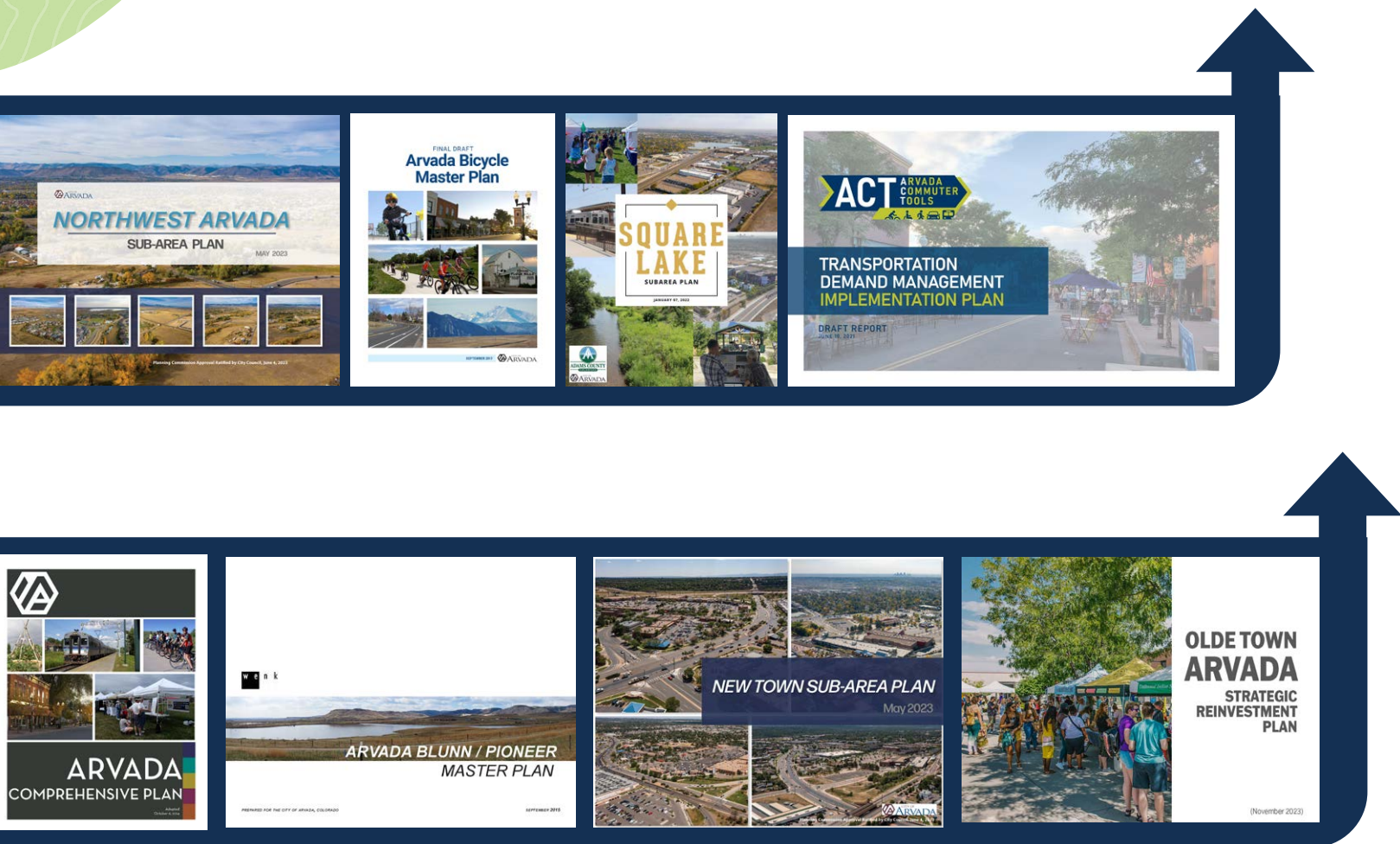
**9. Sustainability / Equity / Recreation**

**10. Arts / Culture / Placemaking**



## Previous Plan Review

Applicable plans were reviewed that have been completed by the City of Arvada, the Denver Regional Council of Governments (DRCOG), Regional Transit District (RTD), Jefferson County, Adams County, and the Arvada Urban Renewal Authority (AURA). Each plan that has been reviewed is shown below with an indicator as to which topic areas are covered within each plan.



## Previous Plan Focus Area

| PLAN                                                                                 | YEAR | TOPIC AREA |    |    |    |    |    |    |    |    |     |
|--------------------------------------------------------------------------------------|------|------------|----|----|----|----|----|----|----|----|-----|
|                                                                                      |      | 1.         | 2. | 3. | 4. | 5. | 6. | 7. | 8. | 9. | 10. |
| Climate Reliance and Sustainability Action Plan                                      | 2025 | ●          | ●  | ○  | ●  |    |    |    | ○  | ●  | ●   |
| Transportation Demand Management (TDM) Implementation Plan                           | 2023 | ●          | ●  | ●  | ●  |    |    |    |    |    |     |
| Olde Town Arvada Strategic Reinvestment Plan                                         | 2023 | ●          | ●  | ○  |    |    |    |    | ○  |    | ●   |
| Northwest Arvada Sub-Area Plan                                                       | 2023 | ○          | ○  |    |    | ○  |    |    | ●  | ●  | ●   |
| New Town Sub-Area Plan                                                               | 2023 | ○          | ○  |    |    | ○  |    |    | ○  | ●  | ●   |
| Shared Micromobility Pilot Program Report                                            | 2023 | ●          | ●  |    |    | ○  |    |    |    |    |     |
| Ralston Road Multimodal Corridor and Urban Center Connectivity/Land Use Reassessment | 2022 | ●          |    |    |    |    |    |    | ●  |    |     |
| Square Lake Sub-Area Plan                                                            | 2022 | ○          | ○  |    |    | ○  |    |    | ●  | ●  | ●   |
| DRCOG Metro Vision Regional Transportation Plan                                      | 2022 | ○          | ○  | ○  | ●  | ●  | ○  | ●  |    | ○  |     |
| RTD System Optimization Plan                                                         | 2022 |            |    | ●  | ○  |    | ●  | ●  |    |    |     |
| Jefferson County Bicycle Plan                                                        | 2022 |            | ●  |    |    | ●  |    |    |    |    |     |
| Adams County Transportation Master Plan                                              | 2022 | ○          | ○  | ○  | ●  | ●  | ○  | ●  |    | ●  |     |
| Jefferson County Hazard Mitigation Plan                                              | 2021 |            |    |    |    |    |    |    |    | ●  |     |
| Westminster Transportation & Mobility Plan                                           | 2021 | ●          | ●  | ●  | ●  | ●  |    | ●  |    | ●  |     |
| Taking Action on Regional Vision Zero                                                | 2020 | ●          | ●  |    |    | ●  |    |    |    | ○  |     |
| Colorado Freight Plan                                                                | 2019 |            |    |    |    | ●  | ●  | ●  | ○  |    |     |
| Denver Regional Active Transportation Plan                                           | 2019 | ●          | ●  | ●  |    |    |    |    |    |    |     |
| Colorado Freight and Passenger Rail Plan                                             | 2018 |            |    | ●  | ○  |    | ●  |    |    |    |     |
| Arvada Bicycle Master Plan                                                           | 2017 |            | ●  |    |    | ●  |    |    |    |    |     |
| Imagine Arvada   Parks, Trails, and Open Space                                       | 2016 | ○          |    |    |    | ○  |    |    | ○  | ●  |     |
| Statewide Bicycle and Pedestrian Plan                                                | 2015 | ●          | ●  |    |    | ●  |    |    | ○  |    |     |
| Statewide Transit Plan                                                               | 2015 |            |    | ●  |    | ○  |    |    | ○  |    |     |
| Sustain Arvada Community Plan                                                        | 2014 |            |    |    |    |    |    |    |    | ●  |     |
| Arvada Comprehensive Plan                                                            | 2014 | ○          | ○  | ●  | ●  | ○  | ○  |    | ●  | ●  | ●   |
| Countywide Transportation Plan                                                       | 2014 | ●          | ●  | ●  | ●  |    |    |    |    |    |     |
| Ralston Road Corridor Plan                                                           | 2011 | ●          | ●  | ●  | ●  | ●  |    |    | ○  |    |     |
| Northwest Arvada Urban Renewal Plan                                                  | 2009 | ●          | ○  |    |    |    |    |    | ●  |    |     |
| Olde Town Station Urban Renewal Plan                                                 | 2009 | ●          | ●  | ●  |    |    |    |    | ●  |    |     |
| Village Commons Urban Renewal Plan                                                   | 2008 | ○          | ○  | ○  |    |    |    |    | ●  |    |     |
| Arvada Transit Station Framework Plan                                                | 2007 | ○          | ○  | ●  |    |    |    |    | ●  |    |     |
| Mobility Needs of Low Income and Minority Households Research Study                  | 2006 | ●          | ○  | ●  | ○  |    |    |    | ●  | ●  |     |



Major Plan Component/Focus



Included in Plan



# Overview: Goals

The TSP Goals were based on goals and policies identified in previous planning efforts (including the 2014 Comprehensive Plan), public comments from the TSP survey, and input from the Arvada Transportation Advisory Committee (TAC) and Technical Advisory Group (TAG). The goals serve as broad statements aimed at implementing the TSP Vision. These goals serve as the framework to evaluate the success of the TSP and guide the objectives of the plan towards implementation.

## SAFETY FOR ALL

Ensure that all users of Arvada's transportation system can get to their destination safely and comfortably while maintaining appropriate mobility.

## EASE OF TRAVEL FOR ALL MODES

Provide equitable, balanced and practical transportation choices that connect the public from their homes to activity centers.

*\*The availability of diverse multimodal transportation options is crucial as it enables individuals to select more efficient and eco-friendly modes of travel, significantly reducing greenhouse gas emissions.*

## ACTIVE TRANSPORTATION NETWORK CONNECTIVITY

Pedestrian and bicycle networks should be well connected and intuitive.

*\*Converting short vehicle trips into active transportation, such as walking or cycling, reduces greenhouse gas emissions, promotes physical health, and alleviates traffic congestion.*

## IMPLEMENTABLE INVESTMENTS

Focus on funding projects that can be realistically implemented.

*\*Sustainability measure, connecting the TSP to the Climate Resilience and Sustainability Action Plan*



## IMPROVE INTERSECTION OPERATIONS

Intersections should be efficient and safe for all modes of travel.

*\*Reducing “stop-and-go” traffic through intersections improves vehicle fuel efficiency, decreases idling, and ultimately improves the environmental impact of the transportation system.*

## PUBLIC TRANSIT ACCESS FOR ALL

All Arvada residents should be able to access quality public transit options.

*\*Enhancing public transit options and converting vehicle trips to transit improve overall transportation efficiency, reduce traffic congestion, and significantly decrease greenhouse gas emissions.*

## BE RESPONSIVE TO THE PUBLIC

The City should invest where the public has said they want improvements.

*\*Responding to the public’s interest in sustainability fosters environmental stewardship, encourages eco-friendly practices, and promotes long-term societal and economic well-being.*

## ENHANCE/PRIORITIZE SERVICES TO DISADVANTAGED COMMUNITIES

Invest in areas with the most transportation need.

*\*Serving disadvantaged communities by providing equitable access to sustainable transportation options not only lowers greenhouse gas emissions but also advances environmental justice by ensuring all populations benefit from cleaner air and reduced pollution.*

# Overview: Objectives

On this spread, the TSP illustrates how specific **Objectives** stem from each **Goal** category. Objectives were developed based on public feedback, previous planning documents, and gaps identified in the modal network during the TSP's existing conditions analysis phase. To ensure measurable outcomes for each project against specific objectives and goals, the team carefully considered how existing conditions data could be used to evaluate the success or shortcomings of individual projects. **Evaluation Criteria** (detailed in the following subsection) were assigned to each objective to achieve this.

## VISION

Each goal has a set of objectives that help determine if a goal has been met with “that helped inform the existing project investment needs and can evaluate future potential investments. Objectives are actionable items that the City can use to facilitate the TSP vision while implementing transportation improvements.

Existing conditions data was leveraged heavily to serve as the evaluation criteria for the objectives. The following pages show pertinent existing conditions analysis results that were directly used to measure each objective and prioritize future transportation investments.

The objectives are a tool for Arvada to use to help prioritize and evaluate transportation improvements to ensure that they are in line with the vision of the TSP and the aspirations of the City.

## Goals

SAFETY FOR ALL

EASE OF TRAVEL  
FOR ALL MODES

IMPROVE INTERSECTION  
OPERATIONS

PUBLIC TRANSIT  
ACCESS FOR ALL

ACTIVE TRANSPORTATION  
NETWORK CONNECTIVITY

IMPLEMENTABLE  
INVESTMENTS

BE RESPONSIVE  
TO THE PUBLIC

ENHANCE/PRIORITIZE SERVICES TO  
DISADVANTAGED COMMUNITIES





## Objectives

- » Improve Infrastructure at locations with high crash rates
- » Reduce unsafe driving behavior
- » Reduce unsafe conditions for vulnerable road users
- » Implement tried and true safety enhancements

- » Improve accessibility for multiple modes of travel in single projects
- » Address major barriers or lack of connectivity in the transportation system
- » Transportation projects are context-appropriate for surrounding land uses and traffic demand
- » Accommodate freight on designated facilities to provide appropriate separation from non-motorized users
- » Improves poor pavement or bridge condition

- » Address recurring traffic congestion to reduce greenhouse gas emissions and improve air quality
- » Address anticipated traffic congestion to reduce greenhouse gas emissions and improve air quality
- » Improve signal spacing and access management

- » Expand transit access to areas that are not currently served
- » Support populations who cannot drive

- » Improves the safety and comfort of active transportation or transit facility
- » Reduce ADA Barriers
- » Improve connections between major east-west or north-south corridors
- » Improve multimodal accessibility to activity centers

- » Invest in cost-effective solutions
- » Advance projects where space is available
- » Advance projects that are within the City's control

- » Improve locations that the public has indicated a desire for improvements
- » Advance projects that the public has said they like

- » Add transportation choices to disadvantaged communities
- » Invest in areas with a high propensity for active transportation or transit use
- » Make investments that support pre-planned growth areas

# Overview: Evaluation Criteria

In this subsection, each goal is detailed with the supporting data sets used to measure the specific objectives of individual goal categories. For example, on this page, you will see the “Safety for All” goal along with metrics on crash rates, injuries, and severity. These metrics enable objective measurement and ranking within this category based on the proximity and effectiveness for all identified projects.

## Safety for All

**Ensure that all users of Arvada’s transportation system can get to their destination safely and comfortably while maintaining appropriate mobility.**

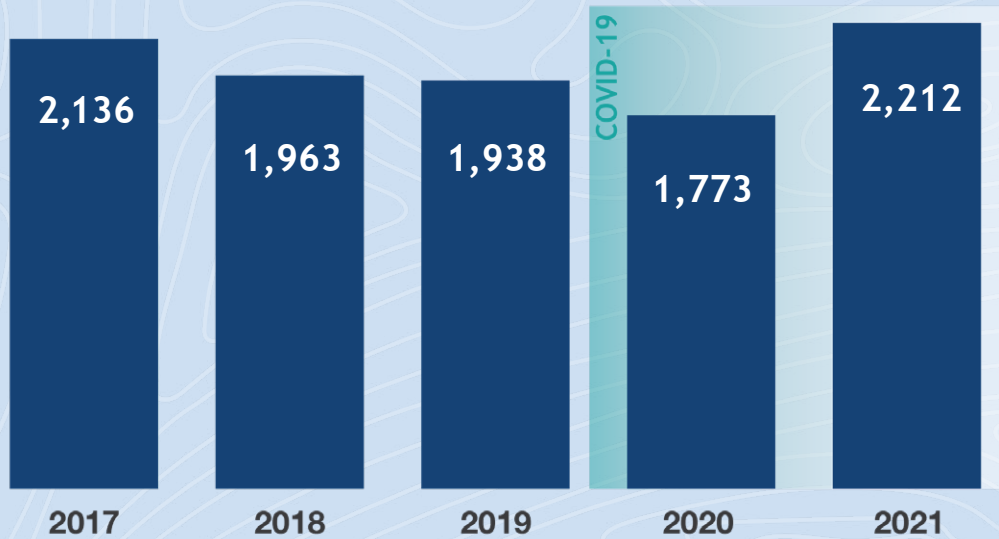
To assess safety conditions on Arvada’s transportation network, crash history was analyzed from 2017 through 2021 based on crashes reported to the Colorado Department of Transportation (CDOT) and the Arvada Police Department.

To identify locations of safety risk, crash density was observed over the five-year period. Crashes are most common in eastern Arvada, especially surrounding I-70 and I-76. Wadsworth Boulevard has the highest density

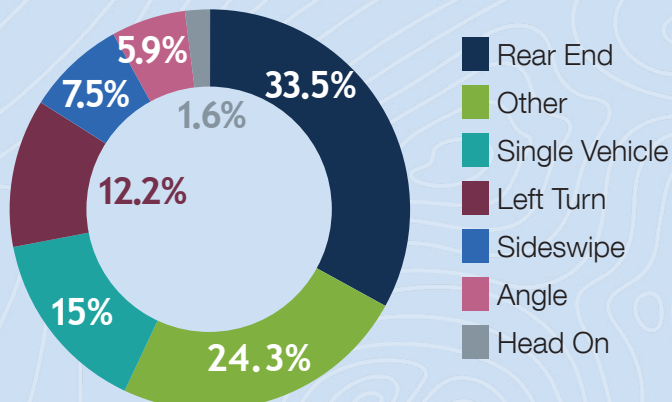
of crashes, with significant crash density between I-70 and Ralston Road. The most common types of crashes in Arvada are rear end, angle, and sideswipe crashes.

Over 83% of crashes in Arvada resulted in no injury, with 17% resulting in an injury. Between 2017 and 2021 there were 23 total fatalities. Crash density and fatal crashes are shown. Arvada’s Safety Action Plan will continue to respond to future safety needs.

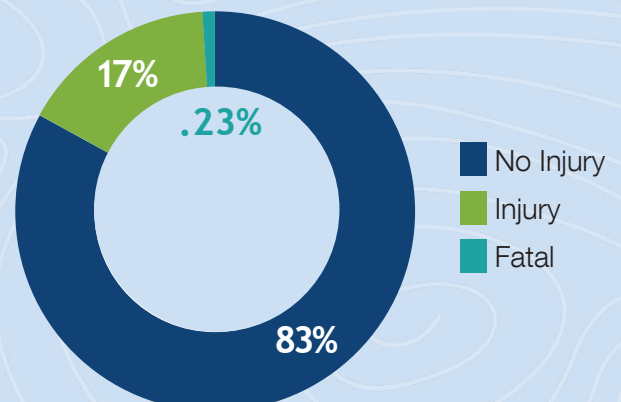
Crashes by Year, 2017-2021



Crashes by Type, 2017-2021



Crashes by Severity, 2017-2021

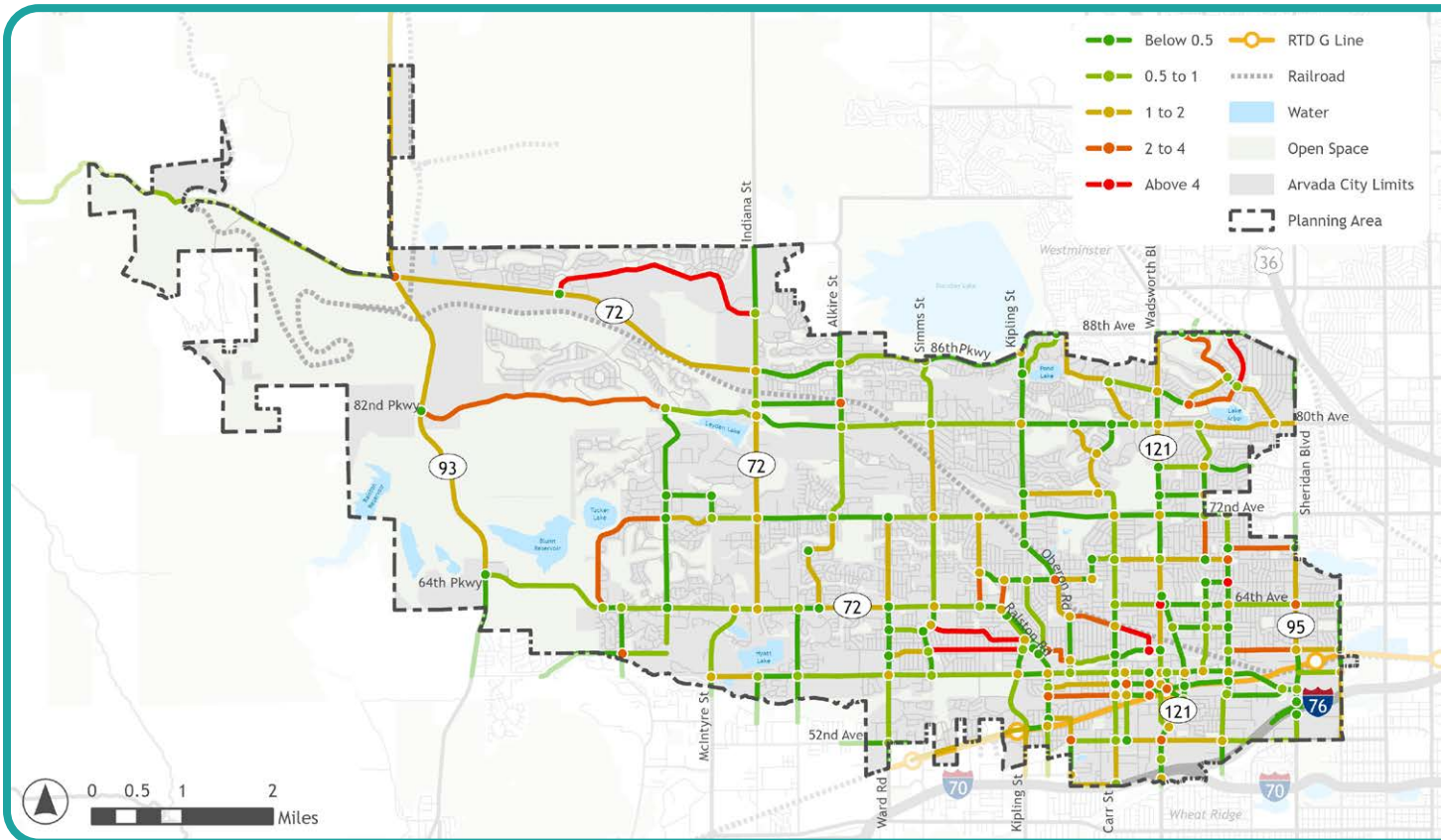


Source: CDOT, Arvada PD



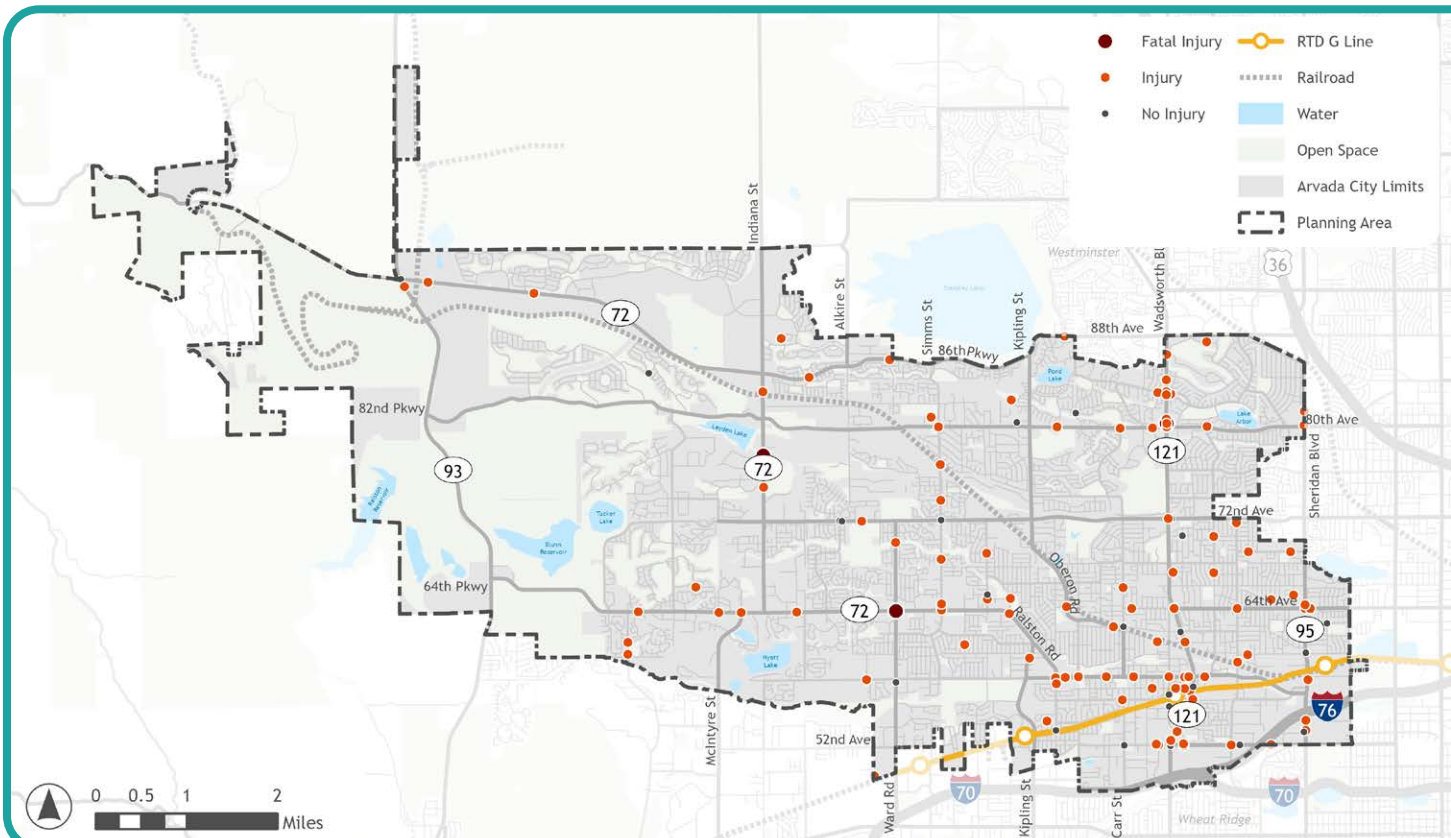


## Crash Rate



Source: CDOT, Arvada PD

## Active Transportation Crash Locations



Source: CDOT, Arvada PD

This information serves as a reminder that the crash data that is visualized on this map is representative of real people and communities that are impacted by these crashes.

