

# RALSTON VALLEY TRANSPORTATION TOWN HALL



*WELCOME NEIGHBORS*





“ Working together to protect  
our community and quality of  
life in the Ralston Valley. ”

HOSTED BY...

RALSTON VALLEY COALITION

# TOWN HALL RULES OF DECORUM



- ▶ This is a moderated Town Hall with questions asked by the moderators
- ▶ Copies of the Agenda are provided at the entrance and on screen
- ▶ Please keep questions general to traffic and not a specific development
- ▶ If your question (or similar) is not on the agenda, please submit question to an RVC representative with your name and contact info included

# TOWN HALL RULES OF DECORUM



- ▶ We will alternate between audience questions and pre-submitted questions
- ▶ Questions that don't get asked will be presented to the entities to answer in writing later and any answers received will be made public
- ▶ Please respect speakers and the process for submitting questions
- ▶ This meeting is being recorded

# GUEST SPEAKERS

- ▶ COLORADO DEPT OF TRANSPORTATION
- ▶ JEFFERSON COUNTY
- ▶ CITY OF ARVADA

# OVERVIEW

Overview and Meeting Intent  
presented by...

Mike Rawluk, RVC Board Member

# What do we want to learn tonight?

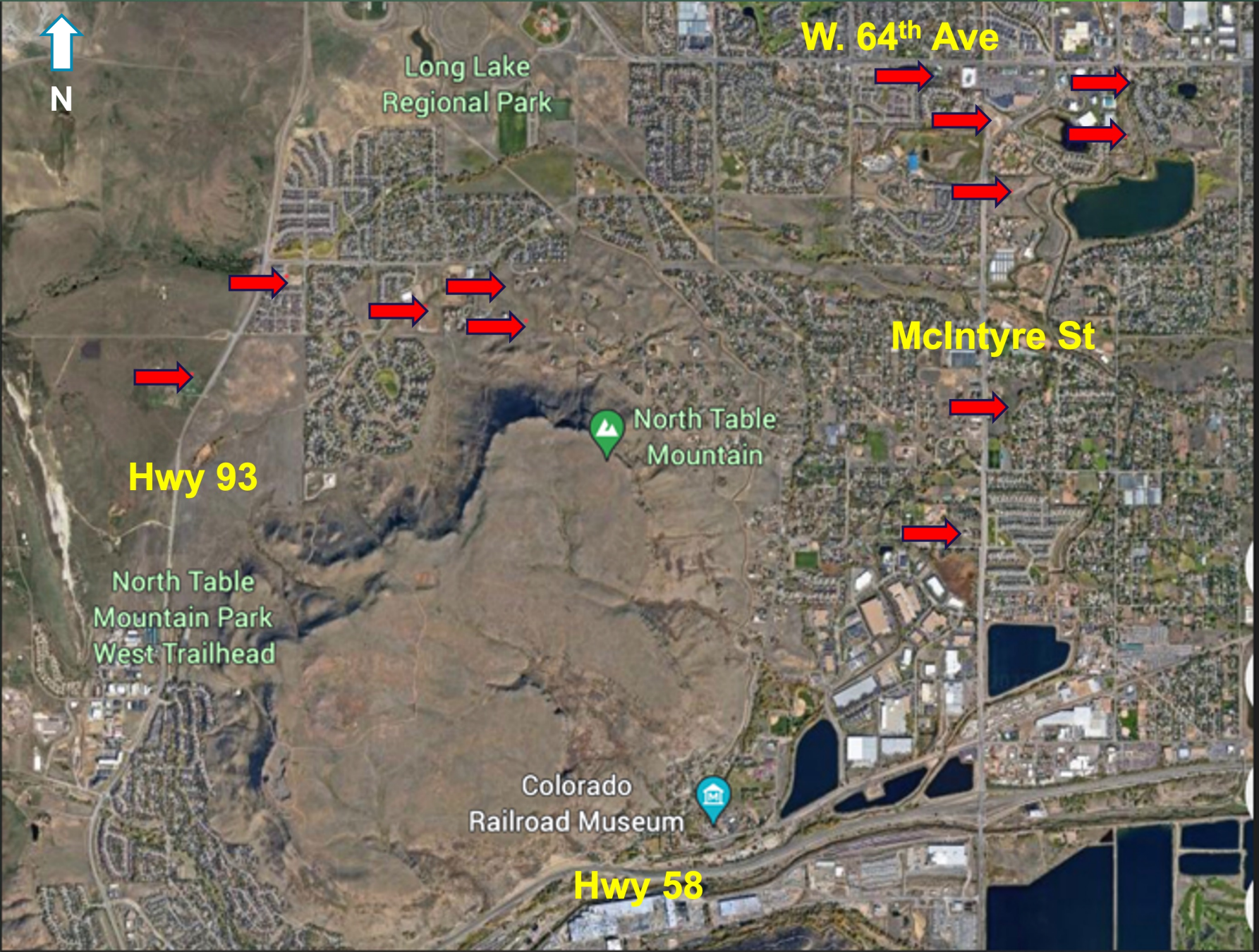
- ▶ Are the roads in the Ralston Valley at capacity?
- ▶ If the roads are at capacity, what is being done about it?
- ▶ How do the local City, County and State entities direct and compile traffic studies and how is that information used to inform decision making?
- ▶ How do the various jurisdictions here tonight share information and coordinate transportation planning?