## Active Transportation Crashes

### Pedestrian and Bicyclist Crashes:

As shown a high percentage of Vulnerable Road User (VRU) crashes result in fatalities or serious injuries, underscoring the urgent need for increased safety measures to protect all road users.

**2%** of all crashes from 2017 to 2021

**227 crashes** over the five-year period

**Pedestrian and bicyclist fatalities account for 14% of all traffic fatalities** in Arvada.

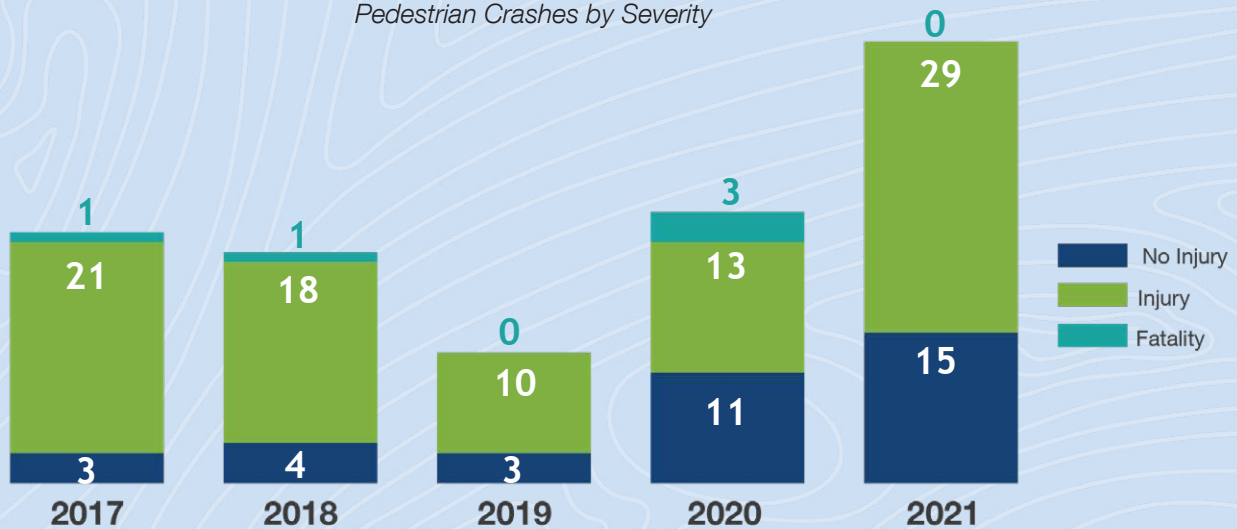


**72%** of pedestrian crashes resulted in injuries or fatalities

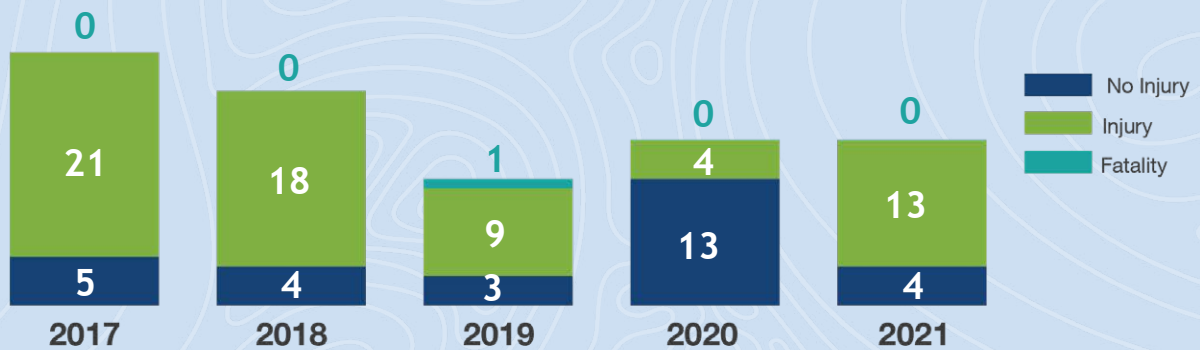


**70%** of bicyclist crashes resulted in injuries or fatalities

*Pedestrian Crashes by Severity*



*Bicycle Crashes By Severity*



Source: CDOT, Arvada PD



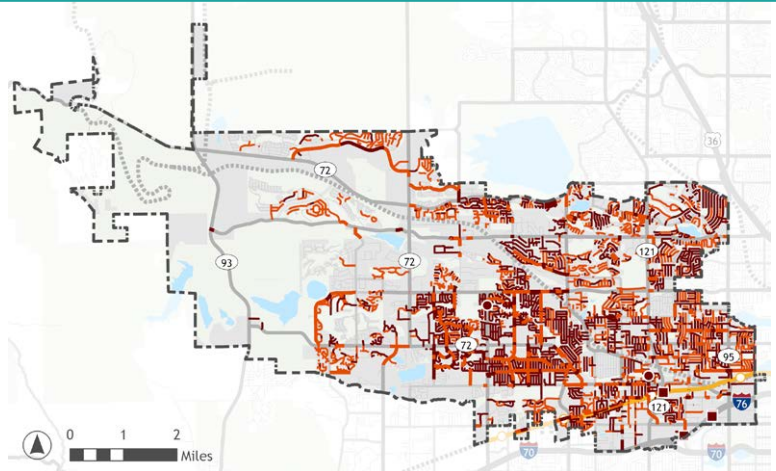


## Ease of Travel for all Modes

**Provide equitable, balanced, and practical transportation choices that connect the public from their homes to activity centers.**

### Poor Pavement/Bridge Condition

Pavement and bridge condition was obtained from the City and CDOT. Pavement condition in Arvada is measured in a pavement quality index (PQI), which is a 0-100 scale. Much of the pavement rates 'Poor' or 'Failed' (PQI below 40) and is concentrated on many of the smaller neighborhood streets. Additionally, three Arvada bridges and four CDOT bridges were rated to have 'Poor' Sufficiency Ratings



Source: City of Arvada

### Truck Routes and Freight Rail Lines

Freight turning movement counts (TMCs) were used to estimate daily truck volumes in the study area. These volumes, along with the location of freight-intensive land uses, helped identify potential truck routes proposed for the study area. Arvada is also home to both the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) railways. These rail corridors include 48 railroad-roadway crossings in Arvada, including 36 at-grade and 12 grade-separated crossings.



Source: City of Arvada, Federal Rail Administration

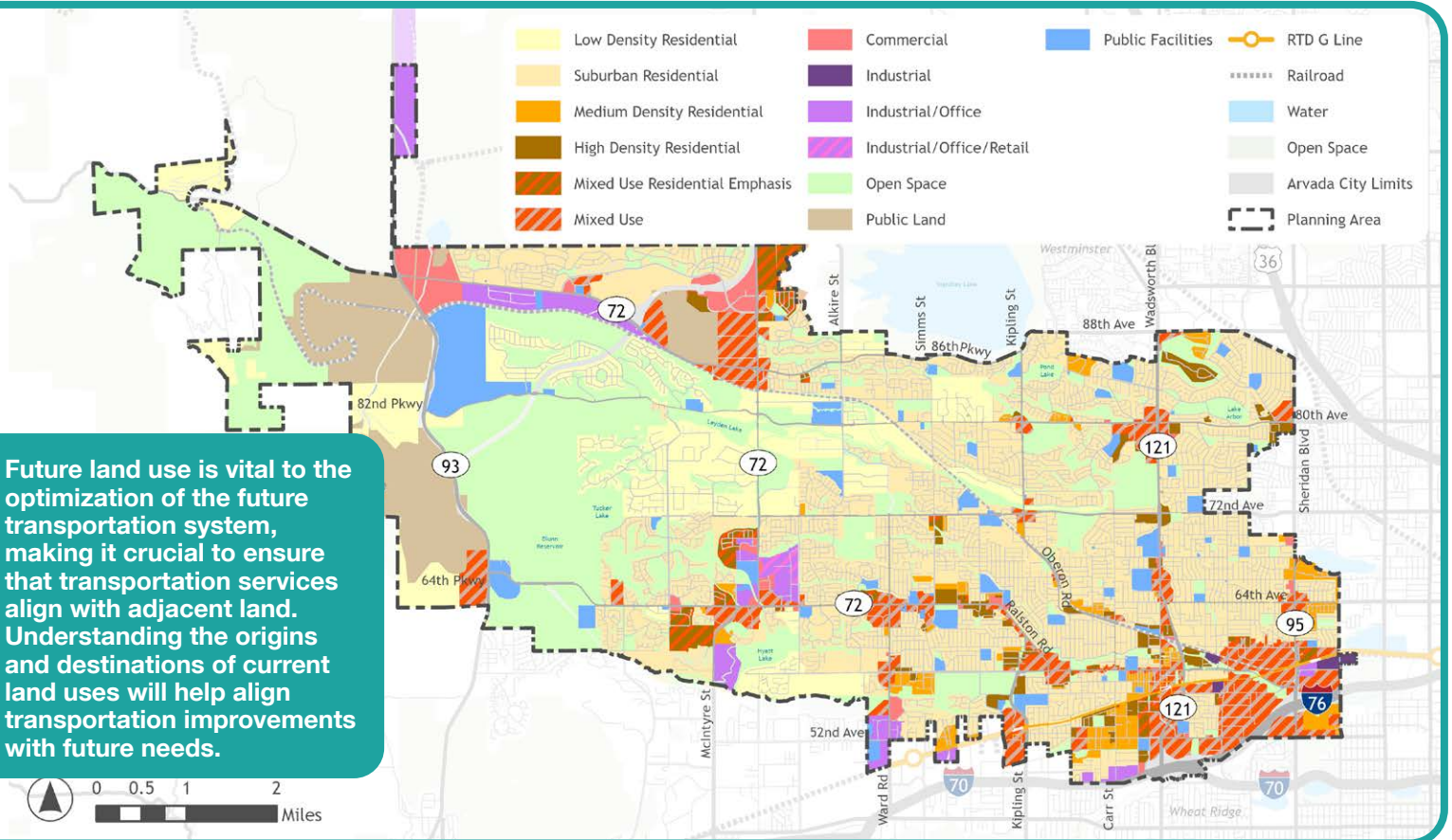
### Comprehensive Plan-Identified Barriers

The 2014 Comprehensive plan identified several barriers to modal connectivity around Arvada. Finding creative solutions to cross these physical barriers is an important step to improve the City's transportation network. The identified barriers include I-70, I-76, the railroads, rivers, and vacant land.



Source: Arvada Comprehensive Plan (2014)

## Future Land Use



## Commuting Statistics

One way to reduce the time it takes to get around Arvada in your vehicle is to give drivers more options to get around without a vehicle. Limiting short trips in cars can help reduce congestion, supports better air quality, and can strengthen the active transportation network.

Avg. Trip Time

18.7

Avg. Intrazonal %

4.4%

Time of Day



15.2

6.7%



14.6

6.0%

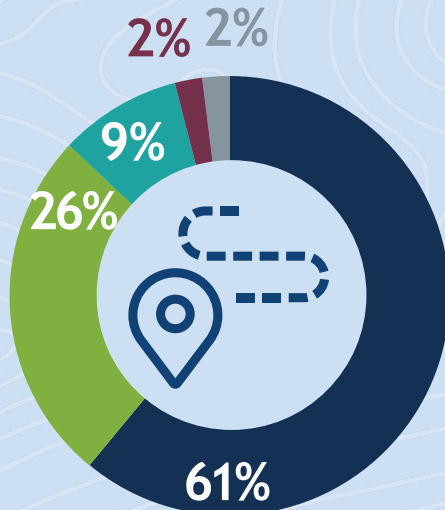


Source: DRCOG Focus Travel Demand Model

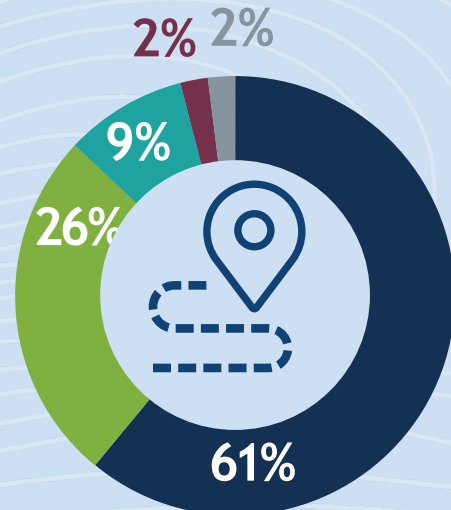




*Mode Share of Trips Starting in Arvada*



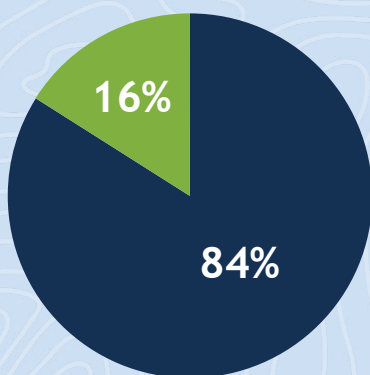
*Mode Share of Trips Ending in Arvada*



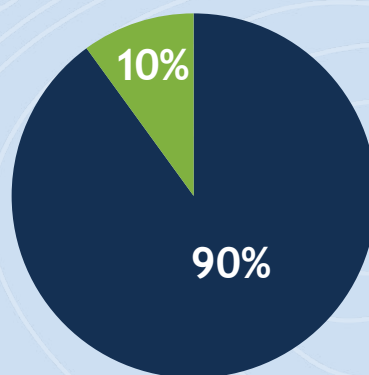
■ Drove Alone ■ Carpool ■ Walk ■ Bike ■ Transit

Understanding who is moving around Arvada and their mode of travel helps inform future transportation investments.

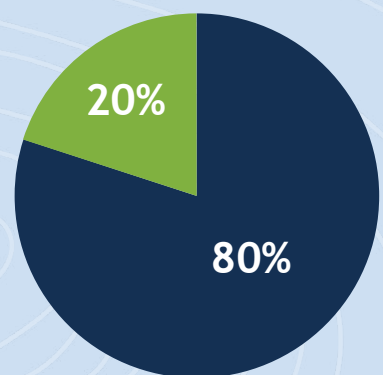
*Workforce Aged Residents*



84% of Arvada's workforce aged residents are employed



90% of Arvada's workforce aged residents work outside of Arvada



80% of workers employed in Arvada live outside of Arvada

Source: US Census Bureau



## Improve Intersection Operations

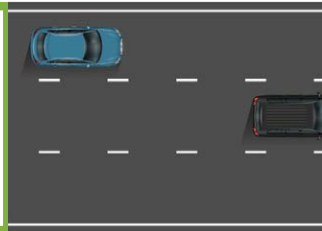
Intersections should be efficient and safe for all modes of travel.

Intersection congestion is measured by Level of Service (LOS), which ranges from A to F. LOS D or better is considered acceptable for an urban area.

### Free Flow

Low volumes and no delays.

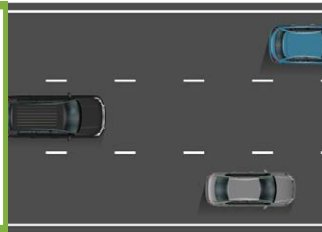
LOS  
**A**



### Stable Flow

Speeds restricted by travel conditions, minor delays.

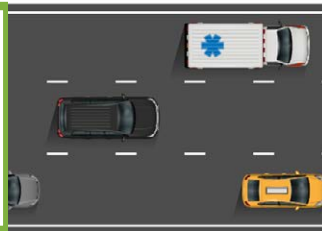
LOS  
**B**



### Stable Flow

Speeds and maneuverability closely controlled because of higher volumes.

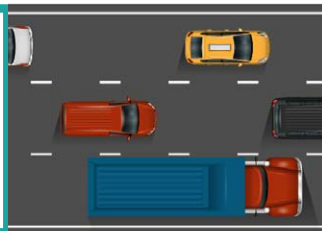
LOS  
**C**



### Stable Flow

Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.

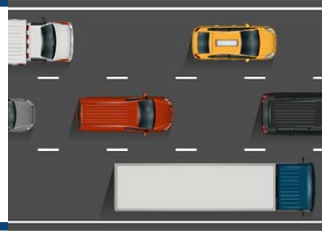
LOS  
**D**



### Unstable Flow

Low speeds; considerable delay; volume at or slightly over capacity.

LOS  
**E**



### Forced Flow

Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

LOS  
**F**

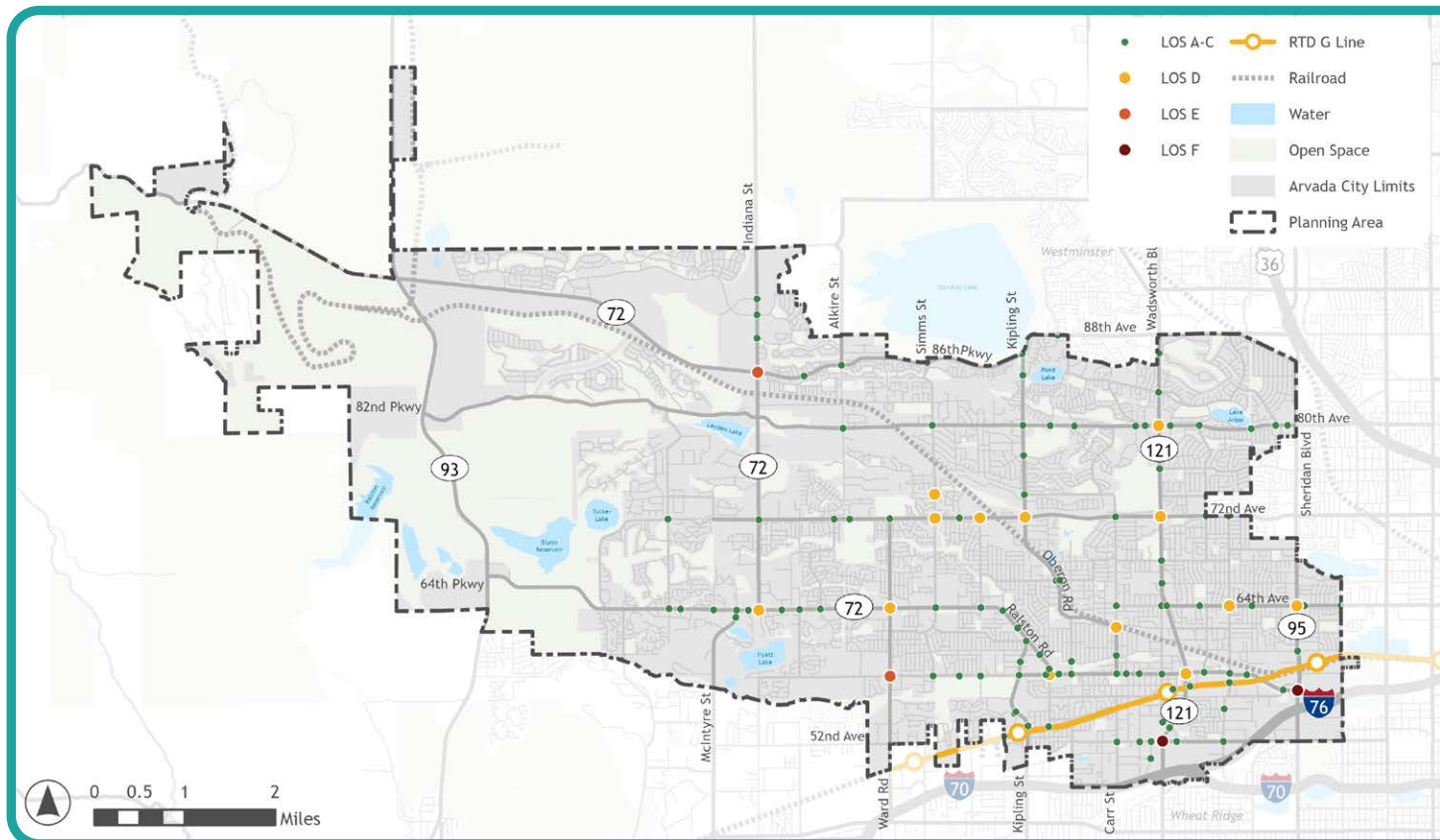


### Congested Intersections

| EAST-WEST STREET | NORTH-SOUTH STREET | AM LOS | PM LOS |
|------------------|--------------------|--------|--------|
| 52nd Ave         | Wadsworth Blvd     | D      | F      |
| 58th Ave         | Ward Rd            | C      | E      |
| 64th Ave         | Indiana St         | E      | D      |
| 86th Pkwy        | Indiana St         | C      | E      |
| Ralston Rd       | Sheridan Blvd      | F      | D      |

Source: Kimley-Horn

### Existing LOS



Source: City of Arvada

## Active Transportation Network Connectivity

**Pedestrian and bicycle networks should be well connected and intuitive.**

Walkability and safe access to activity centers is vital to a usable active transportation network. Approximately 85% of Arvada's classified roads within a quarter of a mile of identified activity centers have sidewalks. Although pedestrian facilities exist in close proximity to activity centers, gaps in the active transportation network limit pedestrian mobility and make it difficult to complete trips on foot.

Arvada also has roughly 67 miles of on-street bicycle facilities, including 41.5 miles of bike lanes. Arvada also features 63 miles of off-street trails, providing considerable access to many activity centers.







**197 miles** of sidewalk  
on major roadways  
**11,639** curb ramps  
**866** crosswalks



**63 miles** of  
off-street trails

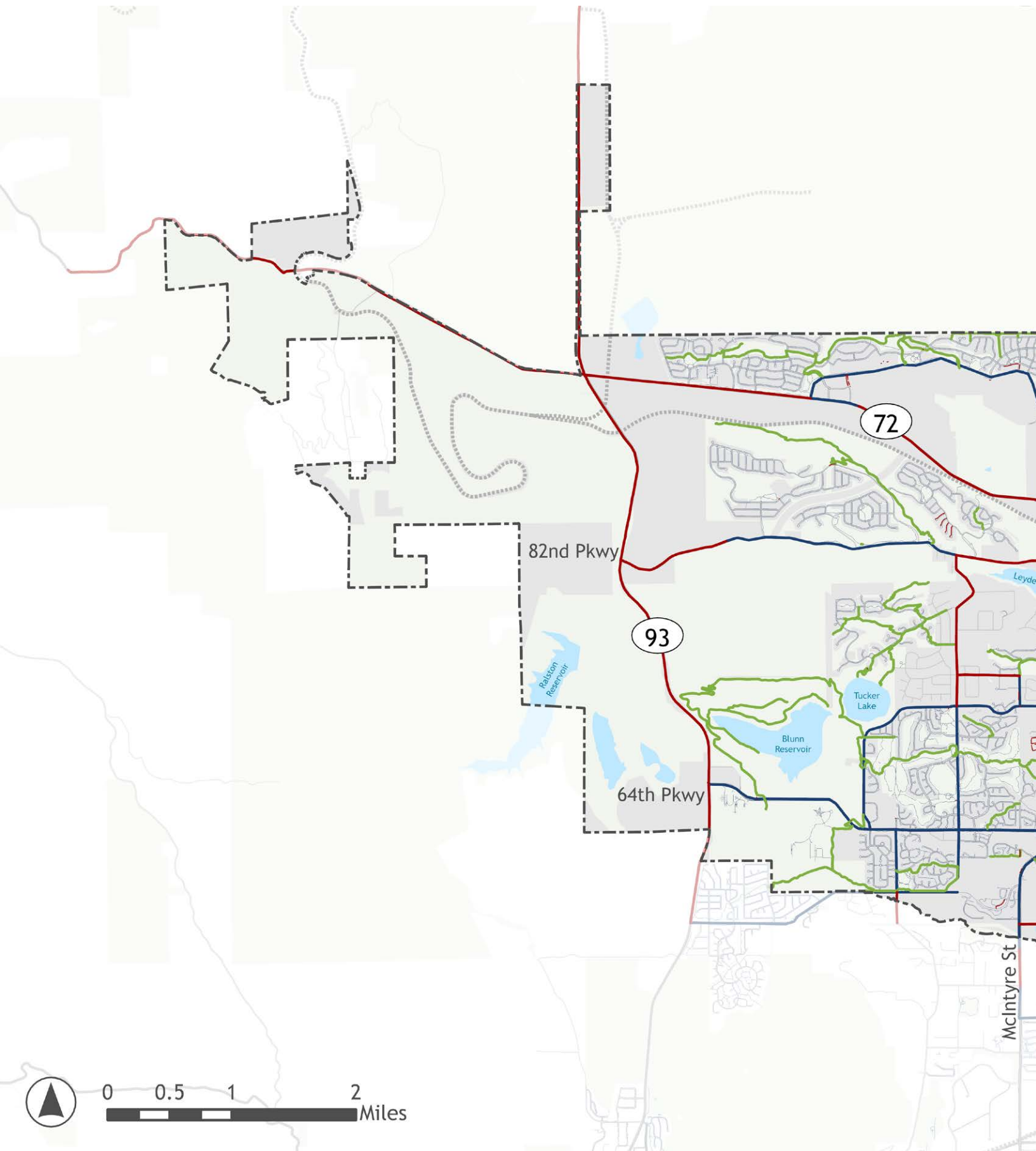
**41.5 miles** of  
on-street bike lanes

**85%** of classified  
roads within **¼ mile**  
of activity centers  
have sidewalks

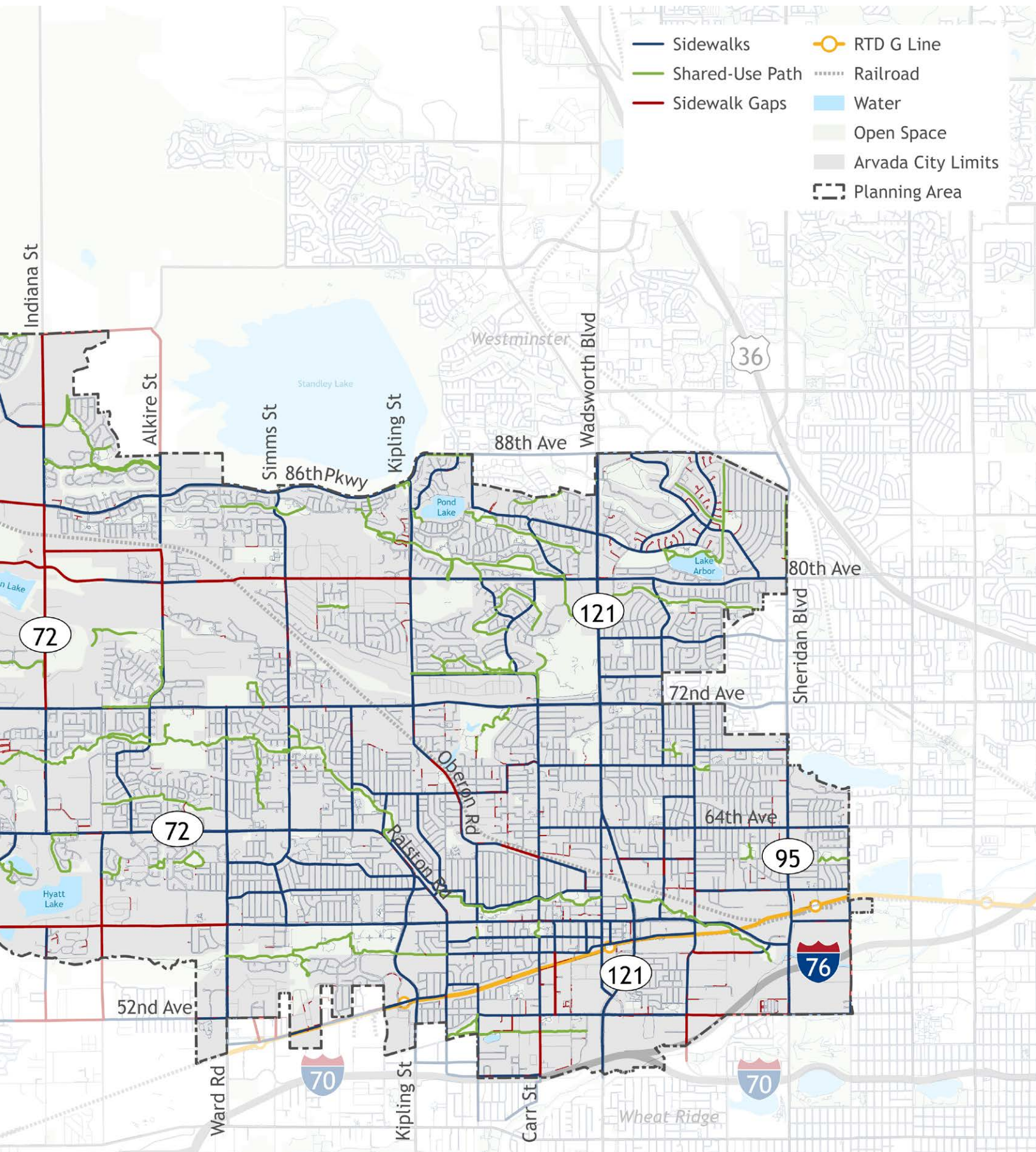


Source: City of Arvada

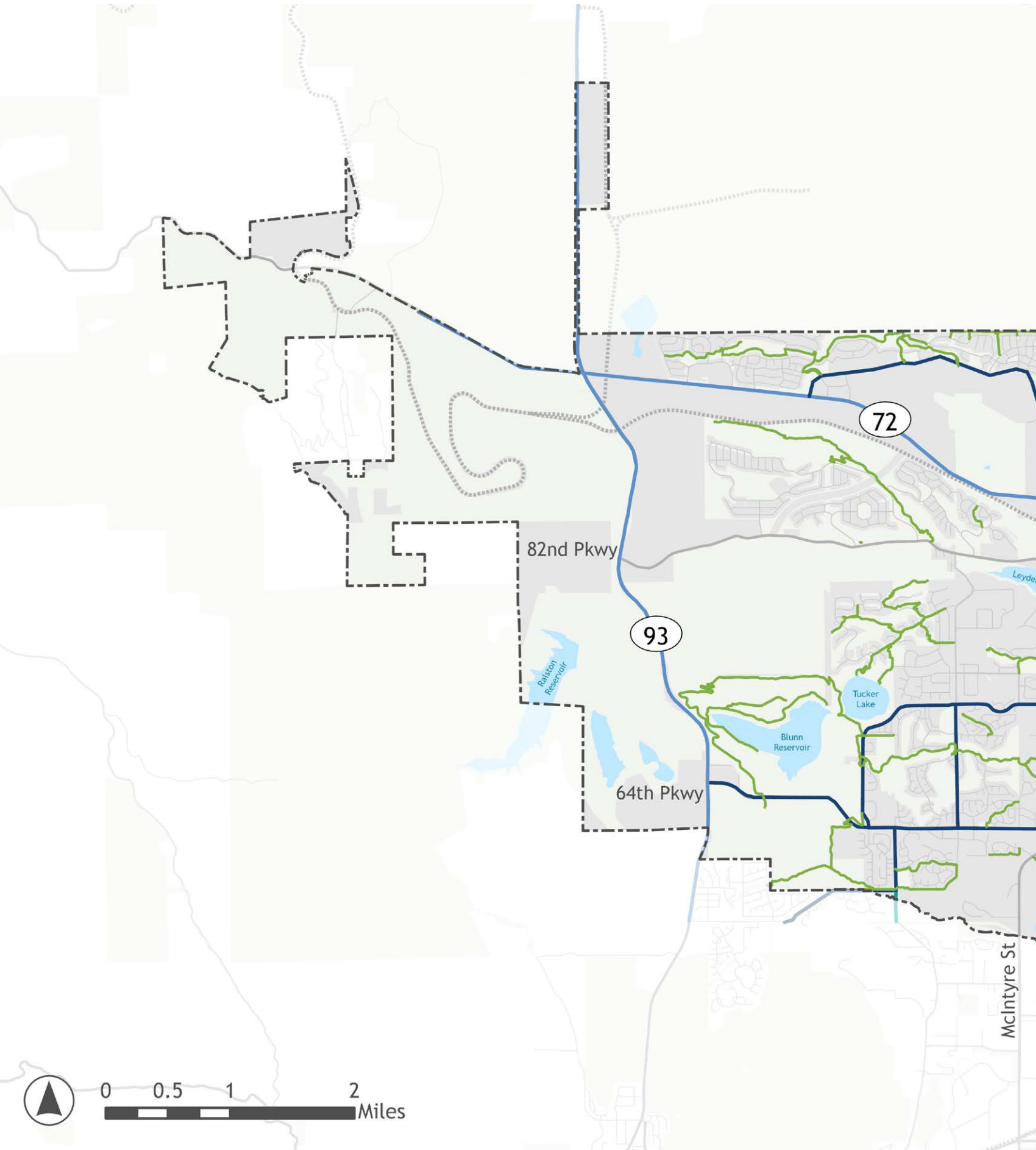




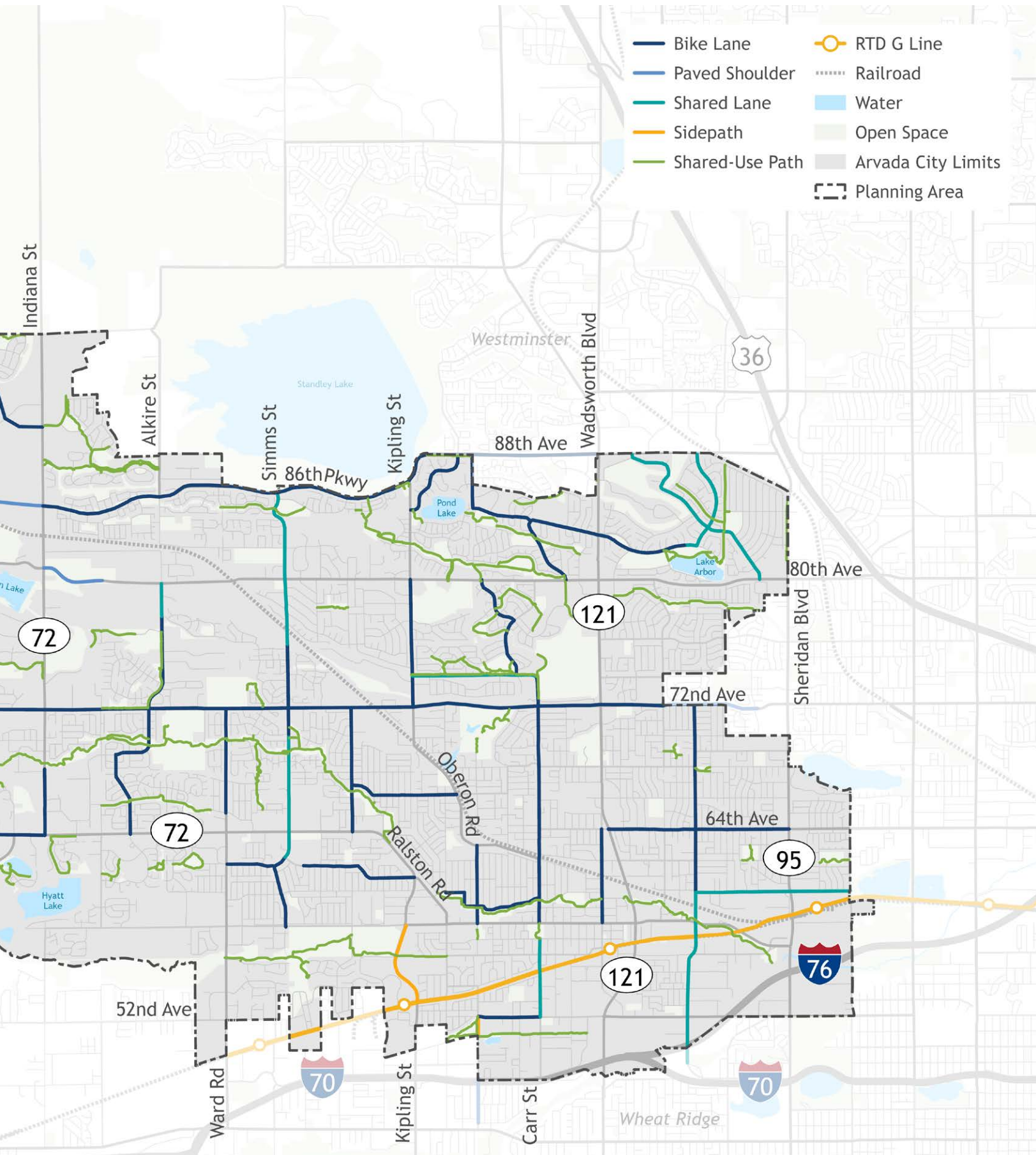




Source: City of Arvada, Jefferson County







Source: City of Arvada, Jefferson County

## Public Transit Access for All

All Arvada residents should be able to access quality public transit options.

### The G Line

The G Line is a commuter rail line that provides direct service from Arvada to Union Station in Downtown Denver. The service opened in 2019 as part of RTD's FasTracks expansion program. Riders can access the G Line at four station locations: Wheat Ridge/Ward Station, Arvada Ridge Station, Olde Town Plaza, and Gold Strike Station.



342 average daily boardings per stop on the G Line

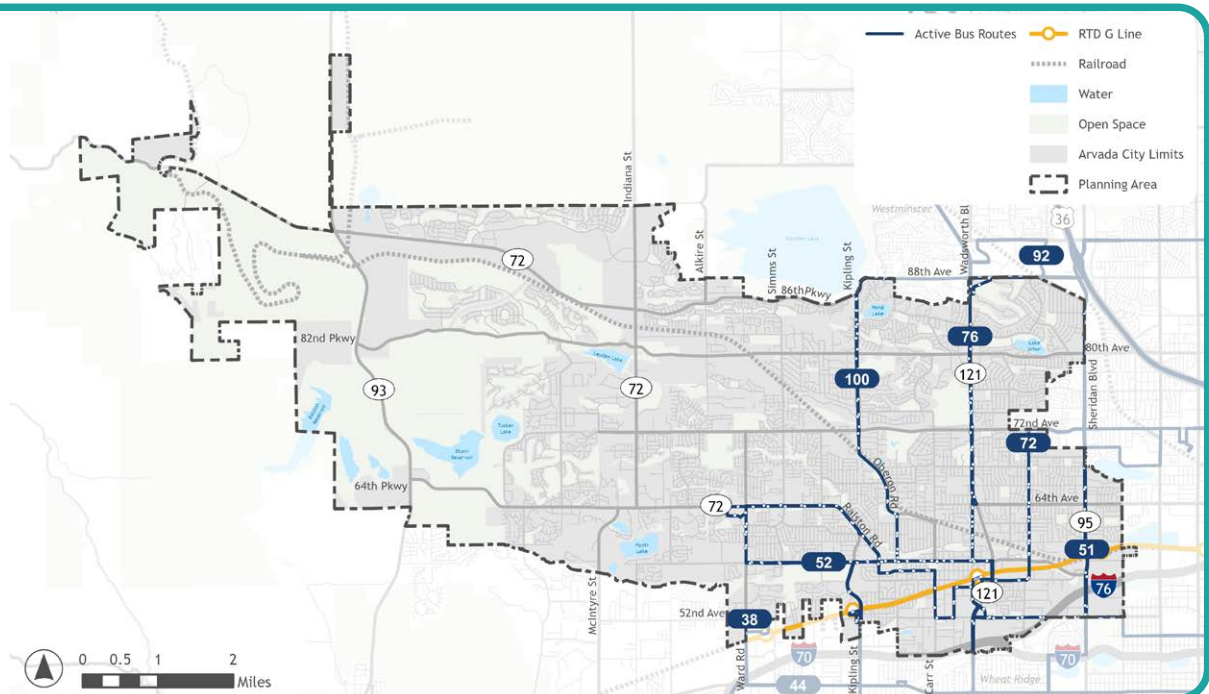


5.6 riders per stop on Arvada's bus service

### Bus Service

There are six bus routes actively servicing Arvada, including bus route 38, 51, 52, 72, 76, and 100. Service is largely concentrated in eastern Arvada with 241 active bus stops.

Active Transit Routes and Stops



Source: Regional Transportation District (RTD)

## Implementable Solutions

Focus on funding projects that can be realistically implemented.

Transportation investments can often times lose focus of key priorities like cost efficiency and available space to actually build the project. It is important that Arvada always considers the actual possibility of implementing projects when deciding on such important investments. Cost per mile, existing right-of-way availability, and the amount of agencies with influence on a project are all important considerations to maintain when evaluating potential investments.

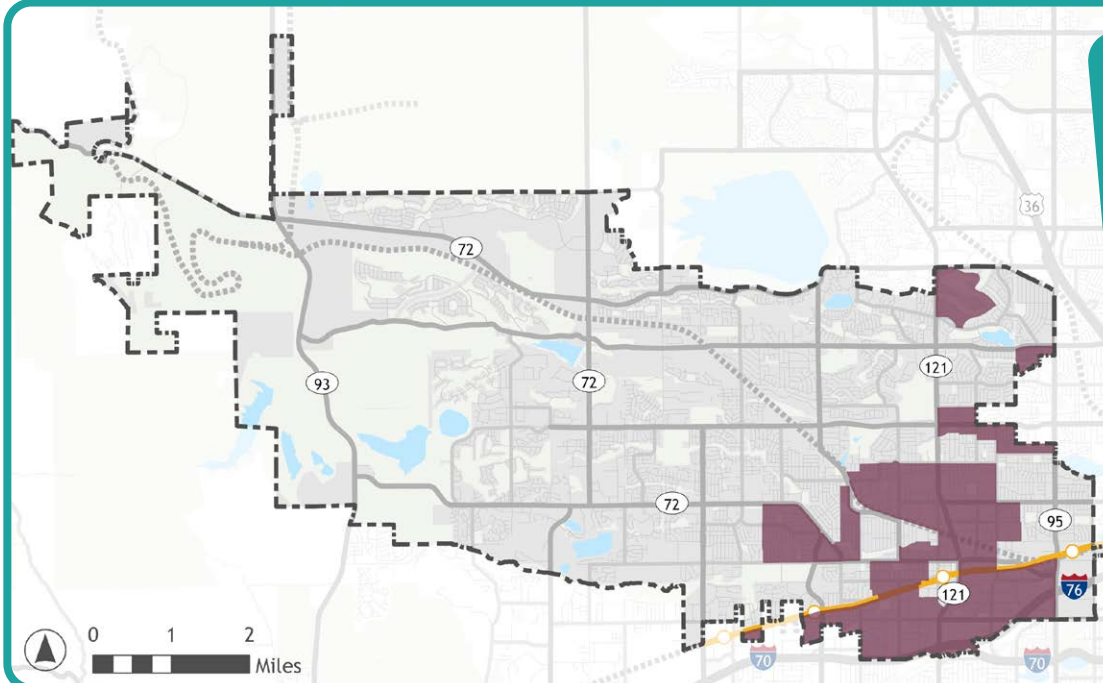




## Enhance and Prioritize Services to Disadvantaged Communities

Invest in areas with the most transportation need.

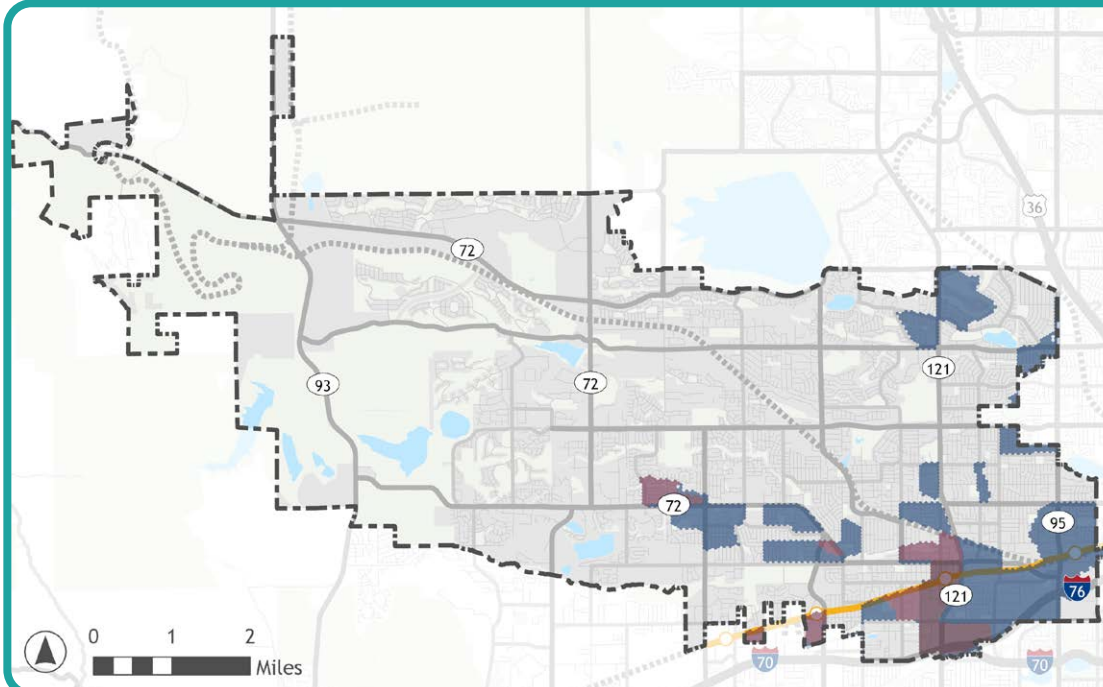
*Disadvantaged Community Block Groups*



Based on census data from Federal equity tools, including Areas of Persistent Poverty, CEJST disadvantaged census tracts, ETC disadvantaged census tracts and Historically Disadvantaged Communities, these populations were identified as the TSP Disadvantaged Communities and serve as a focus area for improvements in the TSP.

Source: U.S. Census Bureau

*High Active Propensity*



Based on demographic characteristics and proximity to activity centers, these populations are the likeliest to either rely on active transportation as their primary mode of travel or opt for active modes over vehicular travel if there are appropriate active transportation facilities.

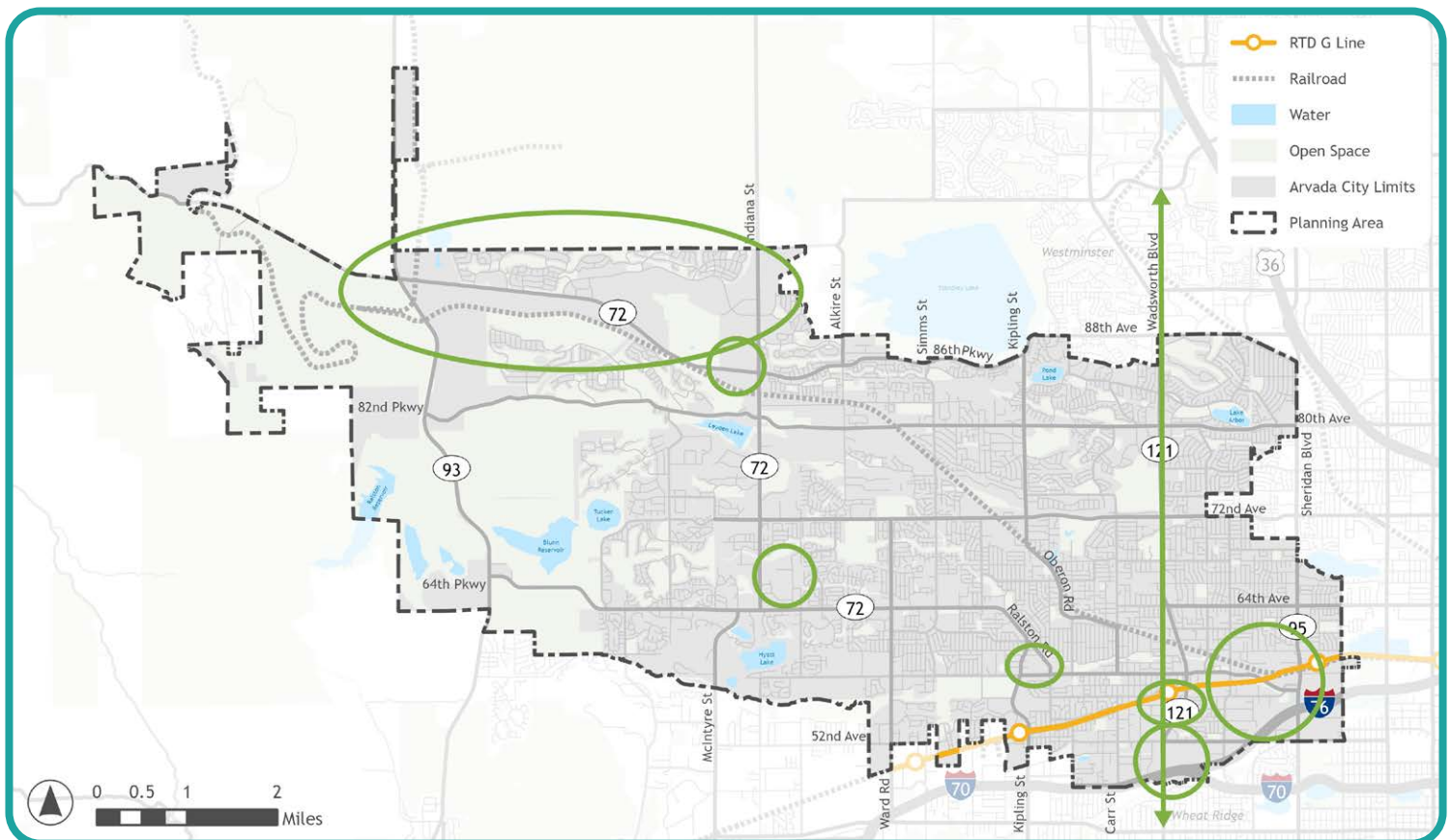
Source: U.S. Census Bureau



## Growth and Redevelopment Areas

Arvada, like many Denver Metro Area communities, is nearing the limits of its vacant land supply. Restrictions identified in the Comprehensive Plan, including protected lands, neighboring communities, and development-related constraints, have forced the City to utilize infill and redevelopment strategies as Arvada continues to grow and evolve. The Comprehensive Plan identified future growth areas to help create a targeted development strategy for future Arvada. These areas include Candelas, Leyden Rock, and the Indiana Street and Wadsworth Boulevard corridors. Focusing on these growth and redevelopment areas is important because it enables the City to manage resources efficiently, support sustainable development, and ensure that infrastructure and services are properly aligned with community needs, thereby fostering a balanced and thriving urban environment.

Comprehensive Plan Growth/Redevelopment Areas



Source: Arvada Comprehensive Plan (2014)



## Be Responsive to the Public

**The city should invest where the public has said they want improvements.**

It is important to keep the public involved throughout the TSP process. The TSP is meant to improve the transportation system for its users, and who better to inform that process than the users themselves?

Two rounds of public engagement were conducted at key stages in the TSP's development. This helped ensure that public opinion was properly incorporated into the TSP.

Round 1 comment hotspots and Round 2 solution rankings were utilized to evaluate the potential investments.





# INVESTMENT AND PRIORITIZATION

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## Overview: Investment

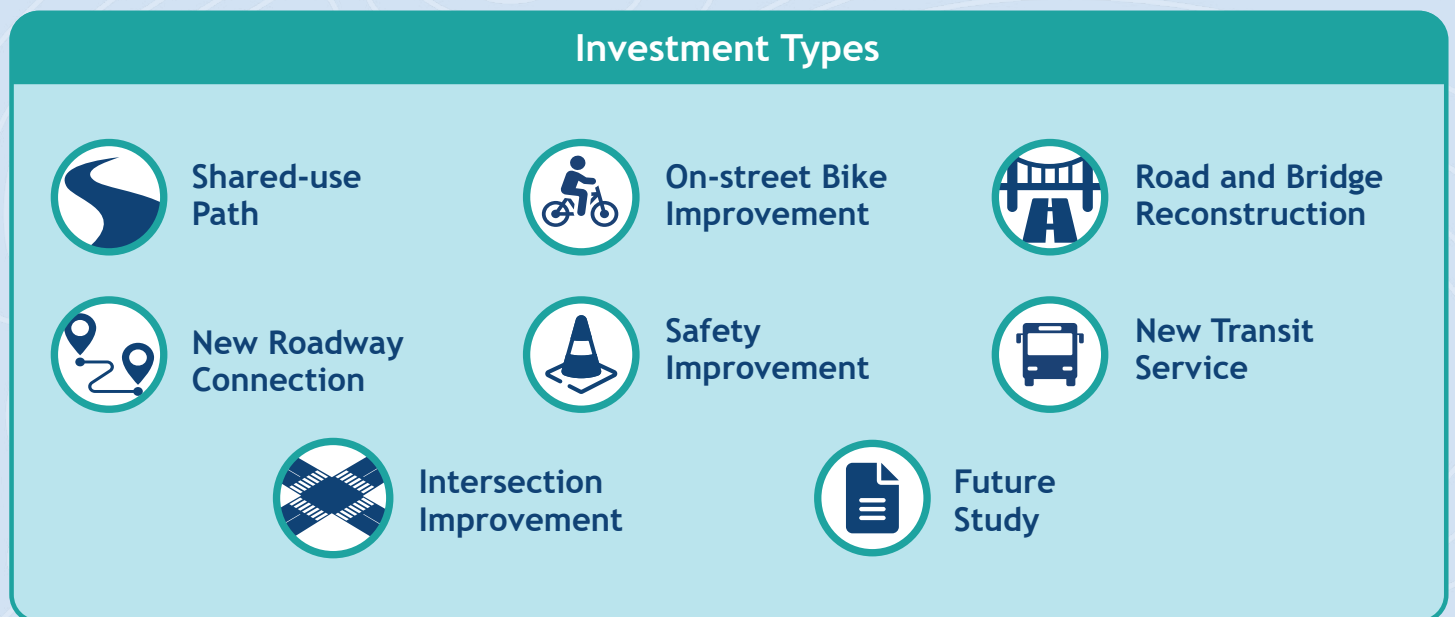
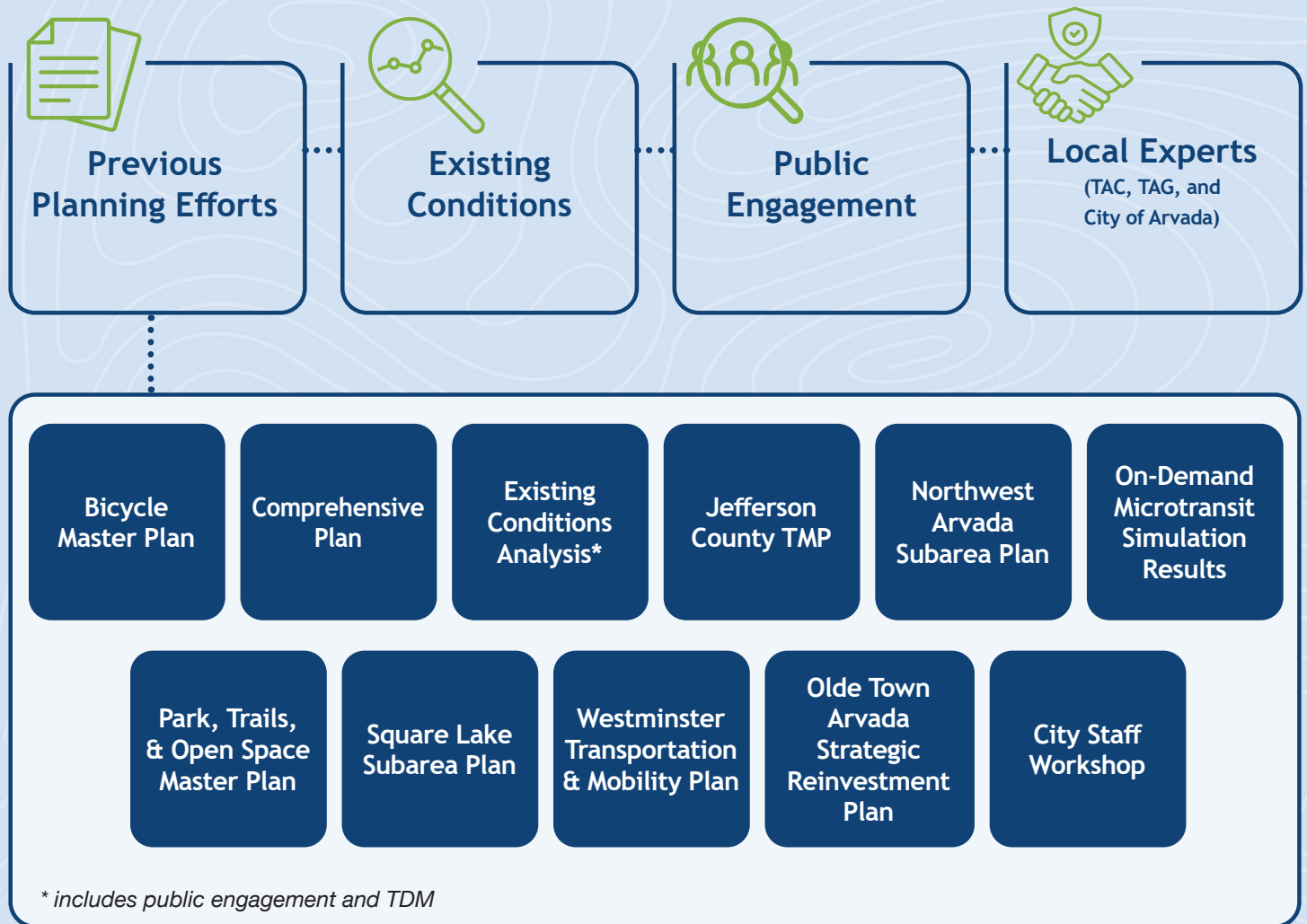
The TSP leveraged previous plans, existing conditions analysis results, and coordination with the public and local officials to develop potential investments meant to address the issues and deficiencies in Arvada's transportation system. This process resulted in 80 potential investments that were organized into eight different types:

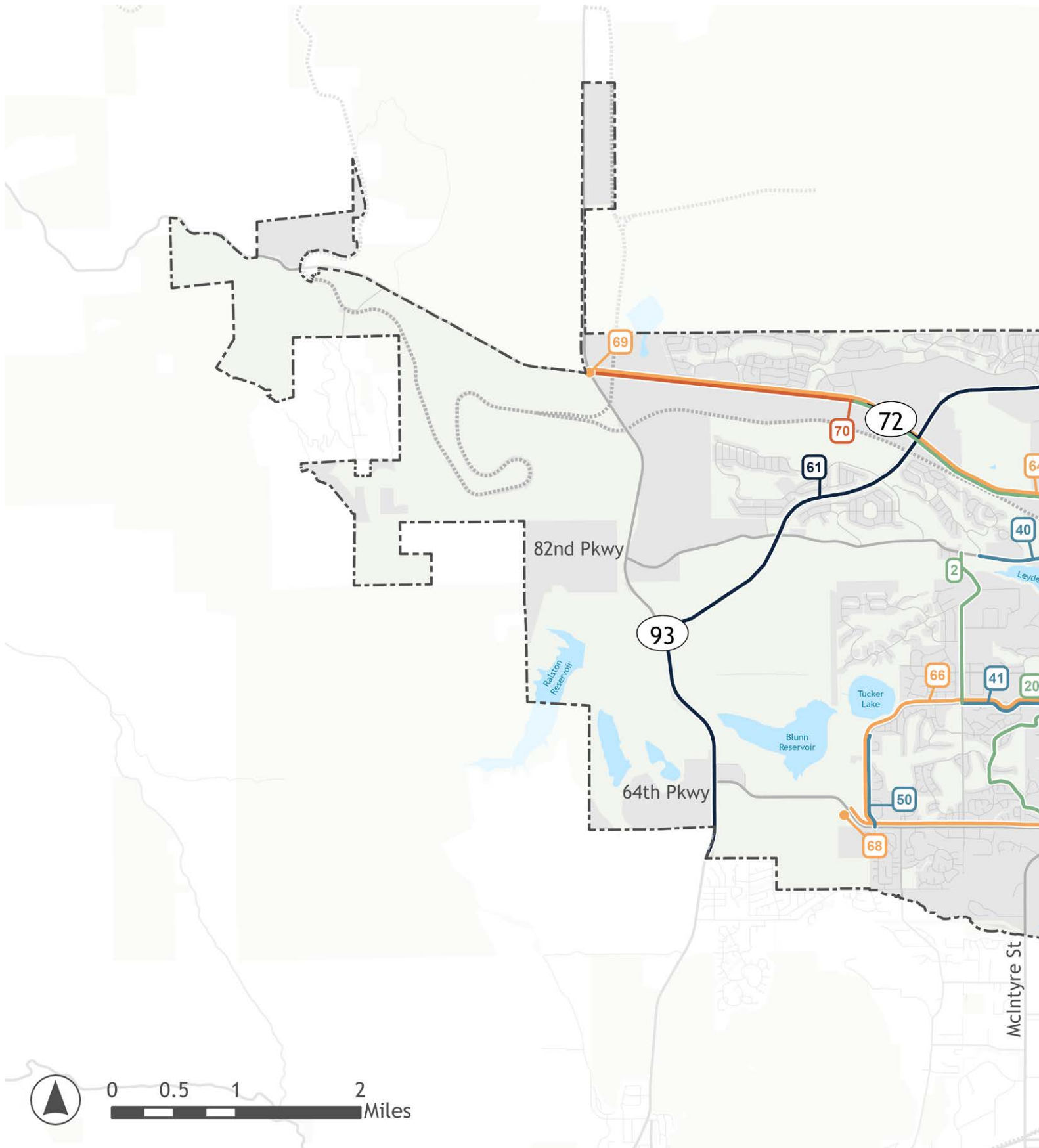
- » Shared-use path
- » On-street bike improvements
- » Road and bridge reconstructions
- » Intersection improvement
- » New roadway connections
- » Safety improvement
- » New transit service,
- » Future studies.

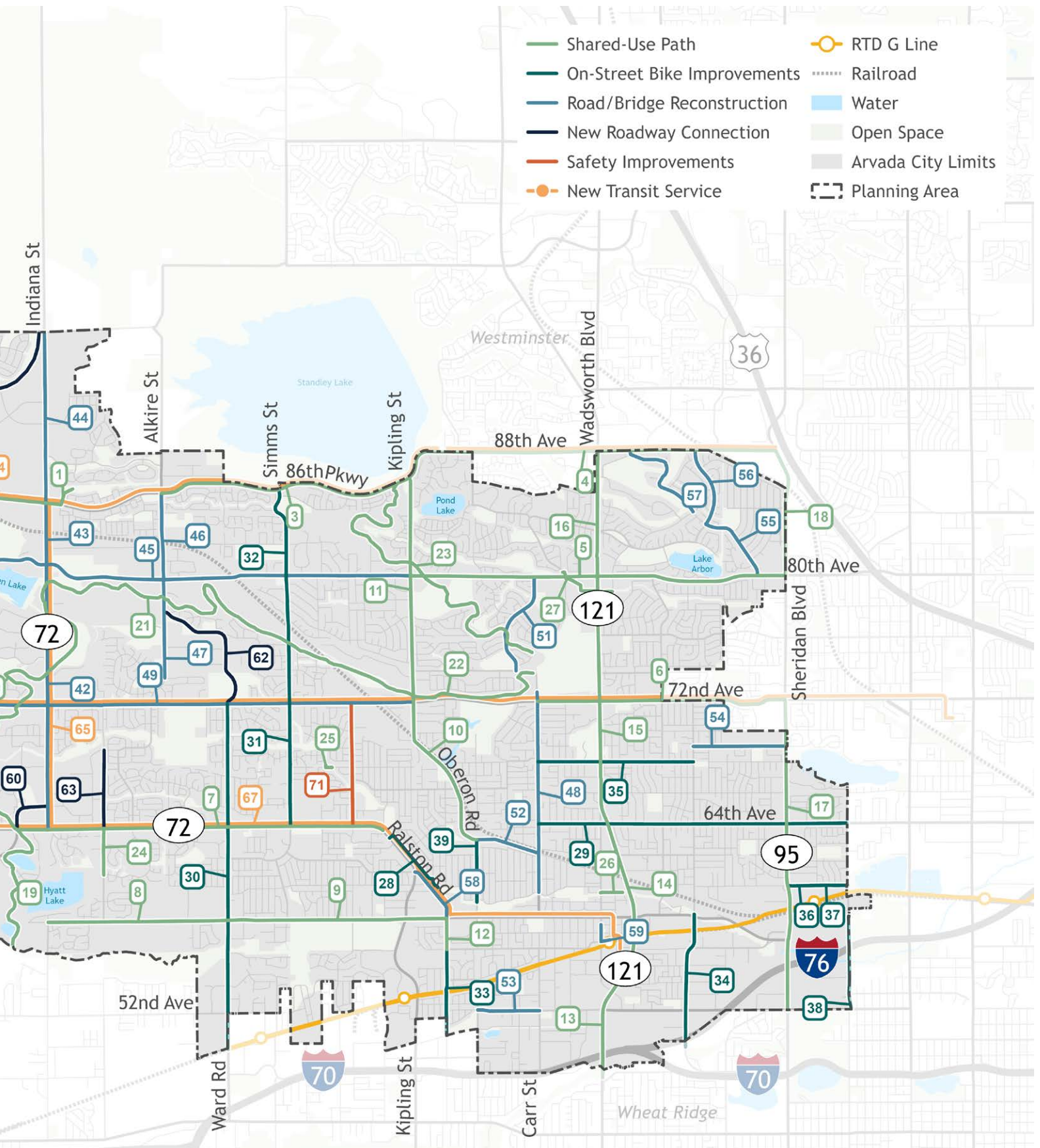
This process is visualized on the following page. The 80 projects are mapped on Page 58-59 and listed on Page 60-63.













| TYPE                                                                                | ID | NAME                                               | PRIMARY ROUTE          | FROM/AT           |
|-------------------------------------------------------------------------------------|----|----------------------------------------------------|------------------------|-------------------|
|    | 1  | Dry Creek Trail Extension                          | SH-72                  | Wilkerson Ct      |
|    | 2  | Quaker St Trail                                    | Quaker St              | 72nd Ave          |
|    | 3  | 86th Pkwy Trail                                    | 86th Pkwy              | Alkire St         |
|    | 4  | 88th Ave Shared Use Path                           | 88th Ave               | Kipling St        |
|    | 5  | 80th Ave Trail                                     | 80th Ave               | Kipling st        |
|    | 6  | 72nd Ave Shared Use Path                           | 72nd Ave               | Carr St           |
|    | 7  | 64th Ave Trail                                     | 64th Ave               | McIntyre Pkwy     |
|    | 8  | 58th Ave Trail*                                    | 58th Ave               | Eldridge St       |
|    | 9  | 58th Ave Trail*                                    | 58th Ave               | Ward Rd           |
|    | 10 | Oberon Rd Trail                                    | Oberon Rd              | Garrison St       |
|    | 11 | Kipling St Trail                                   | Kipling st             | 72nd Ave          |
|    | 12 | Independence St Trail                              | Independence St        | Grandview Ave     |
|    | 13 | Wadsworth Blvd Trail                               | Wadsworth Blvd         | Clear Creek Trail |
|    | 14 | Wadsworth Bypass Trail                             | Wadsworth Bypass       | 55th Ave          |
|    | 15 | Wadsworth Blvd Trail                               | Wadsworth Blvd         | 64th Ave          |
|    | 16 | Wadsworth Blvd Trail                               | Wadsworth Blvd         | 76th Ave          |
|    | 17 | Sheridan Blvd Trail                                | Sheridan Blvd          | 52nd Ave          |
|   | 18 | Sheridan Blvd Trail                                | Sheridan Blvd          | 80th Ave          |
|  | 19 | Heritage Canal Trail (Bibber Creek to 64th Ave)    | Heritage Canal         | Bibber Creek      |
|  | 20 | Heritage Canal Trail (64th Ave to Indiana St)      | Heritage Canal         | 64th Ave          |
|  | 21 | Heritage Canal Trail (Indiana St to Simms St)      | Heritage Canal         | Indiana St        |
|  | 22 | Heritage Canal Trail (Simms St to Carr St)         | Heritage Canal         | Simms St          |
|  | 23 | Heritage Canal Trail (Carr St to 86th Pkwy)        | Heritage Canal         | Carr St           |
|  | 24 | Eldridge St Trail                                  | Eldridge St            | Wyndham Park Dr   |
|  | 25 | 68th Avenue Trail                                  | 68th Ave               | Pierson Ct        |
|  | 26 | 60th Avenue Trail                                  | 60th Ave               | Olde Wadsworth    |
|  | 27 | Little Dry Creek Trail Grade Separation Connection | Little Dry Creek Trail | Pomano Dr         |
|  | 28 | Johnson Way Bike Boulevard Connection              | Johnson Way            | Ralston Rd        |
|  | 29 | 64th Ave Bike Improvement                          | 64th Ave               | Carr St           |
|  | 30 | Ward Rd Bike Improvements                          | Ward Rd                | 49th Ave          |
|  | 31 | Simms St Bike Improvements                         | Simms St               | 64th Ave          |
|  | 32 | Simms St Bike Improvements                         | Simms St               | 75th Ave          |
|  | 33 | Independence St Bike Improvements                  | Independence St        | 50th Ave          |
|  | 34 | Marshall St/Lamar St Bike Improvements             | Marshall St/Lamar St   | Clear Creek Trail |
|  | 35 | 68th Ave Bike Improvements                         | 68th Ave               | Carr St           |
|  | 36 | 60th Ave Complete Street                           | 60th Ave               | Sheridan Blvd     |



Shared-use path



On-street bike improvements



| TO                            | TOTAL COST   | DESCRIPTION                                                                                 |
|-------------------------------|--------------|---------------------------------------------------------------------------------------------|
| Dry Creek Trail @ Gladiola Ct | \$7,273,280  | Shared-use path on the north side                                                           |
| 82nd Ave                      | \$4,064,480  | Shared-use path                                                                             |
| Kipling St                    | \$6,325,920  | Shared-use path on north side (remove on-street bike lanes)                                 |
| Sheridan Blvd                 | \$9,443,040  | Shared-use path on the north side                                                           |
| Sheridan Blvd                 | \$9,259,680  | Shared-use path (widen sidewalk on one side)                                                |
| Sheridan Blvd                 | \$10,122,360 | Shared-use path on the north side                                                           |
| Miller St                     | \$13,734,400 | Shared-use path (widen sidewalk on one side)                                                |
| Ward Rd                       | \$4,431,200  | Shared-use path                                                                             |
| Independence St               | \$5,378,560  | Shared-use path                                                                             |
| 72nd Ave                      | \$5,079,360  | Trail on north/east side                                                                    |
| 86th Pkwy                     | \$5,531,360  | Shared-use path                                                                             |
| Ralston Rd                    | \$500,000    | Shared-use path                                                                             |
| 55th Ave                      | \$2,903,200  | Shared-use path                                                                             |
| 64th Ave                      | \$3,636,640  | Shared-use path                                                                             |
| 76th Ave                      | \$6,493,320  | Shared-use path                                                                             |
| 88th Ave                      | \$4,553,440  | Shared-use path                                                                             |
| 72nd Ave                      | \$7,731,680  | Shared-use path                                                                             |
| 88th Ave                      | \$3,963,440  | Shared-use path                                                                             |
| 64th Ave                      | \$4,033,920  | Shared-use path                                                                             |
| Indiana St                    | \$10,909,920 | Shared-use path                                                                             |
| Simms St                      | \$7,976,160  | Shared-use path                                                                             |
| Carr St                       | \$7,089,920  | Shared-use path                                                                             |
| 86th Pkwy                     | \$9,779,200  | Shared-use path                                                                             |
| 64th Ave                      | \$740,000    | Shared-use path                                                                             |
| Ralston Creek Trail           | \$140,000    | Connect Ralston Creek Trail by reallocating area to trail connection and enhance wayfinding |
| Wasdworth Bypass              | \$360,000    | Connect Ralston Creek Trail                                                                 |
| Vance Dr                      | \$4,000,000  | Connect Little Dry Creek trail using alignment 1b from Little Dry Creek Trail Study         |
| 59th Place                    | \$2,440,000  | Bike boulevard from Ralston Road to Ralston Creek Trail from at 59th Pl                     |
| Sheridan Blvd                 | \$30,775,404 | Physically protected, continuous bike lanes                                                 |
| 72nd Ave                      | \$45,531,684 | Physically protected, continuous bike lanes                                                 |
| 75th Ave                      | \$11,781,888 | Buffered, continuous bike lanes                                                             |
| 86th Pkwy                     | \$32,930,672 | Buffered, continuous bike lanes; dynamic curve warning signage, raised median in curve      |
| Grandview Ave                 | \$3,259,760  | Buffered, continuous bike lanes                                                             |
| Ralston Creek Trail           | \$40,350,632 | Buffered, continuous bike lanes                                                             |
| Lamar St                      | \$9,953,500  | Reconstruct to Collector cross-section                                                      |
| Wolff St                      | \$2,669,952  | Reconstruct to Collector cross-section                                                      |



| TYPE                                                                                | ID | NAME                                         | PRIMARY ROUTE        | FROM/AT        |
|-------------------------------------------------------------------------------------|----|----------------------------------------------|----------------------|----------------|
|    | 37 | 60th Ave Complete Street                     | 60th Ave             | Wolff St       |
|    | 38 | Tennyson St Complete Street                  | Tennyson St          | 52nd Ave       |
|    | 39 | Garrison St Bike Improvements                | Garrison St          | Ralston Rd     |
|    | 40 | 82nd Ave Reconstruction                      | 82nd Ave             | Orion Way      |
|    | 41 | 72nd Ave Widening West                       | 72nd Ave             | Quaker St      |
|    | 42 | Indiana St Reconstruction 64th Ave-82nd Ave  | Indiana St           | 64th Ave       |
|    | 43 | Indiana St Reconstruction 82nd Ave -86th Ave | Indiana St           | 82nd Ave       |
|    | 44 | Indiana St Reconstruction 86th Pkwy-96th Ave | Indiana St           | 86th Pkwy      |
|    | 45 | 80th Ave Reconstruction                      | 80th Ave             | Indiana St     |
|    | 46 | Alkire Connection                            | Alkire St            | 80th Ave       |
|    | 47 | Alkire Improvements                          | Alkire St            | 74th Dr        |
|    | 48 | Carr St Safety Improvements                  | Carr St              | Brooks Dr      |
|    | 49 | 72nd Ave Widening East                       | 72nd Ave             | Indiana St     |
|    | 50 | Virgil Way Safety Improvements               | Virgil Way           | 64th Ave       |
|    | 51 | Carr Dr Safety Improvements                  | Carr Dr              | 74th Ave       |
|    | 52 | Oberon Rd Safety Improvements                | Oberon Rd            | Garrison St    |
|  | 53 | 52nd Ave Safety Improvements                 | 52nd Ave             | Garrison St    |
|  | 54 | 69th Ave Safety Improvements                 | 69th Ave             | Lamar St       |
|  | 55 | Chase Dr Safety Improvements                 | Chase Dr             | Lamar Dr       |
|  | 56 | Lamar Dr Safety Improvements                 | Lamar Dr             | Chase Dr       |
|  | 57 | Chase Dr Safety Improvements                 | Chase Dr             | 88th Ave       |
|  | 58 | Ralston Rd Complete Street                   | Ralston Rd           | Kipling Pkwy   |
|  | 59 | Olde Town Strategic Reinvestment Project     | Olde Town            |                |
|  | 60 | McIntyre Pkwy Extension*                     | McIntyre Pkwy        | 64th Ave       |
|  | 61 | Jefferson Pkwy*                              | SH-93/Jefferson Pkwy | 62nd Ave       |
|  | 62 | Ward Rd-Alkire St Connection                 | Ward Rd              | 72nd Ave       |
|  | 63 | Eldridge St Connection                       | Eldridge St          | 68th Ave       |
|  | 64 | Candelas to Westminster Transit Connection   | 86th Pkwy            | SH-93          |
|  | 65 | Candelas to Olde Town Transit Connection     | SH-72                | SH-93          |
|  | 66 | 72nd Ave Transit Connection                  | 72nd Ave             | Long Lake Park |
|  | 67 | 64th Ave/Ralston Rd Transit Connection       | Ralston Rd           | Long Lake Park |
|  | 68 | Long Lake Park Park-and-Ride                 | 64th Pkwy            | Long Lake Park |
|  | 69 | SH-93/SH-72 Park-and-Ride                    | SH-93                | SH-72          |
|  | 70 | SH-72 Safety Improvements*                   | SH-72                | SH-93          |
|  | 71 | Oak St Safety Improvements                   | Oak St               | 64th Ave       |

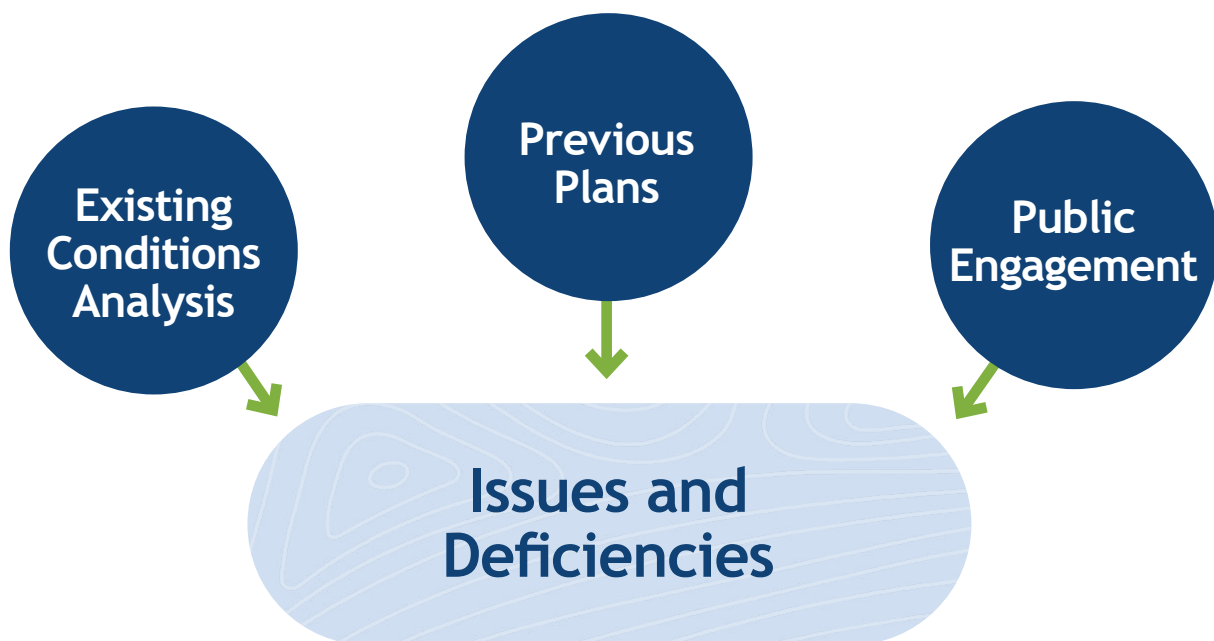
 On-street bike improvements
  Road/Bridge Reconstruction  
 New roadway connection
  New transit service
  Safety improvements



| TO                          | TOTAL COST    | DESCRIPTION                                                                                  |
|-----------------------------|---------------|----------------------------------------------------------------------------------------------|
| Tennyson St                 | \$1,489,100   | Reconstruct to Collector cross-section                                                       |
| 58th Ave                    | \$43,457,280  | Reconstruct to Major Collector cross-section                                                 |
| Oberon Rd                   | \$3,954,856   | Reconstruct to Collector cross-section                                                       |
| Indiana St                  | \$29,050,432  | Reconstruct to Collector cross-section with sidewalk on the north side of roadway            |
| Indiana St                  | \$18,576,480  | Reconstruct to Arterial Parkway cross-section                                                |
| 82nd Ave                    | \$66,038,124  | Reconstruct to Arterial Parkway cross-section                                                |
| 86th Pkwy                   | \$73,855,044  | Reconstruct to Arterial Parkway cross-section                                                |
| 96th Ave                    | \$38,737,572  | Reconstruct to Arterial Parkway cross-section                                                |
| Kipling St                  | \$69,865,092  | Reconstruct to Arterial Parkway cross-section                                                |
| 86th Pkwy                   | \$99,798,720  | Reconstruct to Major Collector cross-section and construct a railroad overpass               |
| 80th Ave                    | \$38,064,624  | Reconstruct to Major Collector cross-section                                                 |
| Heritage Canal Trail        | \$53,110,696  | Reconstruct to Major Collector cross-section                                                 |
| Kipling St                  | \$48,798,900  | Reconstruct to Arterial Parkway cross-section                                                |
| Ralston Creek Trail         | \$37,191,200  | Reconstruct to Major Collector cross-section                                                 |
| 80th Ave                    | \$49,513,308  | Reconstruct to Major Collector cross-section                                                 |
| Carr St                     | \$38,382,912  | Reconstruct to Major Collector cross-section                                                 |
| Carr St                     | \$36,632,800  | Reconstruct to Major Collector cross-section                                                 |
| Sheridan Blvd               | \$4,589,600   | Reconstruct to Collector cross-section with safe crossings at Swanson ES and Britton Park    |
| 80th Ave                    | \$2,950,400   | Reconstruct to Collector cross-section                                                       |
| 88th Ave                    | \$4,918,420   | Reconstruct to Collector cross-section                                                       |
| Quay Dr                     | \$7,007,264   | Reconstruct to Collector cross-section                                                       |
| 58th Ave                    | \$4,768,000   | Reallocate road space to transit and active transportation                                   |
|                             | \$8,000,000   | Make the Olde Wadsworth Road and Grandview Avenue street closures permanent                  |
| Indiana St                  | \$26,890,240  | New arterial parkway                                                                         |
| 96th Ave                    | \$400,000,000 | Convert SH-93 to a freeway and construct a new freeway from SH-93 to 96th Ave                |
| Alkire St                   | \$76,637,184  | Construct to Arterial Parkway cross-section                                                  |
| 64th Ave                    | \$57,229,328  | New roadway connection built to major collector cross-section from north of 68th Ave to 64th |
| US 36 & Sheridan FF Station | \$42,737,095  | Implement a new bus route                                                                    |
| Olde Town Transit Center    | \$50,344,964  | Implement a new bus route                                                                    |
| Westminster B Line Station  | \$45,148,332  | Implement a new bus route                                                                    |
| Olde Town Transit Center    | \$30,057,315  | Implement a new bus route                                                                    |
| 0                           | \$18,000,000  | Construct a transit park-and-ride                                                            |
| 0                           | \$18,000,000  | Construct a transit park-and-ride                                                            |
| Indiana St                  | \$6,161,920   | Widen shoulders to 8' (where no curb), ICI at major intersections                            |
| 72nd Ave                    | \$44,798,400  | Reconstruct to Major Collector cross-section                                                 |

## Overview: Prioritization

After identifying 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. The potential investments were compared to the TSP goals and their subsequent evaluation criteria to help rank and prioritize the investments. The potential investments were grouped into five priority tiers: high, mid-high, mid, mid-low, and low.



20%

- » Improve Infrastructure at locations with high crash rates
- » Reduce unsafe driving behavior
- » Reduce unsafe conditions for vulnerable road users
- » Implement tried and true safety enhancements

15%

- » Improve accessibility for multiple modes of travel in single projects
- » Address major barriers or lack of connectivity in the transportation system
- » Transportation projects are context-appropriate for surrounding land uses and traffic demand
- » Accommodate freight on designated facilities to provide appropriate separation from non-motorized users
- » Improves poor pavement or bridge condition

15%

- » Improves the safety and comfort of active transportation or transit facility
- » Reduce Americans with Disabilities Act (ADA) barriers
- » Improve connections between major east-west or north-south corridors
- » Improve multimodal accessibility to activity centers

15%

- » Advance projects that are within the City's control
- » Advance projects where space is available
- » Invest in cost-effective solutions

10%

- » Improve signal spacing and access management
- » Address anticipated traffic congestion
- » Address recurring traffic congestion

10%

- » Support populations who cannot drive
- » Expand transit access to areas that are not currently served

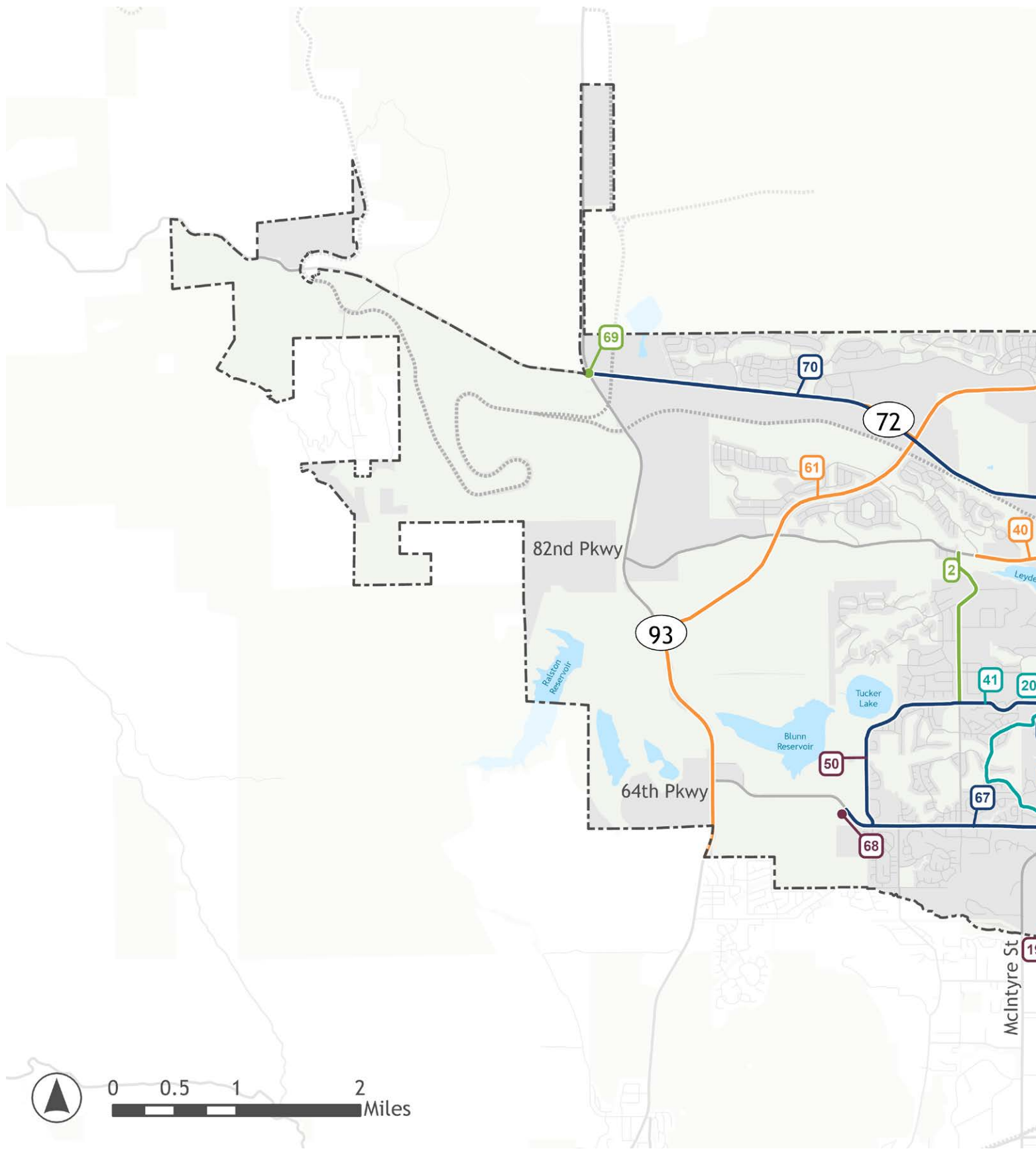
10%

- » Improve locations that the public has indicated a desire for improvements
- » Advance projects that the public has said they like

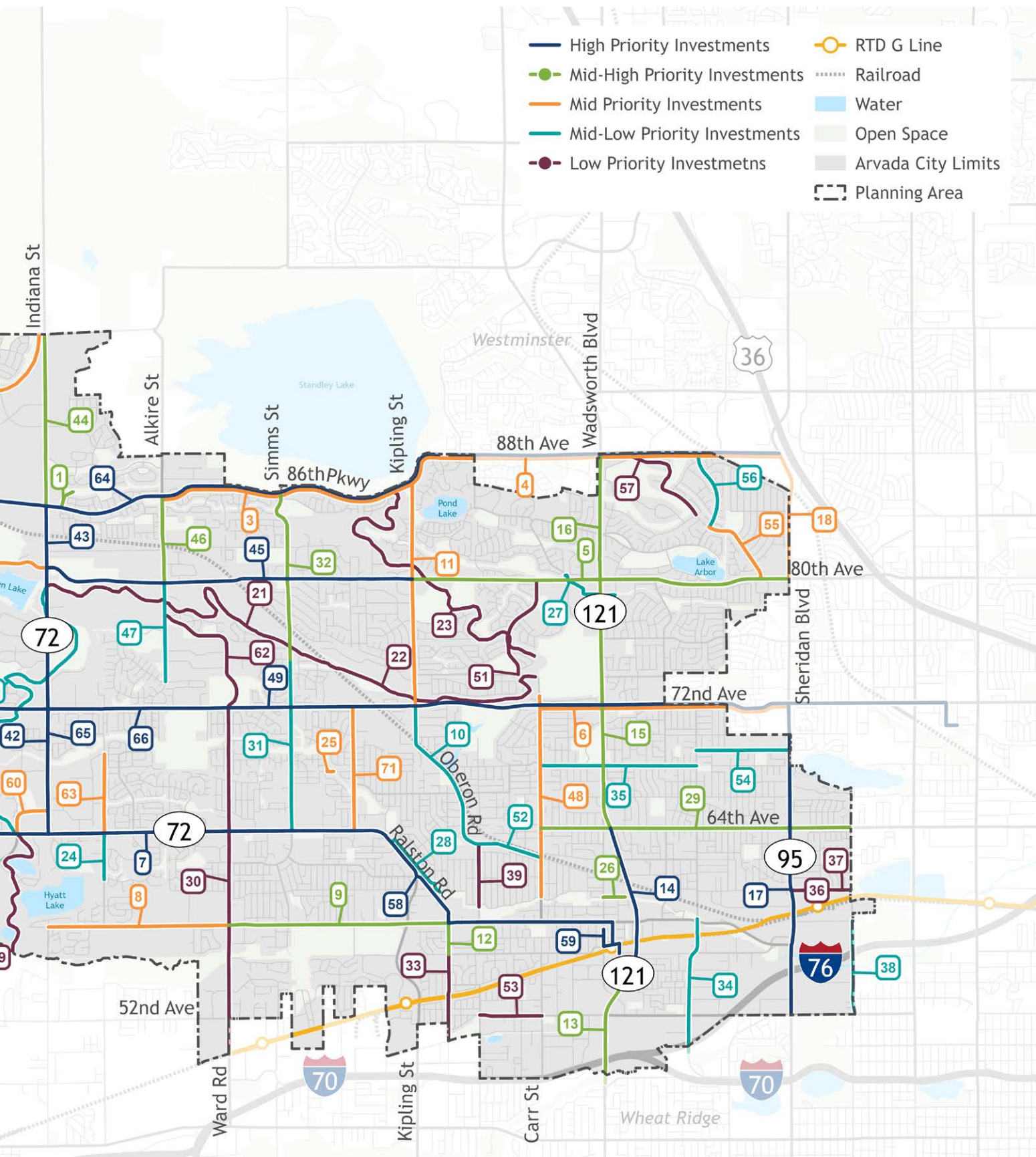
5%

- » Add transportation choices to disadvantaged communities
- » Invest in areas with a high propensity for active transportation or transit use
- » Make investments that support pre-planned growth areas

Adds up to a total of 100%







## 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

| ID | NAME                                         |
|----|----------------------------------------------|
| 65 | Candelas to Olde Town Transit Connection     |
| 67 | 64th Ave/Ralston Rd Transit Connection       |
| 42 | Indiana St Reconstruction 64th Ave-82nd Ave  |
| 14 | Wadsworth Bypass Trail                       |
| 43 | Indiana St Reconstruction 82nd Ave -86th Ave |
| 64 | Candelas to Westminster Transit Connection   |
| 66 | 72nd Ave Transit Connection                  |
| 7  | 64th Ave Trail                               |
| 59 | Olde Town Strategic Reinvestment Project     |
| 45 | 80th Ave Reconstruction                      |
| 17 | Sheridan Blvd Trail                          |
| 70 | SH-72 Safety Improvements*                   |
| 49 | 72nd Ave Widening East                       |
| 58 | Ralston Rd Complete Street                   |
| 13 | Wadsworth Blvd Trail                         |
| 16 | Wadsworth Blvd Trail                         |
| 32 | Simms St Bike Improvements                   |
| 9  | 58th Ave Trail*                              |
| 44 | Indiana St Reconstruction 86th Pkwy-96th Ave |
| 5  | 80th Ave Trail                               |
| 15 | Wadsworth Blvd Trail                         |
| 26 | 60th Avenue Trail                            |
| 12 | Independence St Trail                        |
| 1  | Dry Creek Trail Extension                    |
| 29 | 64th Ave Bike Improvment                     |
| 46 | Alkire Connection                            |
| 69 | SH-93/SH-72 Park-and-Ride                    |
| 2  | Quaker St Trail                              |
| 25 | 68th Avenue Trail                            |
| 71 | Oak St Safety Improvements                   |
| 6  | 72nd Ave Shared Use Path                     |
| 40 | 82nd Ave Reconstruction                      |
| 8  | 58th Ave Trail*                              |
| 11 | Kipling St Trail                             |
| 63 | Eldridge St Connection                       |
| 48 | Carr St Safety Improvements                  |



|  | A  | B  | C  | D  | E  | F   | G   | H   | COMPOSITE SCORE | PRIORITY LEVEL | RANK |
|--|----|----|----|----|----|-----|-----|-----|-----------------|----------------|------|
|  | 22 | 70 | 0  | 81 | 90 | 44  | 100 | 69  | 55              | High           | 1    |
|  | 19 | 63 | 0  | 75 | 65 | 44  | 84  | 70  | 49              | High           | 2    |
|  | 26 | 70 | 52 | 47 | 0  | 61  | 4   | 100 | 47              | High           | 3    |
|  | 19 | 77 | 0  | 42 | 0  | 99  | 58  | 63  | 46              | High           | 4    |
|  | 22 | 80 | 67 | 41 | 0  | 33  | 8   | 96  | 44              | High           | 5    |
|  | 9  | 70 | 0  | 62 | 84 | 33  | 18  | 64  | 42              | High           | 6    |
|  | 11 | 77 | 0  | 68 | 94 | 33  | 14  | 32  | 42              | High           | 7    |
|  | 14 | 57 | 0  | 58 | 0  | 88  | 26  | 68  | 41              | High           | 8    |
|  | 20 | 63 | 0  | 34 | 0  | 91  | 20  | 79  | 41              | High           | 9    |
|  | 23 | 70 | 28 | 46 | 0  | 62  | 0   | 69  | 41              | High           | 10   |
|  | 26 | 77 | 0  | 44 | 0  | 88  | 35  | 26  | 41              | High           | 11   |
|  | 22 | 80 | 14 | 7  | 0  | 99  | 12  | 65  | 41              | High           | 12   |
|  | 21 | 77 | 36 | 55 | 0  | 63  | 0   | 33  | 40              | High           | 13   |
|  | 0  | 70 | 0  | 43 | 50 | 76  | 31  | 47  | 40              | High           | 14   |
|  | 12 | 63 | 0  | 39 | 0  | 88  | 44  | 65  | 40              | Mid-High       | 15   |
|  | 29 | 57 | 0  | 43 | 0  | 99  | 20  | 27  | 39              | Mid-High       | 16   |
|  | 41 | 63 | 0  | 13 | 0  | 96  | 0   | 51  | 39              | Mid-High       | 17   |
|  | 9  | 63 | 0  | 44 | 0  | 99  | 22  | 52  | 39              | Mid-High       | 18   |
|  | 15 | 57 | 36 | 38 | 0  | 61  | 12  | 84  | 39              | Mid-High       | 19   |
|  | 18 | 57 | 0  | 48 | 0  | 99  | 13  | 32  | 38              | Mid-High       | 20   |
|  | 17 | 57 | 0  | 45 | 0  | 99  | 22  | 30  | 38              | Mid-High       | 21   |
|  | 7  | 63 | 0  | 32 | 0  | 100 | 12  | 56  | 37              | Mid-High       | 22   |
|  | 9  | 63 | 0  | 37 | 0  | 100 | 10  | 43  | 37              | Mid-High       | 23   |
|  | 12 | 57 | 0  | 32 | 0  | 99  | 8   | 56  | 37              | Mid-High       | 24   |
|  | 16 | 57 | 0  | 26 | 0  | 98  | 50  | 32  | 36              | Mid-High       | 25   |
|  | 20 | 70 | 1  | 44 | 0  | 69  | 0   | 41  | 36              | Mid-High       | 26   |
|  | 28 | 73 | 0  | 0  | 40 | 74  | 8   | 34  | 36              | Mid-High       | 27   |
|  | 7  | 63 | 0  | 36 | 0  | 99  | 0   | 43  | 35              | Mid-High       | 28   |
|  | 7  | 63 | 0  | 32 | 0  | 100 | 0   | 45  | 35              | Mid            | 29   |
|  | 23 | 53 | 33 | 53 | 0  | 59  | 3   | 23  | 35              | Mid            | 30   |
|  | 11 | 57 | 0  | 45 | 0  | 88  | 14  | 37  | 35              | Mid            | 31   |
|  | 16 | 63 | 0  | 39 | 0  | 61  | 0   | 68  | 34              | Mid            | 32   |
|  | 9  | 57 | 0  | 37 | 0  | 88  | 0   | 51  | 34              | Mid            | 33   |
|  | 7  | 57 | 0  | 43 | 0  | 99  | 0   | 27  | 34              | Mid            | 34   |
|  | 20 | 60 | 0  | 40 | 0  | 84  | 5   | 22  | 34              | Mid            | 35   |
|  | 11 | 63 | 32 | 39 | 0  | 61  | 25  | 29  | 34              | Mid            | 36   |

## 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

| ID | NAME                                               |
|----|----------------------------------------------------|
| 4  | 88th Ave Shared Use Path                           |
| 61 | Jefferson Pkwy                                     |
| 3  | 86th Pkwy Trail                                    |
| 18 | Sheridan Blvd Trail                                |
| 55 | Chase Dr Safety Improvements                       |
| 60 | McIntyre Pkwy Extension*                           |
| 56 | Lamar Dr Safety Improvements                       |
| 34 | Marshall St/Lamar St Bike Improvements             |
| 35 | 68th Ave Bike Improvements                         |
| 54 | 69th Ave Safety Improvements                       |
| 47 | Alkire Improvements                                |
| 41 | 72nd Ave Widening West                             |
| 52 | Oberon Rd Safety Improvements                      |
| 31 | Simms St Bike Improvements                         |
| 24 | Eldridge St Trail                                  |
| 20 | Heritage Canal Trail (64th Ave to Indiana St)      |
| 28 | Johnson Way Bike Boulevard Connection              |
| 27 | Little Dry Creek Trail Grade Separation Connection |
| 38 | Tennyson St Complete Street                        |
| 10 | Oberon Rd Trail                                    |
| 33 | Independence St Bike Improvements                  |
| 51 | Carr Dr Safety Improvements                        |
| 19 | Heritage Canal Trail (Bibber Creek to 64th Ave)    |
| 36 | 60th Ave Complete Street                           |
| 53 | 52nd Ave Safety Improvements                       |
| 22 | Heritage Canal Trail (Simms St to Carr St)         |
| 39 | Garrison St Bike Improvements                      |
| 30 | Ward Rd Bike Improvements                          |
| 37 | 60th Ave Complete Street                           |
| 23 | Heritage Canal Trail (Carr St to 86th Pkwy)        |
| 21 | Heritage Canal Trail (Indiana St to Simms St)      |
| 57 | Chase Dr Safety Improvements                       |
| 62 | Ward Rd-Alkire St Connection                       |
| 50 | Virgil Way Safety Improvements                     |
| 68 | Long Lake Park Park-and-Ride                       |





|  | A  | B  | C  | D  | E  | F  | G  | H  | COMPOSITE SCORE | PRIORITY LEVEL | RANK |
|--|----|----|----|----|----|----|----|----|-----------------|----------------|------|
|  | 7  | 63 | 0  | 43 | 0  | 88 | 9  | 26 | 34              | Mid            | 37   |
|  | 4  | 80 | 58 | 11 | 0  | 64 | 8  | 31 | 33              | Mid            | 38   |
|  | 9  | 57 | 0  | 42 | 0  | 88 | 0  | 32 | 33              | Mid            | 39   |
|  | 11 | 63 | 0  | 36 | 0  | 88 | 3  | 25 | 33              | Mid            | 40   |
|  | 13 | 47 | 29 | 43 | 0  | 66 | 10 | 31 | 33              | Mid            | 41   |
|  | 20 | 47 | 0  | 45 | 0  | 55 | 4  | 62 | 32              | Mid            | 42   |
|  | 27 | 40 | 14 | 43 | 0  | 66 | 0  | 31 | 32              | Mid-Low        | 43   |
|  | 2  | 77 | 0  | 15 | 0  | 83 | 45 | 33 | 32              | Mid-Low        | 44   |
|  | 11 | 63 | 0  | 49 | 0  | 66 | 20 | 23 | 32              | Mid-Low        | 45   |
|  | 24 | 47 | 9  | 58 | 0  | 55 | 9  | 21 | 32              | Mid-Low        | 46   |
|  | 16 | 53 | 22 | 41 | 0  | 58 | 0  | 36 | 32              | Mid-Low        | 47   |
|  | 17 | 47 | 16 | 44 | 0  | 63 | 0  | 37 | 32              | Mid-Low        | 48   |
|  | 33 | 33 | 23 | 43 | 0  | 54 | 8  | 27 | 32              | Mid-Low        | 49   |
|  | 11 | 63 | 0  | 16 | 0  | 98 | 2  | 26 | 32              | Mid-Low        | 50   |
|  | 8  | 57 | 0  | 32 | 0  | 89 | 4  | 28 | 31              | Mid-Low        | 51   |
|  | 7  | 57 | 0  | 42 | 0  | 66 | 0  | 52 | 31              | Mid-Low        | 52   |
|  | 7  | 57 | 0  | 8  | 0  | 99 | 33 | 38 | 31              | Mid-Low        | 53   |
|  | 10 | 57 | 0  | 39 | 0  | 66 | 3  | 48 | 31              | Mid-Low        | 54   |
|  | 18 | 77 | 0  | 39 | 0  | 46 | 3  | 30 | 31              | Mid-Low        | 55   |
|  | 10 | 63 | 0  | 39 | 0  | 66 | 12 | 30 | 31              | Mid-Low        | 56   |
|  | 4  | 63 | 0  | 13 | 0  | 88 | 15 | 43 | 30              | Low            | 57   |
|  | 12 | 53 | 22 | 45 | 0  | 56 | 0  | 23 | 30              | Low            | 58   |
|  | 7  | 57 | 0  | 34 | 0  | 55 | 0  | 70 | 30              | Low            | 59   |
|  | 10 | 63 | 0  | 39 | 0  | 65 | 13 | 23 | 30              | Low            | 60   |
|  | 11 | 40 | 35 | 44 | 0  | 54 | 15 | 25 | 30              | Low            | 61   |
|  | 7  | 63 | 0  | 40 | 0  | 66 | 0  | 27 | 29              | Low            | 62   |
|  | 1  | 63 | 0  | 41 | 0  | 66 | 17 | 29 | 29              | Low            | 63   |
|  | 5  | 57 | 0  | 22 | 0  | 75 | 8  | 48 | 29              | Low            | 64   |
|  | 10 | 63 | 0  | 40 | 0  | 55 | 11 | 28 | 29              | Low            | 65   |
|  | 7  | 57 | 0  | 45 | 0  | 66 | 0  | 25 | 29              | Low            | 66   |
|  | 7  | 57 | 0  | 38 | 0  | 66 | 0  | 35 | 29              | Low            | 67   |
|  | 16 | 33 | 14 | 38 | 0  | 66 | 12 | 27 | 28              | Low            | 68   |
|  | 20 | 47 | 0  | 40 | 0  | 55 | 0  | 26 | 28              | Low            | 69   |
|  | 15 | 47 | 3  | 38 | 0  | 58 | 0  | 19 | 27              | Low            | 70   |
|  | 0  | 53 | 0  | 1  | 32 | 74 | 0  | 23 | 25              | Low            | 71   |



# CAPITAL IMPROVEMENT PLAN

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## Local Funding Forecast

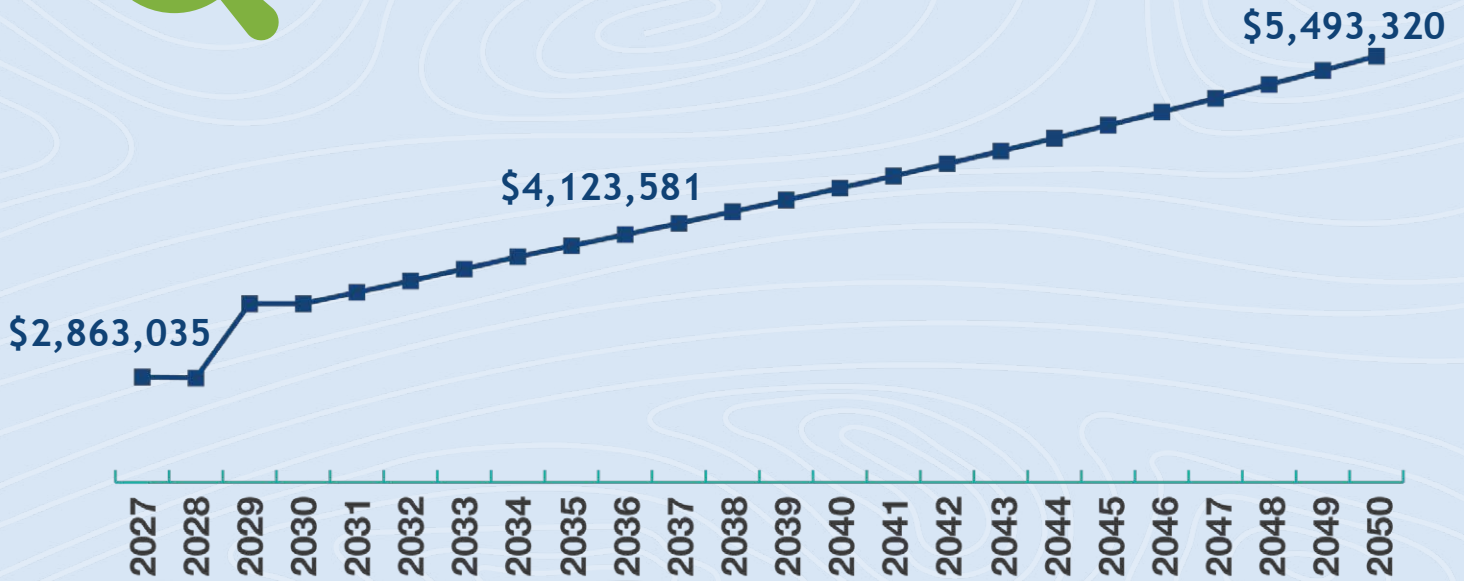
A transportation funding forecast has been developed to identify how much local funding is anticipated to be available for transportation capital projects. The local transportation funding forecast is based on funding levels from several recent City of Arvada Capital Improvement Programs (CIPs). The 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 2016 to 2034 CIP to get a long-term history of funding levels.

The funding levels from past CIPs were extrapolated to forecast transportation revenues for the years 2027 (the first year after projects have already been programmed) through 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 forecast.

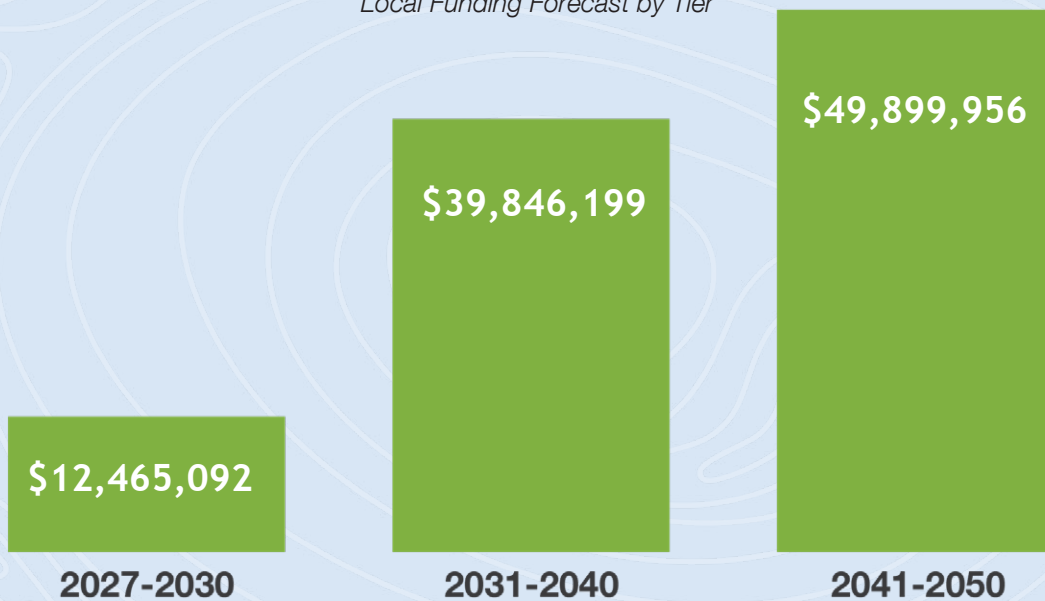




Local Funding Forecast by Year



Local Funding Forecast by Tier





# Ongoing Funding Programs

Much of the transportation 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 for seed money for grant projects. 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 and smaller cost school zone projects that the City applies for on an annual basis from COOT to improve multimodal safety around schools.

## 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

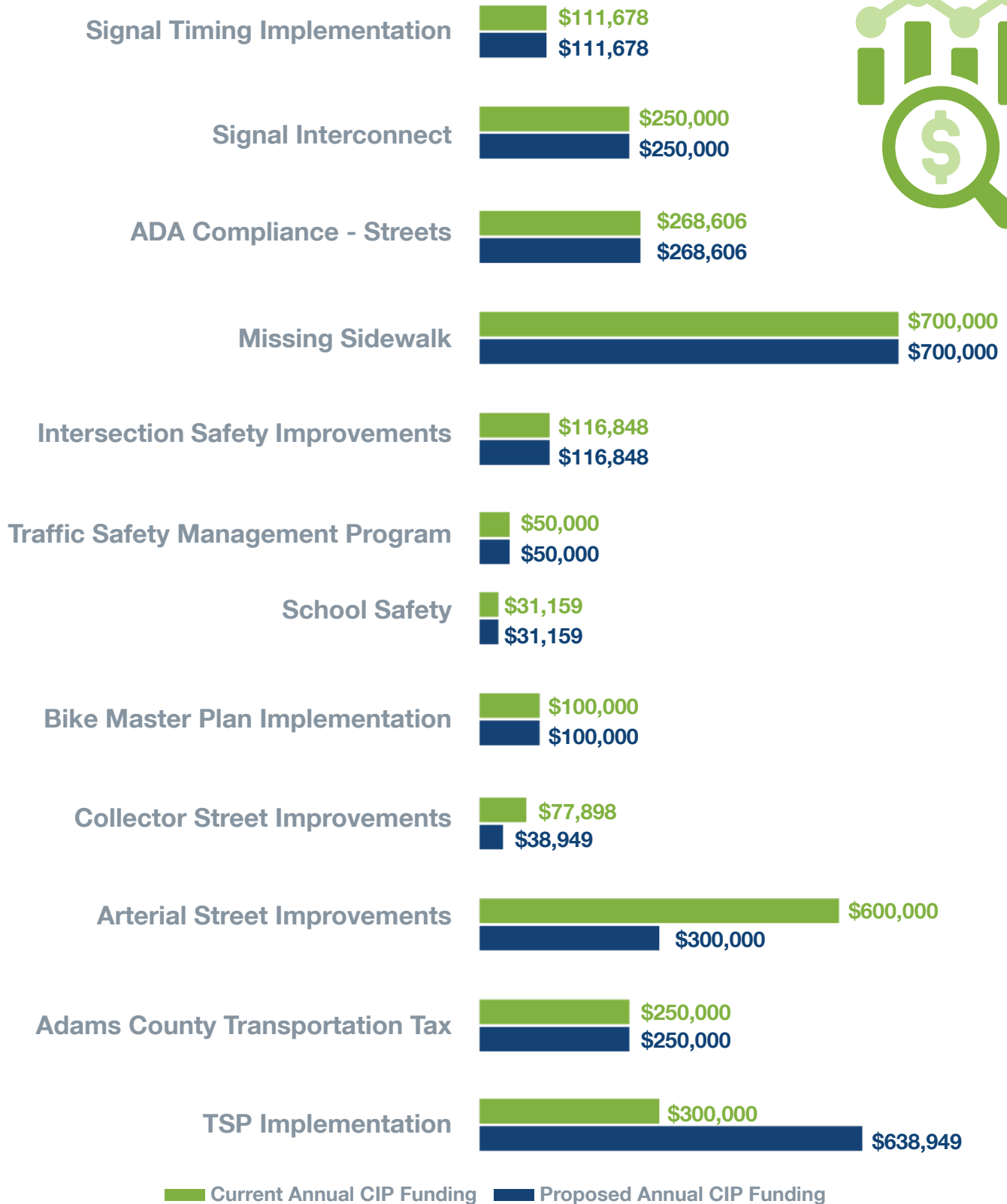
This fund is intended to implement many of the project-specific recommendations from the TSP. Local funding is not enough to fully fund many of the TSP-recommended projects, so this funding can be used for supplemental studies on specific projects to better scope them and advance design, provide partial project funding through partnerships with other agencies, or provide local matching funds for regional, state, or federal grants.





City staff analyzed the utilization of ongoing funding programs and held discussions, leading to the recommendation that funds be reallocated from the Arterial Street Improvements and Collector Street Improvements to the TSP Implementation funds. This reallocation will increase the flexibility available to City staff in advancing and delivering TSP recommendations.

*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. The steps between identified projects in the TSP and construction/ongoing operations are shown below:

*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.



### 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.



### 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.



### Public and Collaborator 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.

## High and Mid-High Priority Investments

The highest ranking potential investments are shown below with details of their category and composite scores. The prioritization ranking should be used as a guide to focus funds on transportation investments but do not serve as an order for projects to be completed. Arvada should remain flexible and implement projects based on priority as well as opportunity.

### 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

| ID | NAME                                         |
|----|----------------------------------------------|
| 65 | Candelas to Olde Town Transit Connection     |
| 67 | 64th Ave/Ralston Rd Transit Connection       |
| 42 | Indiana St Reconstruction 64th Ave-82nd Ave  |
| 14 | Wadsworth Bypass Trail                       |
| 43 | Indiana St Reconstruction 82nd Ave -86th Ave |
| 64 | Candelas to Westminster Transit Connection   |
| 66 | 72nd Ave Transit Connection                  |
| 7  | 64th Ave Trail                               |
| 59 | Olde Town Strategic Reinvestment Project     |
| 45 | 80th Ave Reconstruction                      |
| 17 | Sheridan Blvd Trail                          |
| 70 | SH-72 Safety Improvements                    |
| 49 | 72nd Ave Widening East                       |
| 58 | Ralston Rd Lane Reallocation                 |
| 13 | Wadsworth Blvd Trail                         |
| 16 | Wadsworth Blvd Trail                         |
| 32 | Simms St Bike Improvements                   |
| 9  | 58th Ave Trail                               |
| 44 | Indiana St Reconstruction 86th Pkwy-96th Ave |
| 5  | 80th Ave Trail                               |
| 15 | Wadsworth Blvd Trail                         |
| 26 | 60th Avenue Trail                            |
| 12 | Independence St Trail                        |
| 1  | Dry Creek Trail Extension                    |
| 29 | 64th Ave Bike Improvements                   |
| 46 | Alkire Connection                            |
| 69 | SH-93/SH-72 Park-and-Ride                    |
| 2  | Quaker St Trail                              |



|  | CATEGORY  | CATEGORY SCORE |    |    |    |    |     |    |     | COMPOSITE SCORE | RANK | COST (\$M) | NEXT IMPLEMENTATION STEP |
|--|-----------|----------------|----|----|----|----|-----|----|-----|-----------------|------|------------|--------------------------|
|  |           | A              | B  | C  | D  | E  | F   | G  | H   |                 |      |            |                          |
|  | Transit   | 22             | 70 | 0  | 81 | 90 | 44  | 10 | 69  | 55              | 1    | 50.3       | Scoping Study            |
|  | Transit   | 19             | 63 | 0  | 75 | 65 | 44  | 84 | 70  | 49              | 2    | 30.1       | Scoping Study            |
|  | Vehicular | 26             | 70 | 52 | 47 | 0  | 61  | 4  | 100 | 47              | 3    | 57.7       | Scoping Study            |
|  | Active    | 19             | 77 | 0  | 42 | 0  | 99  | 58 | 63  | 46              | 4    | 3.6        | Preliminary Design       |
|  | Vehicular | 22             | 80 | 67 | 41 | 0  | 33  | 8  | 96  | 44              | 5    | 72.3       | Scoping Study            |
|  | Transit   | 9              | 70 | 0  | 62 | 84 | 33  | 18 | 64  | 42              | 6    | 42.7       | Scoping Study            |
|  | Transit   | 11             | 77 | 0  | 68 | 94 | 33  | 14 | 32  | 42              | 7    | 45.1       | Scoping Study            |
|  | Active    | 14             | 57 | 0  | 58 | 0  | 88  | 26 | 68  | 41              | 8    | 12.2       | Preliminary Design       |
|  | Active    | 20             | 63 | 0  | 34 | 0  | 91  | 20 | 79  | 41              | 9    | 8.0        | Final Design             |
|  | Vehicular | 23             | 70 | 28 | 46 | 0  | 62  | 0  | 69  | 41              | 10   | 65.0       | Scoping Study            |
|  | Active    | 26             | 77 | 0  | 44 | 0  | 88  | 35 | 26  | 41              | 11   | 7.7        | Preliminary Design       |
|  | Vehicular | 22             | 80 | 14 | 7  | 0  | 99  | 12 | 65  | 41              | 12   | 6.2        | Preliminary Design       |
|  | Vehicular | 21             | 77 | 36 | 55 | 0  | 63  | 0  | 33  | 40              | 13   | 47.5       | Scoping Study            |
|  | Transit   | 0              | 70 | 0  | 43 | 50 | 76  | 31 | 47  | 40              | 14   | 4.8        | Scoping Study            |
|  | Active    | 12             | 63 | 0  | 39 | 0  | 88  | 44 | 65  | 40              | 15   | 2.9        | Preliminary Design       |
|  | Active    | 29             | 57 | 0  | 43 | 0  | 99  | 20 | 27  | 39              | 16   | 4.6        | Preliminary Design       |
|  | Active    | 41             | 63 | 0  | 13 | 0  | 96  | 0  | 51  | 39              | 17   | 26.5       | Scoping Study            |
|  | Active    | 9              | 63 | 0  | 44 | 0  | 99  | 22 | 52  | 39              | 18   | 5.4        | Preliminary Design       |
|  | Vehicular | 15             | 57 | 36 | 38 | 0  | 61  | 12 | 84  | 39              | 19   | 34.3       | Scoping Study            |
|  | Active    | 18             | 57 | 0  | 48 | 0  | 99  | 13 | 32  | 38              | 20   | 9.3        | Preliminary Design       |
|  | Active    | 17             | 57 | 0  | 45 | 0  | 99  | 22 | 30  | 38              | 21   | 5.9        | Preliminary Design       |
|  | Active    | 7              | 63 | 0  | 32 | 0  | 100 | 12 | 56  | 37              | 22   | 0.4        | Preliminary Design       |
|  | Active    | 9              | 63 | 0  | 37 | 0  | 100 | 10 | 43  | 37              | 23   | 0.5        | Preliminary Design       |
|  | Active    | 12             | 57 | 0  | 32 | 0  | 99  | 8  | 56  | 37              | 24   | 7.3        | Preliminary Design       |
|  | Active    | 16             | 57 | 0  | 26 | 0  | 98  | 50 | 32  | 36              | 25   | 24.4       | Scoping Study            |
|  | Vehicular | 20             | 70 | 1  | 44 | 0  | 69  | 0  | 41  | 36              | 26   | 93.4       | Scoping Study            |
|  | Transit   | 28             | 73 | 0  | 0  | 40 | 74  | 8  | 34  | 36              | 27   | 18.0       | Scoping Study            |
|  | Active    | 7              | 63 | 0  | 36 | 0  | 99  | 0  | 43  | 35              | 28   | 4.1        | Preliminary Design       |



# IMPLEMENTATION OPPORTUNITIES

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# Overview: Funding Opportunities

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. Potential current funding sources include:

## 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.

*Projects across the priority rankings may be implemented sooner based on their alignment with the funding opportunities available. These funding opportunities may change over time, including potential impacts from the Surface Transportation Reauthorization Bill*

## 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.

## 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 Stage 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.

## 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.

## 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.





### 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.

### Transportation Alternatives Program (TAP)

This Colorado program provides funding for transportation improvement projects that assist expanding travel choices, strengthen the local economy, improve the quality of life, and protect the environment. TAP projects often enhance non-motorized forms of transportation. TAP also provides funding for projects that improve 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 the project is in and must contact the CDOT representative for their region. The maximum request is the total pool funding limit that is available in the region, and came in at \$11,210,491 for Region 1 from 2023 to 2026.

### 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.

### 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.

### 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 (non-attainment areas), as well as in former non-attainment areas that have now achieved compliance (maintenance areas).

### 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.

| ID | NAME                                            | COST         | RANK | APPLICABLE FUNDING SOURCES |       |       |      |       |     |      |      |         |      | REQUIRES PARTNERSHIP |
|----|-------------------------------------------------|--------------|------|----------------------------|-------|-------|------|-------|-----|------|------|---------|------|----------------------|
|    |                                                 |              |      | INFRA                      | BUILD | SMART | SS4A | CRISI | TAP | MMOF | SRTS | OIM TDM | CMAQ |                      |
| 65 | Candelas to Olde Town Transit Connection        | \$50,344,964 | 1    |                            | ✓     |       |      |       |     | ✓    |      | ✓       | ✓    | ✓                    |
| 67 | 64th Ave/Ralston Rd Transit Connection          | \$30,057,315 | 2    |                            | ✓     |       |      |       |     | ✓    |      | ✓       | ✓    | ✓                    |
| 42 | Indiana St Reconstruction<br>64th Ave-82nd Ave  | \$57,730,644 | 3    | ✓                          | ✓     |       | ✓    |       |     |      | ✓    |         | ✓    |                      |
| 14 | Wadsworth Bypass Trail                          | \$3,636,640  | 4    |                            | ✓     |       |      |       | ✓   | ✓    |      |         | ✓    |                      |
| 43 | Indiana St Reconstruction<br>82nd Ave -86th Ave | \$72,276,264 | 5    | ✓                          | ✓     |       | ✓    |       |     |      | ✓    |         | ✓    |                      |
| 64 | Candelas to Westminster Transit Connection      | \$42,737,095 | 6    |                            | ✓     |       |      |       |     | ✓    |      | ✓       | ✓    | ✓                    |
| 66 | 72nd Ave Transit Connection                     | \$45,148,332 | 7    |                            | ✓     |       |      |       |     | ✓    |      | ✓       | ✓    | ✓                    |
| 7  | 64th Ave Trail                                  | \$12,171,520 | 8    |                            | ✓     |       |      |       | ✓   | ✓    |      |         | ✓    | ✓                    |
| 59 | Olde Town Strategic Reinvestment Project        | \$8,000,000  | 9    |                            | ✓     |       |      |       | ✓   | ✓    |      |         | ✓    |                      |
| 45 | 80th Ave Reconstruction                         | \$65,000,232 | 10   | ✓                          | ✓     |       | ✓    |       |     |      | ✓    |         | ✓    |                      |
| 17 | Sheridan Blvd Trail                             | \$7,731,680  | 11   |                            | ✓     |       |      |       | ✓   | ✓    |      |         | ✓    | ✓                    |
| 70 | SH-72 Safety Improvements                       | \$6,161,920  | 12   |                            | ✓     |       | ✓    |       |     |      | ✓    |         | ✓    |                      |
| 49 | 72nd Ave Widening East                          | \$47,471,400 | 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   |                            | ✓     |       |      |       | ✓   | ✓    |      |         | ✓    |                      |
| 32 | Simms St Bike Improvements                      | \$26,530,672 | 17   |                            | ✓     | ✓     |      |       |     | ✓    |      |         | ✓    |                      |
| 9  | 58th Ave Trail*                                 | \$5,378,560  | 18   |                            | ✓     |       |      |       | ✓   | ✓    |      |         | ✓    |                      |
| 44 | Indiana St Reconstruction 86th<br>Pkw-96th Ave  | \$34,323,432 | 19   | ✓                          | ✓     |       | ✓    |       |     |      | ✓    |         | ✓    |                      |
| 5  | 80th Ave Trail                                  | \$9,259,680  | 20   |                            | ✓     |       |      |       | ✓   | ✓    |      |         | ✓    |                      |
| 15 | Wadsworth Blvd Trail                            | \$5,887,440  | 21   |                            | ✓     |       |      |       | ✓   | ✓    |      |         | ✓    |                      |
| 26 | 60th Avenue Trail                               | \$360,000    | 22   |                            | ✓     |       |      |       | ✓   | ✓    |      |         | ✓    |                      |
| 12 | Independence St Trail                           | \$500,000    | 23   |                            | ✓     |       |      |       | ✓   | ✓    |      |         | ✓    |                      |
| 1  | Dry Creek Trail Extension                       | \$7,273,280  | 24   |                            | ✓     |       |      |       | ✓   | ✓    |      |         | ✓    |                      |
| 29 | 64th Ave Bike Improvement                       | \$24,396,024 | 25   |                            | ✓     |       |      |       | ✓   | ✓    |      | ✓       | ✓    |                      |
| 46 | Alkire Connection                               | \$93,398,720 | 26   | ✓                          | ✓     |       | ✓    |       |     |      | ✓    |         | ✓    |                      |
| 69 | SH-93/SH-72 Park-and-Ride                       | \$18,000,000 | 27   |                            | ✓     |       |      |       |     |      |      | ✓       | ✓    | ✓                    |
| 2  | Quaker St Trail                                 | \$4,064,480  | 28   |                            | ✓     |       |      |       | ✓   | ✓    |      |         | ✓    |                      |





# Benefits of Transportation Investments

Active transportation investments provide a multitude of benefits where they have been implemented. The benefits range from increasing access to opportunities for exercise, economic growth, to reduction in crashes involving vulnerable road users. This TSP should be reactive to continued planning efforts in Arvada and the surrounding region. Incremental updates should be made as these future plans conclude and begin to impact Arvada.

## By the Numbers



Proximity to a shared use path encourages more individuals to reach **150** minutes of weekly exercise. Inactive individuals spend an estimated **\$1,313** more on average in annual health care expenditures as compared to an active individual.



In a survey conducted along four trails in Massachusetts, **32%** of respondents believe the path has reduced crime, while **68%** think the path has not affected crime rates.



Choosing to bike for short commutes can help decrease carbon output by **2,000** pounds every year.

A two-mile bike ride can burn about **100** calories, and can decrease chances of diabetes, depression, dementia, cardiovascular disease, cancer, and high blood pressure.

<https://www.peopleforbikes.org/statistics/economic-benefits>

<https://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>



Businesses reported a **49%** increase in retail sales along 9th Ave in New York City after a protected bike lane was installed.

Number of bikes on sidewalks fell by an average of **56%** in both New York and Washington D.C. after the introduction of protected bike lanes.

Injury and fatal crashes for vulnerable road users in New York City dropped by **40%** where protected bike lanes were installed.

Bike traffic increased by **95%** and the number of people biking on the sidewalk fell by **22%** after buffered bike lanes were installed in Philadelphia.

Streets with protected bike lanes have seen **90%** fewer injuries per mile than those without any bike infrastructure

<https://www.bloomberg.com/news/articles/2014-08-14/tired-of-cyclists-riding-on-the-sidewalk-build-more-bike-lanes>

[https://www.nyc.gov/html/om/pdf/bike\\_lanes\\_memo.pdf](https://www.nyc.gov/html/om/pdf/bike_lanes_memo.pdf)

<https://bicyclecoalition.org/our-campaigns/biking-in-philly/spruce-and-pine-street/#sthash.NpoPegjp.dpbs>

# Policy Recommendations

In addition to infrastructure recommendations, the TSP has identified policies that Arvada should adopt or maintain throughout the life of the TSP. Improvements don't stop with the TSP. Future plans and policy recommendations should seek to build on the efforts of this TSP. 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. 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 reviewing the previously adopted plans from the City of Arvada, there were policies and standards recommended for implementation. Among these recommendations, 31 policies have been identified as ongoing. Most of the recommendations came from the Comprehensive Plan, with additional policies from the Bicycle Master Plan, the City of Arvada Transportation Demand Management Implementation Plan (which has yet to be fully adopted), and the Parks, Trails, and Open Space Master Plan.

### Previously-Recommended Policies

| PLAN                                                                                | POLICY                                                                           | DESCRIPTION                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <b>2.30 Minimize Construction Impacts to Bicycle and Pedestrian Travel</b>       | Develop a set of mandatory bicycle and pedestrian accommodations for work zones, including standards for rerouting and detours to ensure comfortable bicycling routes are maintained during construction                         |
|  | <b>2.32 Update Design Guidance</b>                                               | 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.                                                    |
|  | <b>2.33 Adopt a Complete Streets Policy</b>                                      | 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.                                                                    |
|  | <b>2.34 Identify Maintenance Standards and Procedures for Bicycle Facilities</b> | The City should establish minimum maintenance standards for bicycle facilities throughout the city. Maintenance efforts should focus on sweeping, snow removal, and repaving.                                                    |
|  | <b>T-1.1: Multi-modal Level of Service</b>                                       | 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                                   |
|  | <b>T-1.2: Pedestrian-Friendly City</b>                                           | 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.                                                           |
|  | <b>T-1.3: Accommodate Bicyclists</b>                                             | The City transportation system will incorporate a complete street and trail system that accommodates bicyclists of all types throughout the City.                                                                                |
|  | <b>T-1.4: Gold Line and Other FasTracks Integration</b>                          | The City will actively participate in the planning of the RTD Gold Line and its integration with the surrounding transportation system.                                                                                          |
|  | <b>T-1.6: Arterial and Collector Street Connections</b>                          | 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.                                             |
|  | <b>T-1.7: Alternative Transportation Programs</b>                                | The City will raise residents' awareness of sustainable transportation options including public transportation, carpools, cycling trails, telecommuting, and trip planning                                                       |
|  | <b>T-1.8: Accommodate Transportation Disadvantaged</b>                           | 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. |
|  | <b>T-2.2: Land Use Patterns to Support Transit</b>                               | The City will plan future developments that support rail and bus transit along designated transit-supportive corridors.                                                                                                          |
|  | <b>T-2.3: The Last Mile</b>                                                      | 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.                                        |



| PLAN                                                                                | POLICY                                                         | DESCRIPTION                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <b>T-2.5: Travel Demand Management</b>                         | The City will work to increase the use of alternative travel modes for commuting trips through travel demand management strategies.                                                                                                               |
|    | <b>T-3.1: Multi-modal Evolution</b>                            | The City will evolve strategic major arterials into multi-modal corridors to address forecasted long-term congestion.                                                                                                                             |
|    | <b>T-3.2: Traffic Investments to Reduce Congestion</b>         | 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.        |
|    | <b>T-3.3: Consider Regional Traffic</b>                        | 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.                                                     |
|    | <b>T-3.4: Coordinated Regional Transportation Efforts</b>      | The City will work to coordinate regional transportation efforts of the City, RTD, surrounding cities, DRCOG, and CDOT to reduce traffic congestion in Arvada.                                                                                    |
|    | <b>T-3.5: Jefferson Parkway</b>                                | 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.                                                            |
|    | <b>T-4.1: Neighborhood Safety and Traffic Mitigation</b>       | The City will consider the impacts of cut-through traffic and traffic speed in neighborhoods and identify measures to mitigate problem locations.                                                                                                 |
|    | <b>T-4.2: Arterial and Collector Street System</b>             | The City will work to provide a network of arterial and collector streets so that “through” traffic is not funneled into local neighborhood streets.                                                                                              |
|    | <b>T-4.3: Bicycle and Pedestrian Functionality</b>             | 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.                                                 |
|    | <b>T-4.4: Work with Neighborhoods</b>                          | 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.                                                      |
|   | <b>T-4.5: Air Quality</b>                                      | The City will consider the impacts that transportation decisions have on ozone-forming emissions and other pollutants in making transportation investments.                                                                                       |
|  | <b>T-4.6: Address Barriers to Transportation</b>               | 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 |
|  | <b>T-4.7: Improve Street Pavement Conditions</b>               | The City will increase the percentage of street pavement conditions that are rated “Fair” or better.                                                                                                                                              |
|  | <b>T-5.1: Bike System</b>                                      | Arvada will have a network of facilities to accommodate different levels of bicyclists, ranging from expert bicycle commuters to occasional bikers and children.                                                                                  |
|  | <b>T-5.2: Safe and Connected Bicycle and Pedestrian System</b> | 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.                                                                             |
|  | <b>T-5.3: Traffic Interface</b>                                | 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.                                        |
|  | <b>T-5.5: Coordinated Regional Efforts</b>                     | 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                          |
|  | <b>Shared Micromobility Policy</b>                             | 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.                                            |
|  | <b>Credit for Trail Land Dedications</b>                       | Add in language to require the trail to connect to public recreation amenities and existing trails.                                                                                                                                               |
|  | <b>On-Demand Transit</b>                                       | A flexible public transport service that allows riders to request pick-up and is designed to improve connections to transport hubs and popular destinations.                                                                                      |
|  | <b>Community Bicycle and Pedestrian Infrastructure</b>         | Active transportation infrastructure is provided, including bike lanes and multi-use trails to connect employment centers/ universities with housing and commercial land uses.                                                                    |



## Signal Timing and Coordination

As Signal Timing policy plays a vital role in the effectiveness of transportation systems, affecting travel time, air quality, safety, costs, and daily life. A clearly defined policy supports regional transportation values and priorities, directing the strategic goals and operations of signal timing. Establishing and sustaining a comprehensive signal timing policy is key to enhancing transportation efficiency, safety, and sustainability. This process demands collaboration among collaborators, thorough documentation, and proactive management to keep pace with changing needs and technologies.



## Update Timing

- » Ensure all phase timings comply with the latest guidelines from organizations like FHWA, TRB, and ITE
- » Address Citizen complaints, organize public information, and set up call centers for reporting issues

## Maintain Reliability

- » Utilize reliable methods such as GPS to synchronize central systems and controllers
- » Consistently review and update signal timings to preserve synchronization advantages
- » To stay on top of preventative signal maintenance and continuous inspection efforts to ensure all equipment is operating as intended.

## Diverse and Consistent Plans

- » Create tailored timings plans for various periods, including AM, Mid-Day, PM peaks, holidays, and special events
- » Keep consistent cycle lengths for closely spaced signals and maintain consistent cycle lengths for closely spaced signals to allow for efficient coordinated network operation
- » Perform real-time travel studies and repeat corridor evaluation to adjust synchronization based on actual conditions

## Things to Look Out For

- » Refrain from setting signals uncoordinated, independent operation in response to delay complaints
- » Ensure regular maintenance is not overlooked
- » Take variations in travel speeds into account and adjust timings accordingly





## The TSP is Just the Beginning...

The TSP provides a roadmap for implementing high-priority projects, processes, and policies. However, new priorities will emerge, transportation conditions will change, and goals may shift over time. To keep the TSP relevant, it's important to refresh the TSP and its underlying data periodically. Below are recommendations for actions the City can take to ensure the TSP continues to serve Arvada's changing needs:



- » **Confirm the Goals.** Arvada will soon update its Comprehensive Plan, which is the underlying document that led to many of the TSP's goals and objectives. After the completion of the Comprehensive Plan update, the goals of the TSP should be checked to see if any adjustments need to be made to ensure the TSP continues to support implementation of the Comprehensive Plan.
- » **Evaluate Projects as they Emerge.** New project needs and ideas can emerge at any time as a reaction to development, changing regional or State policies, or new funding opportunities. As new projects are suggested, the City can insert them into the dynamic project prioritization tool developed as part of the TSP to see how well they align with the TSP's goals.
- » **Review Funding Allocations.** After the TSP has been in effect for a few years, it is recommended that a review of the ongoing funding programs is conducted to determine if they are working effectively to advance the City's transportation goals and are able to be fully leveraged to implement transportation improvements.
- » **Refresh Underlying Data.** The TSP's prioritization policy is data driven. That underlying data will change over time, which could impact the overall prioritization of projects. Every one to three years, it is recommended that the underlying data is updated to understand the impacts changing conditions have on high-priority projects. This update would also be used to measure if the City is moving in the right direction to meet the TSP goals. Datasets that could be updated regularly include crash data, congestion data, demographic data, and transit services.
- » **Update the TSP.** While the TSP has a 20-year time horizon, the City should not wait 20 years to update the TSP. A full update to the TSP should be conducted every seven to 10 years to ensure that major foundational information such as the desires of the community, the prioritization process, and the project list at large are thoroughly reviewed and updated.





# CONNECTING ARVADA

Transportation System Plan







# AGENDA:

- ☐ Project Overview
- ☐ Major TSP Findings
- ☐ Draft Final Document Tour

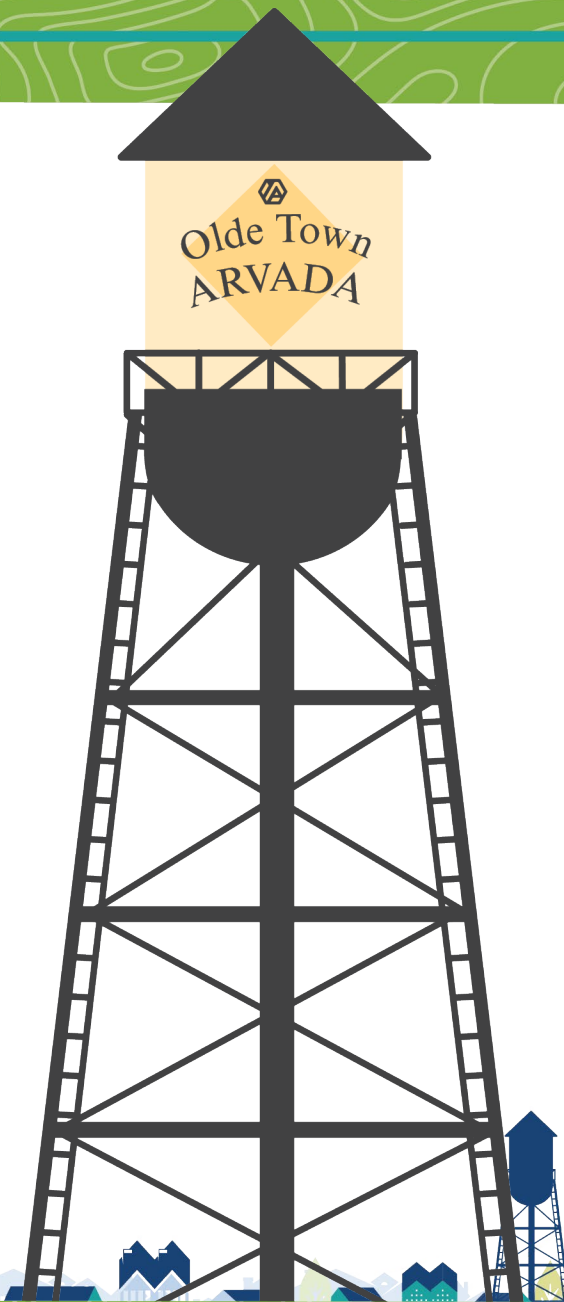






# Project Overview

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# Project Objectives

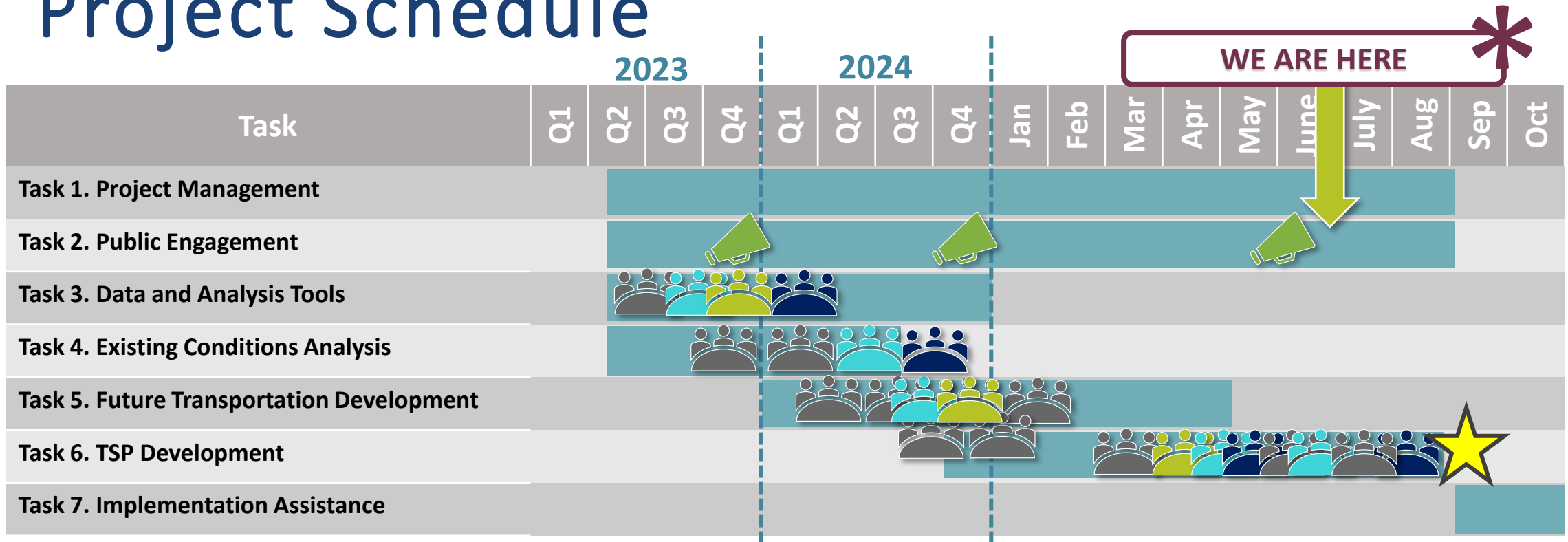
- ✓ Identify existing and anticipated future **transportation deficiencies**
- ✓ **Set priorities** for the future of Arvada's transportation system
- ✓ **Develop potential projects** to address deficiencies for all modes
- ✓ **Evaluate projects** against quantitative and qualitative measures to identify priority levels
- ✓ Match high-priority projects with potential local, state, or federal **funding sources**
- ✓ **Build interest and excitement** among the public and elected officials to invest in transportation





2025

# Project Schedule



 = City Council Updates

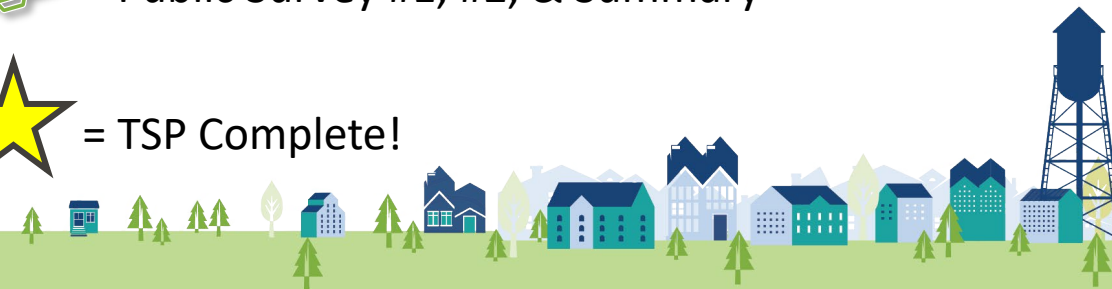
 = TAG Meetings

 = TAC Meetings

 = PWMM Meetings

 = Public Survey #1, #2, & Summary

 = TSP Complete!





# Next Steps

- TSP Closeout August
- TSP Implementation (2027-2047 approx.)
- TSP Comprehensive Plan integration (2025-2027)

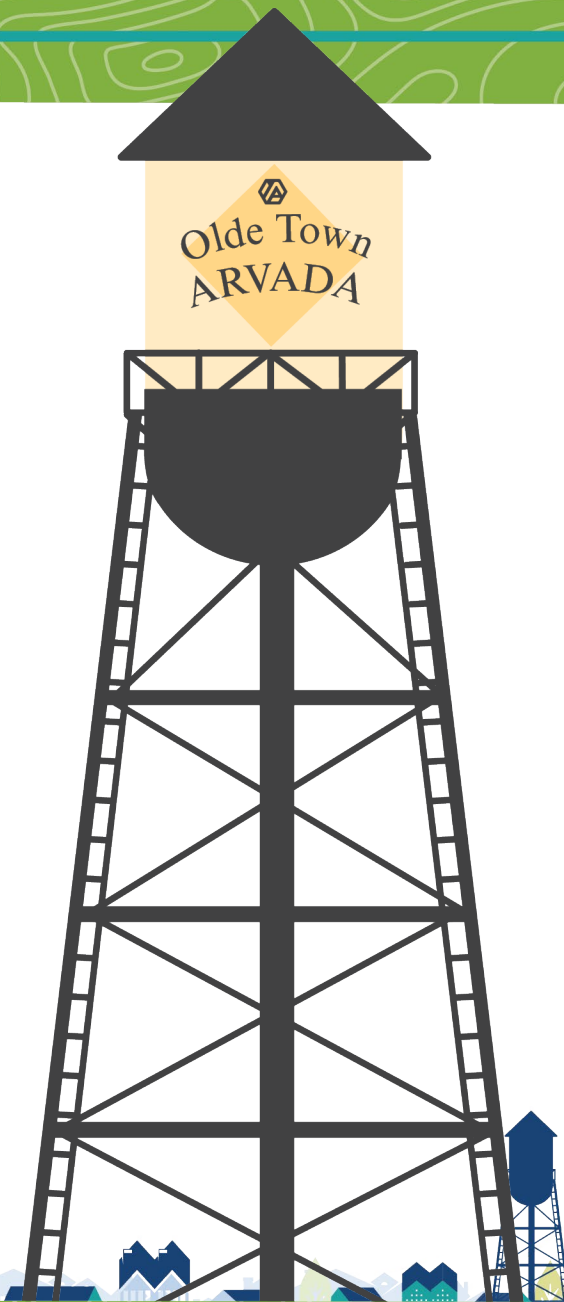






# Major TSP Findings

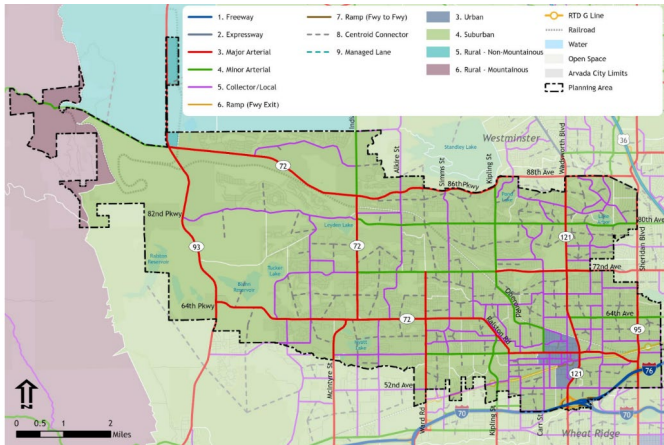
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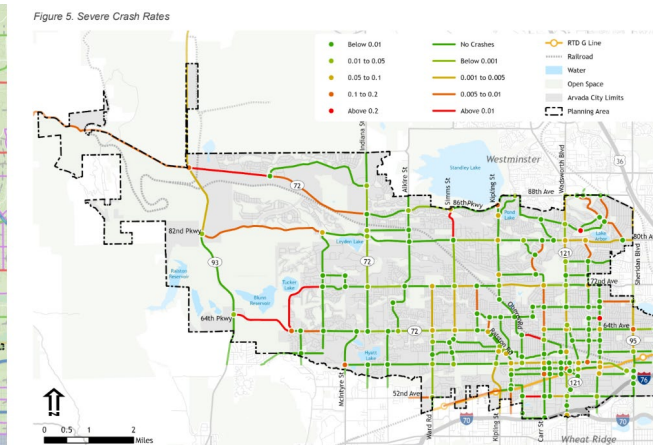


# Existing Conditions: Identifying Gaps

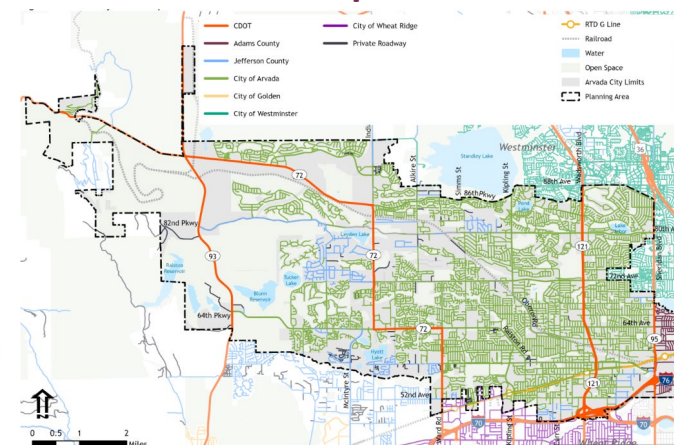
DRCOG Focus Model



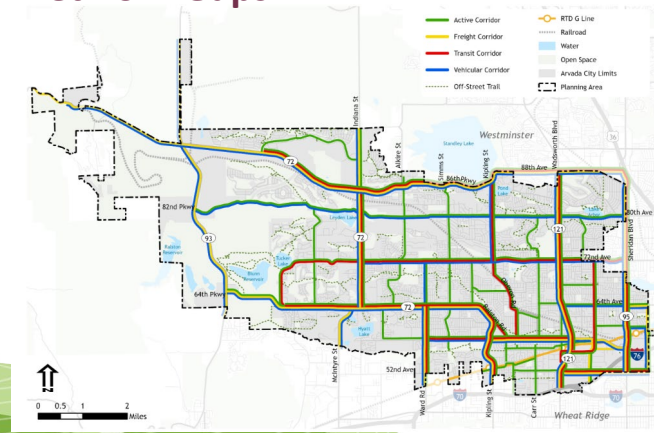
Severe Crash Rate



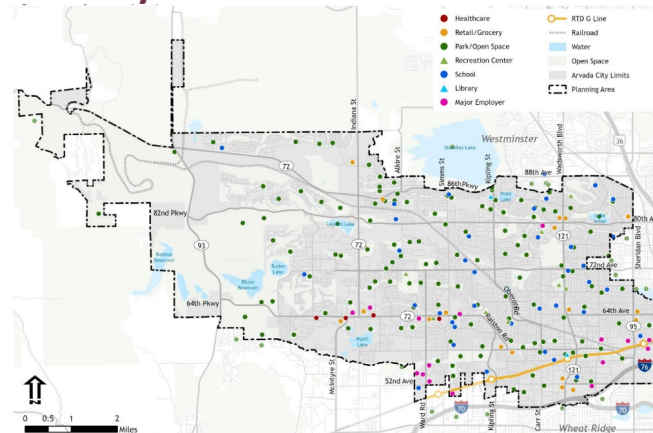
Corridor Ownership



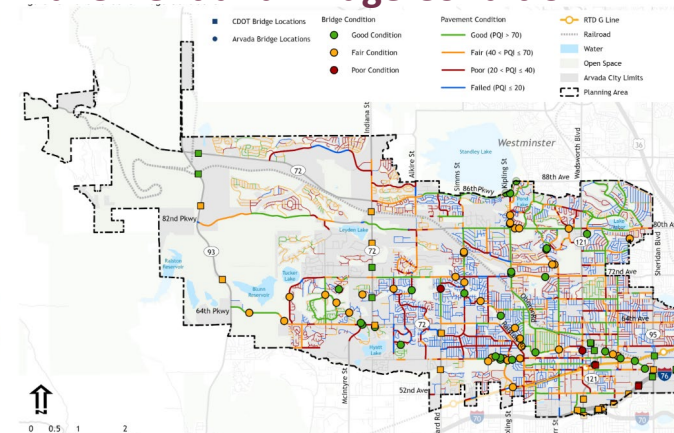
Network Gaps



Activity Centers



Pavement and Bridge Condition



## Additional Inputs:

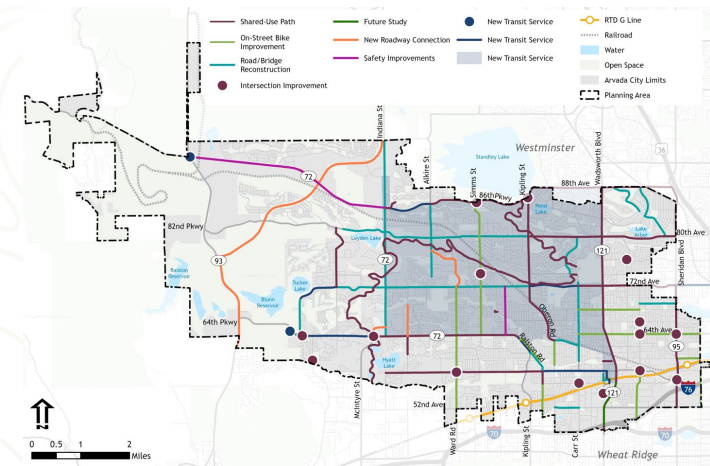
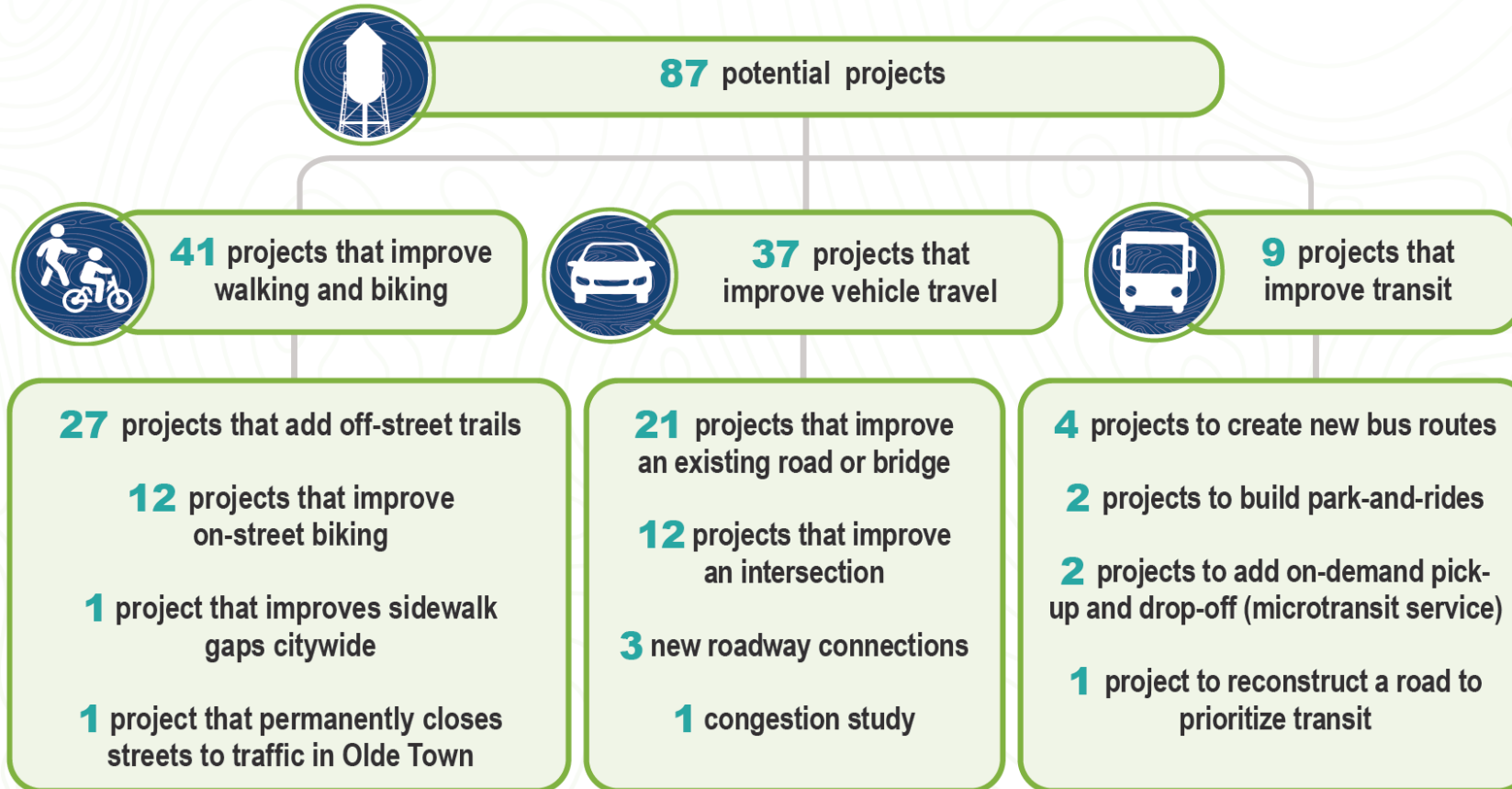
- Synchro model
- Land use
- Previous plans
- Public comment
- Lane width
- INRIX data
- Level of Comfort
- Congestion
- etc.





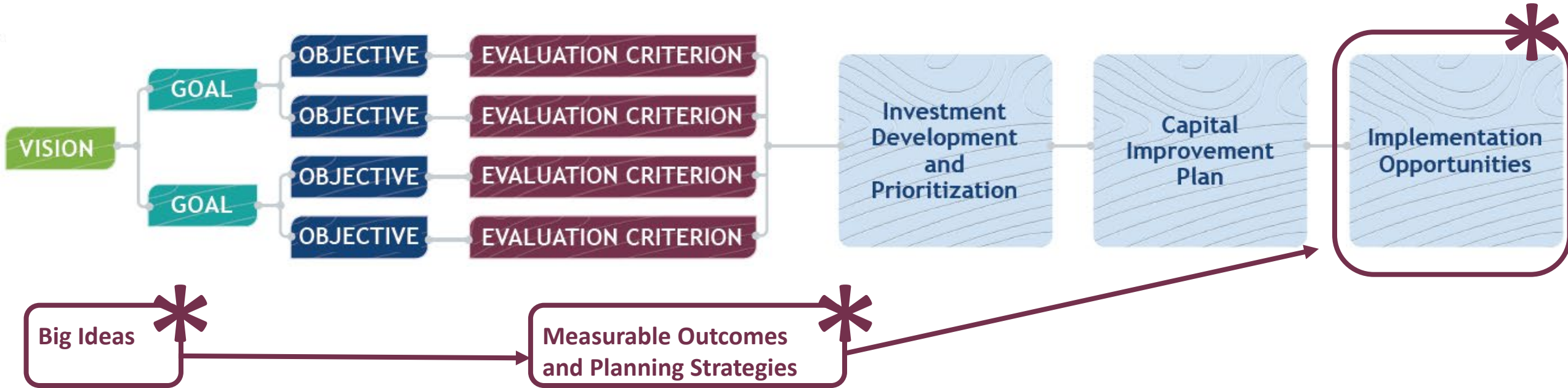


# Unconstrained Project List





# Planning Process: Goals and Objectives

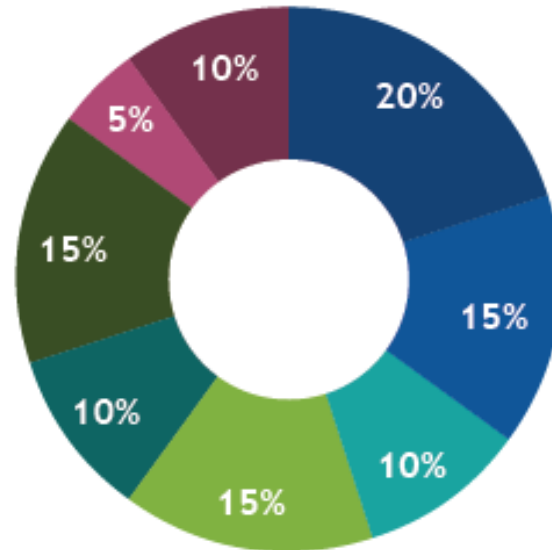






# Project Prioritization

- Converts TSP goals into quantitative performance metrics
- Each project gets a score for each goal area and a composite prioritization score



SAFETY FOR ALL

EASE OF TRAVEL FOR ALL MODES

IMPROVE INTERSECTION OPERATIONS

PUBLIC TRANSIT ACCESS FOR ALL

ACTIVE TRANSPORTATION NETWORK CONNECTIVITY

IMPLEMENTABLE INVESTMENTS

BE RESPONSIVE TO THE PUBLIC

ENHANCE/PRIORITIZE SERVICES TO  
DISADVANTAGED COMMUNITIES

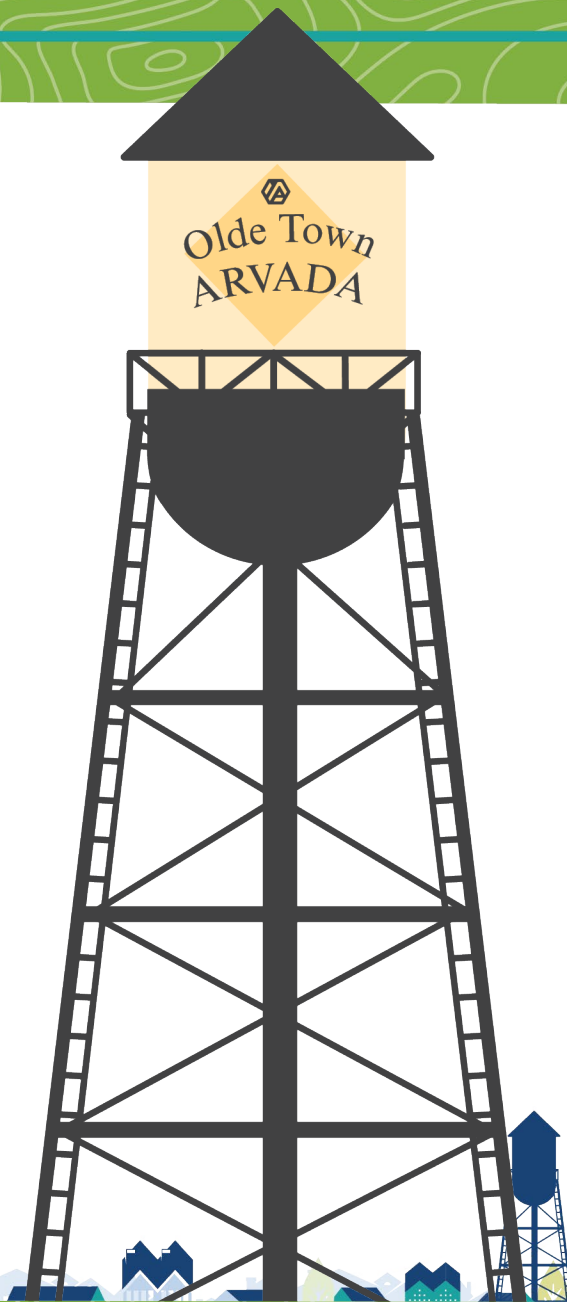






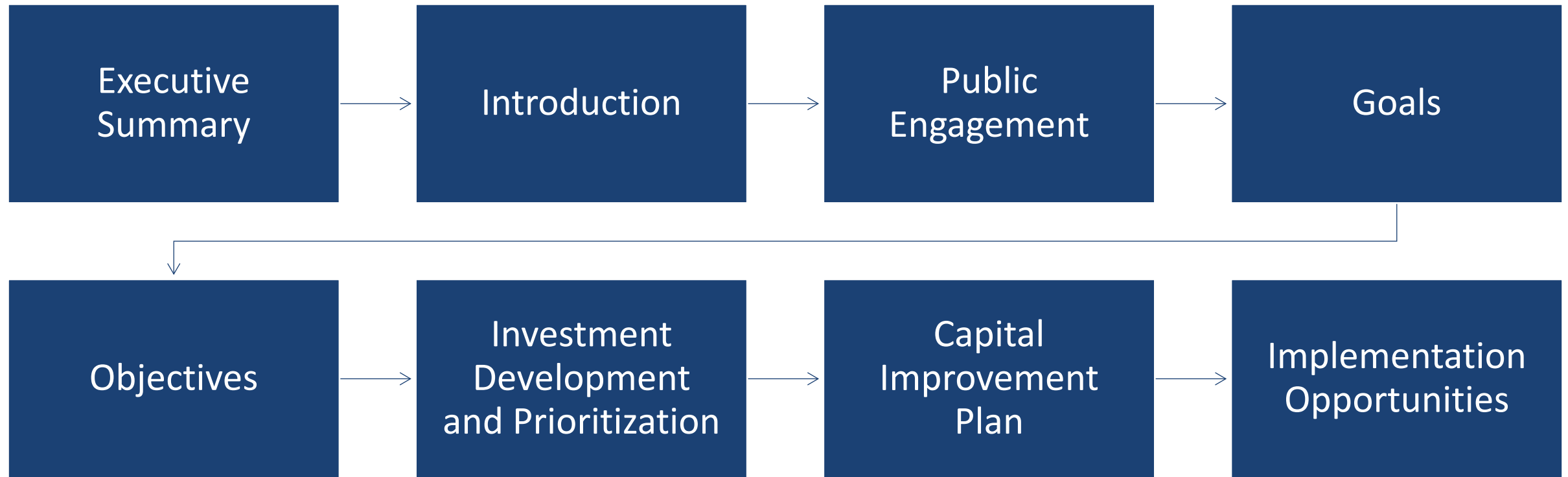
# Draft Final Document Tour

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# Document Structure







# Introduction

- Planning process overview
- TSP Vision Statement
- Study area overview



## *Vision Statement:*

“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”





# Public Engagement

- Public Engagement Round 1
  - In-Person Events
  - Online Mapping Exercise
- Public Engagement Round 2
  - Online Mapping Exercise
  - Key Themes
- Stakeholder Engagement
  - TAC / TAG
  - PWMM
  - City Council







# Goals

- Previous Planning Efforts
- TSP Goals



## SAFETY FOR ALL

Ensure that all users of Arvada's transportation system can get to their destination safely and comfortably while maintaining appropriate mobility.

## EASE OF TRAVEL FOR ALL MODES

Provide equitable, balanced and practical transportation choices that connect the public from their homes to activity centers.

## IMPROVE INTERSECTION OPERATIONS

Intersections should be efficient and safe for all modes of travel.

## PUBLIC TRANSIT ACCESS FOR ALL

All Arvada residents should be able to access quality public transit options.

## ACTIVE TRANSPORTATION NETWORK CONNECTIVITY

Pedestrian and bicycle networks should be well connected and intuitive.

## IMPLEMENTABLE INVESTMENTS

Focus on funding projects that can be realistically implemented.

## BE RESPONSIVE TO THE PUBLIC

The City should invest where the public has said they want improvements.

## ENHANCE/PRIORITIZE SERVICES TO DISADVANTAGED COMMUNITIES

Invest in areas with the most transportation need.

| PLAN                                                                                 | YEAR | TOPIC AREA |    |    |    |    |    |    |    |    |     |
|--------------------------------------------------------------------------------------|------|------------|----|----|----|----|----|----|----|----|-----|
|                                                                                      |      | 1.         | 2. | 3. | 4. | 5. | 6. | 7. | 8. | 9. | 10. |
| Transportation Demand Management (TDM) Implementation Plan                           | 2023 | ●          | ●  | ●  | ●  |    |    |    |    |    |     |
| Olde Town Arvada Strategic Reinvestment Plan                                         | 2023 | ●          | ●  | ○  |    |    |    |    | ○  |    | ●   |
| Northwest Arvada Sub-Area Plan                                                       | 2023 | ○          | ○  |    |    | ○  |    |    | ●  | ●  | ●   |
| New Town Sub-Area Plan                                                               | 2023 | ○          | ○  |    |    | ○  |    |    | ○  | ●  | ●   |
| Shared Micromobility Pilot Program Report                                            | 2023 | ●          | ●  |    |    | ○  |    |    |    |    |     |
| Ralston Road Multimodal Corridor and Urban Center Connectivity/Land Use Reassessment | 2022 | ●          |    |    |    |    |    |    | ●  |    |     |
| Square Lake Sub-Area Plan                                                            | 2022 | ○          | ○  |    |    | ○  |    |    | ●  | ●  | ●   |
| DRCOG Metro Vision Regional Transportation Plan                                      | 2022 | ○          | ○  | ○  | ●  | ●  | ○  | ●  |    | ○  |     |
| RTD System Optimization Plan                                                         | 2022 |            |    | ●  | ○  |    | ●  | ●  |    |    |     |
| Jefferson County Bicycle Plan                                                        | 2022 |            | ●  |    |    | ●  |    |    |    |    |     |
| Adams County Transportation Master Plan                                              | 2022 | ○          | ○  | ○  | ●  | ●  | ○  | ●  |    | ●  |     |
| Jefferson County Hazard Mitigation Plan                                              | 2021 |            |    |    |    |    |    |    |    | ●  |     |
| Westminster Transportation & Mobility Plan                                           | 2021 | ●          | ●  | ●  | ●  | ●  |    | ●  |    | ●  |     |
| Taking Action on Regional Vision Zero                                                | 2020 | ●          | ●  |    |    | ●  |    |    |    | ○  |     |
| Colorado Freight Plan                                                                | 2019 |            |    |    |    | ●  | ●  | ●  | ○  |    |     |
| Denver Regional Active Transportation Plan                                           | 2019 | ●          | ●  | ●  |    |    |    |    |    |    |     |
| Colorado Freight and Passenger Rail Plan                                             | 2018 |            |    | ●  | ○  |    | ●  |    |    |    |     |
| Arvada Bicycle Master Plan                                                           | 2017 |            | ●  |    |    | ●  |    |    |    |    |     |
| Imagine Arvada   Parks, Trails, and Open Space                                       | 2016 | ○          |    |    |    | ○  |    |    | ○  | ●  |     |
| Statewide Bicycle and Pedestrian Plan                                                | 2015 | ●          | ●  |    |    | ●  |    |    | ○  |    |     |
| Statewide Transit Plan                                                               | 2015 |            |    | ●  |    | ○  |    |    | ○  |    |     |
| Sustain Arvada Community Plan                                                        | 2014 |            |    |    |    |    |    |    |    | ●  |     |
| Arvada Comprehensive Plan                                                            | 2014 | ○          | ○  | ●  | ●  | ○  | ○  |    | ●  | ●  | ●   |
| Countywide Transportation Plan                                                       | 2014 | ●          | ●  | ●  | ●  |    |    |    |    |    |     |
| Ralston Road Corridor Plan                                                           | 2011 | ●          | ●  | ●  | ●  | ●  |    |    | ○  |    |     |
| Northwest Arvada Urban Renewal Plan                                                  | 2009 | ●          | ○  |    |    |    |    |    | ●  |    |     |
| Olde Town Station Urban Renewal Plan                                                 | 2009 | ●          | ●  | ●  |    |    |    |    | ●  |    |     |
| Village Commons Urban Renewal Plan                                                   | 2008 | ○          | ○  | ○  |    |    |    |    | ●  |    |     |
| Arvada Transit Station Framework Plan                                                | 2007 | ○          | ○  | ●  |    |    |    |    | ●  |    |     |
| Mobility Needs of Low Income and Minority Households Research Study                  | 2006 | ●          | ○  | ●  | ○  |    |    |    | ●  | ●  |     |

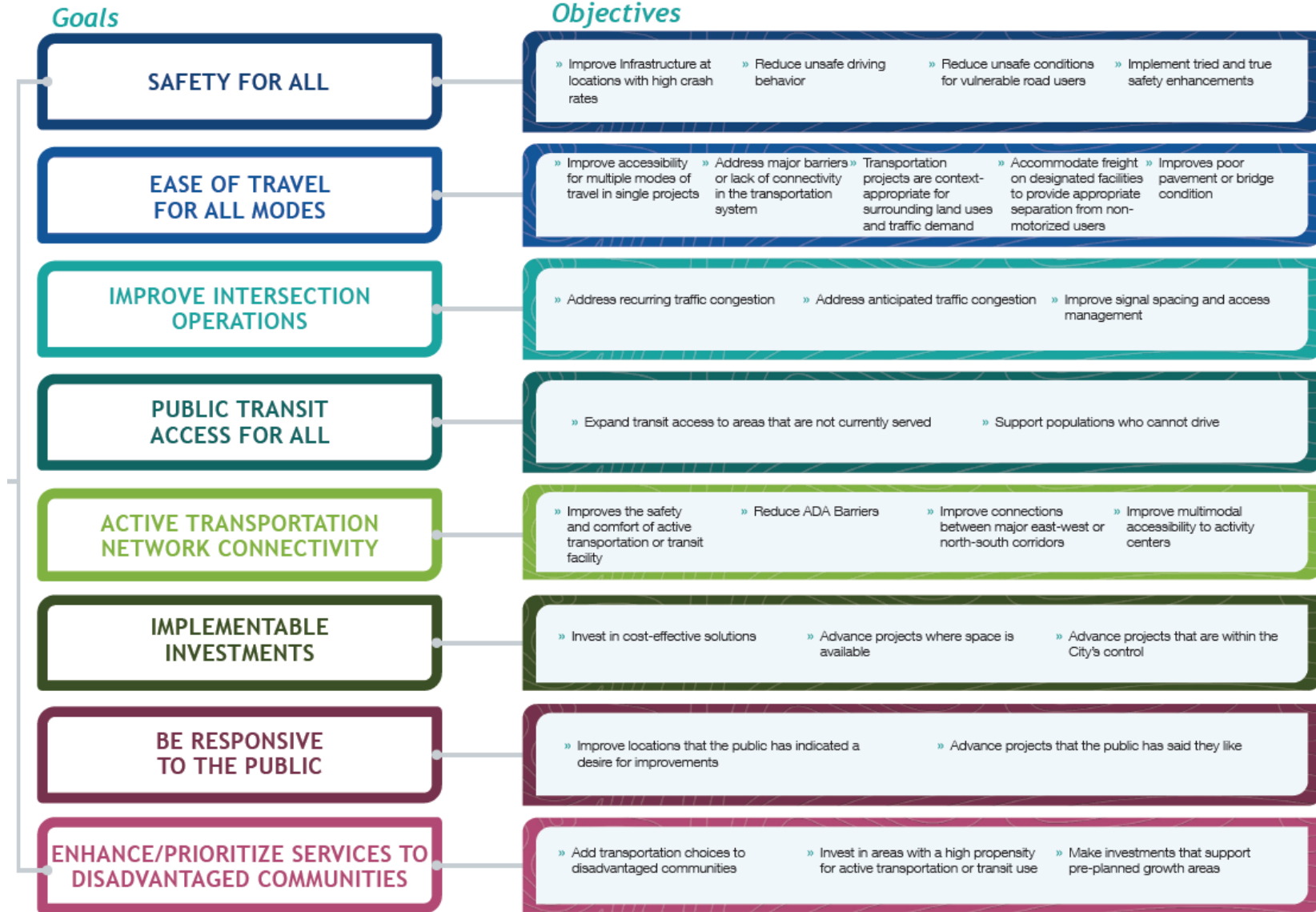
● Major Plan Component/Focus ○ Included in Plan



# Objectives

- Measurable objectives tied to each goal
- Applicable existing conditions analyses for each objective

\*Note: Guidance on changing funding environments included in TSP







# High Priority Project Implementation





- 
- This map illustrates the transportation infrastructure and investment priorities for Arvada, Colorado. The map is color-coded to show different levels of investment priority for various transportation projects. The legend indicates the following categories:
- High Priority Investments:** Dark blue lines.
  - Mid-High Priority Investments:** Green lines.
  - Mid Priority Investments:** Orange lines.
  - Mid-Low Priority Investments:** Teal lines.
  - Low Priority Investments:** Purple lines.
  - RTD G Line:** Yellow line with a circle.
  - Railroad:** Dotted line.
  - Water:** Light blue areas.
  - Open Space:** Light green areas.
  - Arvada City Limits:** Dashed line.
  - Planning Area:** Dashed line.
- The map shows a network of roads, including major highways like I-70, I-25, and US-36, and local streets such as 82nd Pkwy, 64th Pkwy, 52nd Ave, and 88th Ave. Water bodies like Blunn Reservoir, Standley Lake, and several smaller lakes are also depicted. The map includes a scale bar indicating distances from 0.5 to 2 miles.

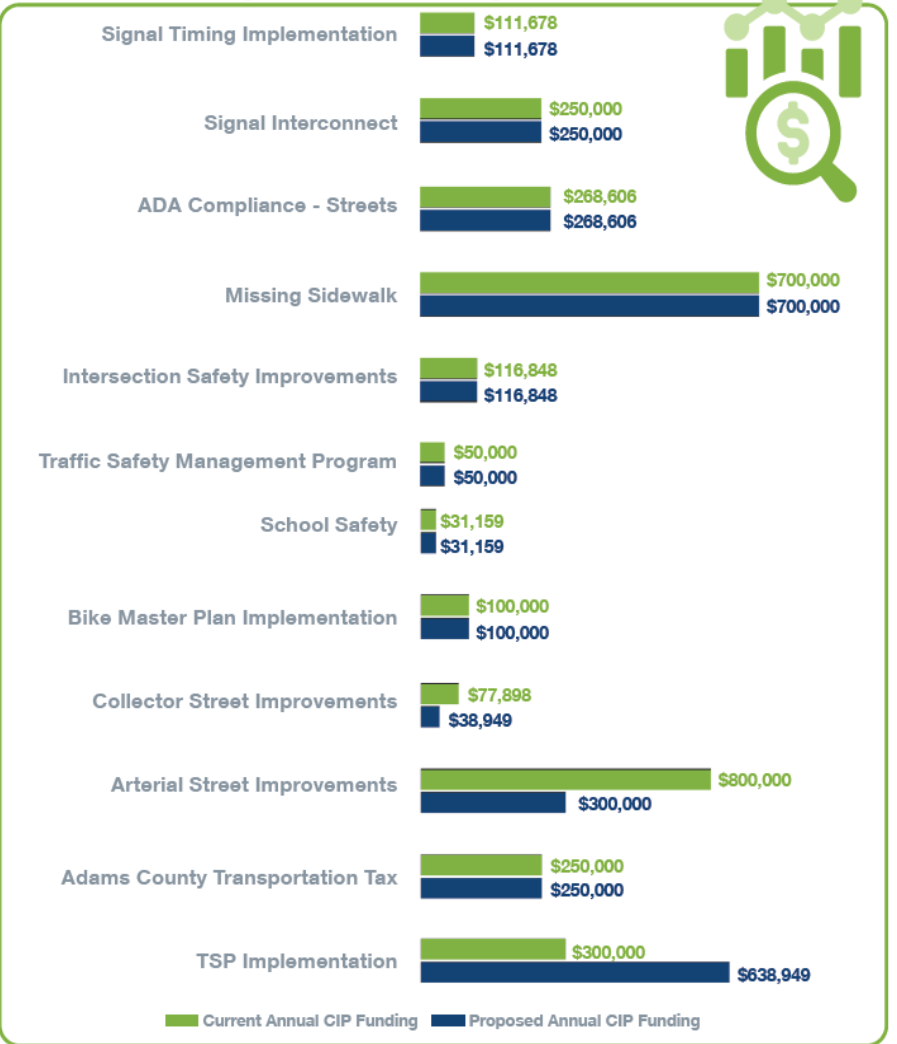


# Capital Improvement Plan

- Local Funding Forecast
- Ongoing Funding Programs
- High Priority Project Implementation

\*Note: Funding bucket details included in TSP

Transportation Improvement Program Current and Proposed Funding (2028)







# Implementation Opportunities

- Funding Opportunities
- Benefits of Transportation Investments
- Policy Recommendations
- Signal Timing and Coordination

## Update Timing

- » Ensure all phase timings comply with the latest guidelines from organizations like FHWA, TRB, and ITE
- » Address Citizen complaints, organize public information, and set up call centers for reporting issues

## Maintain Reliability

- » Utilize reliable methods such as GPS to synchronize central systems and controllers
- » Consistently review and update signal timings to preserve synchronization advantages

## Diverse and Consistent Plans

- » Create tailored timings plans for various periods, including AM, Mid-Day, PM peaks, holidays, and special events
- » Keep consistent cycle lengths for closely spaced signals and restrict changes to designated intervals
- » Perform real-time travel studies and repeat corridor evaluation to adjust synchronization based on actual conditions

## Things to Look Out For

- » Refrain from setting signals free in response to delay complaints
- » Ensure regular maintenance is not overlooked
- » Take variations in travel speeds into account and adjust timings accordingly

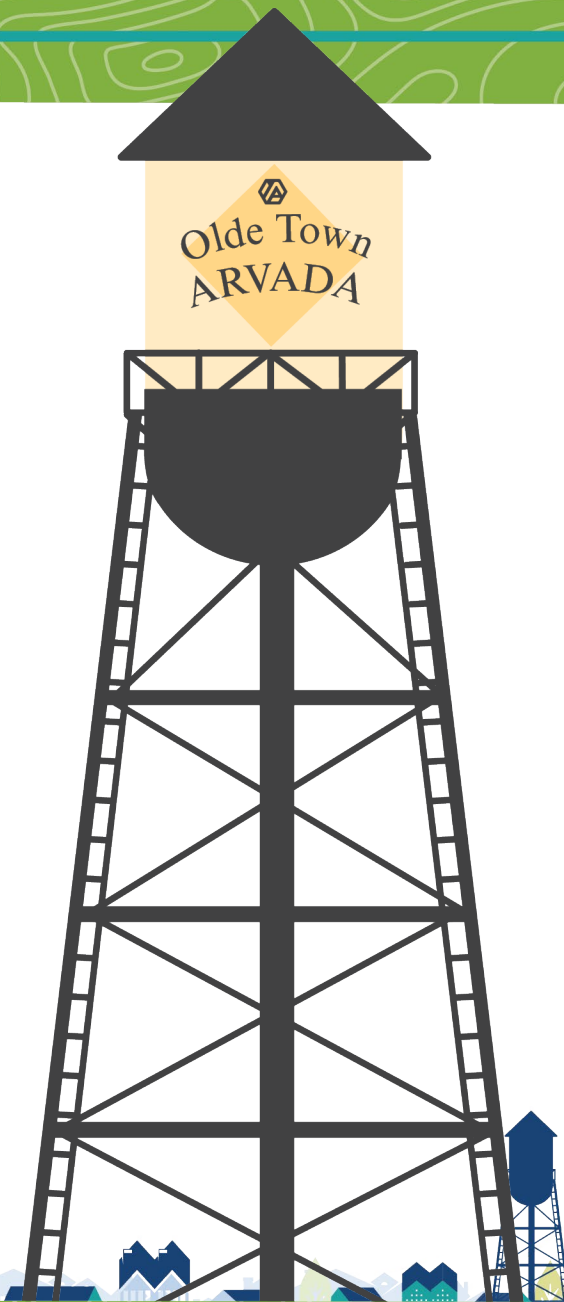






# Thank you!

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## REPORT TO CITY COUNCIL

AGENDA ITEM  
2.C.

TO: THE HONORABLE CITY COUNCIL

DATE: July 8, 2025

SUBJECT: Staff Updates

### **Report in Brief**

The purpose of this workshop is for staff to provide City Council with brief updates on projects and issues that do not require a full workshop.

Prepared by:  
Chris Koch, CCO Admin

Reviewed by:

Approved by:

Enclosure, exhibits & attachments required to support the report