RALSTON  
VALLEY  
NORTH MAP

NW PARKWAY  
ALIGNMENT



RALSTON  
VALLEY  
SOUTH MAP



# SPEAKER PRESENTATIONS

- ▶ CDOT
- ▶ JEFFERSON COUNTY
- ▶ CITY OF ARVADA



**COLORADO**

Department of Transportation

# Ralston Valley Coalition Townhall

## June 8, 2023



# CDOT Region 1 Team

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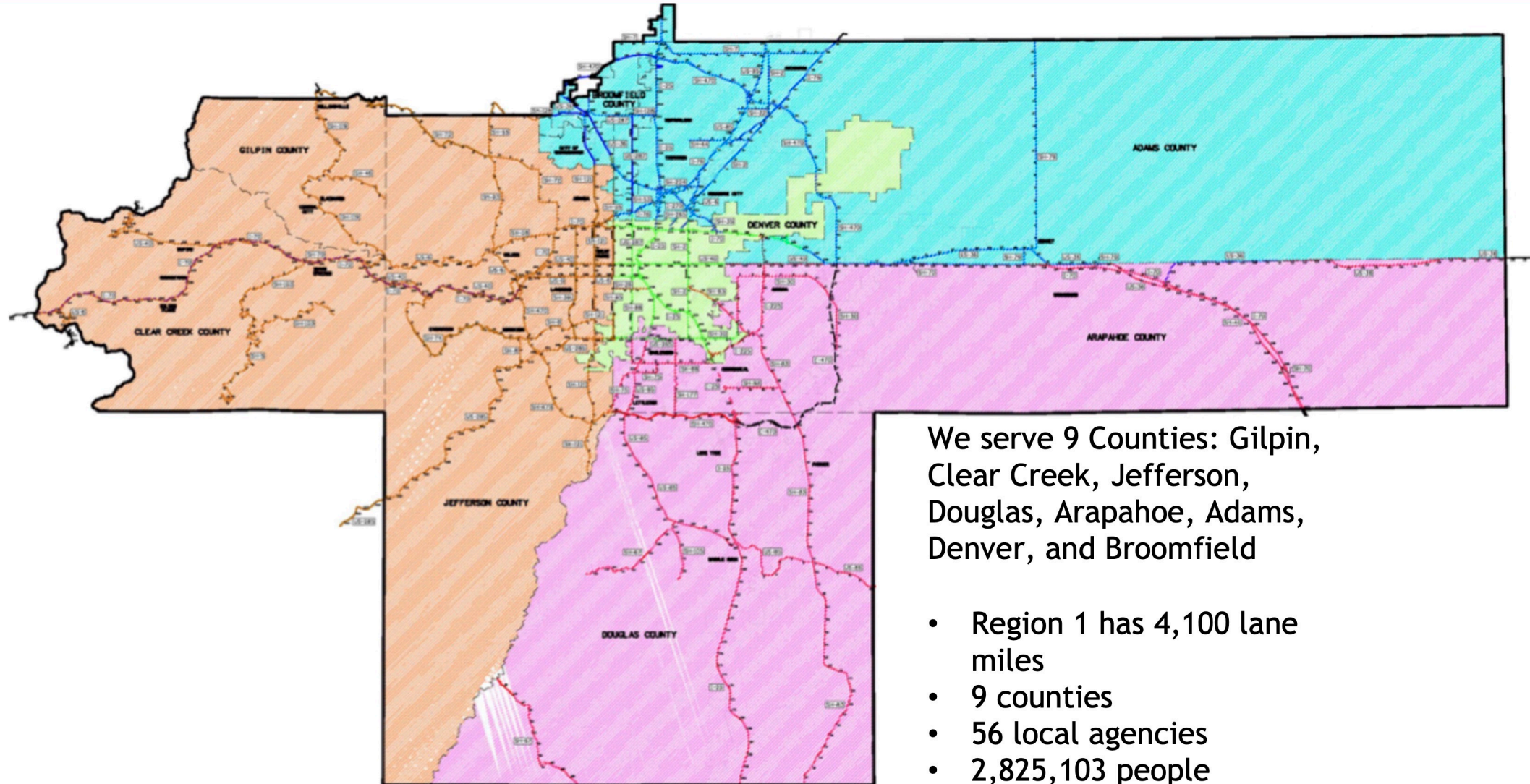
Jessica Myklebust, Transportation Director Region 1

Kirk Allen, Permits and Utilities Manager

Jana Spiker, P.E. West Program Resident Engineer

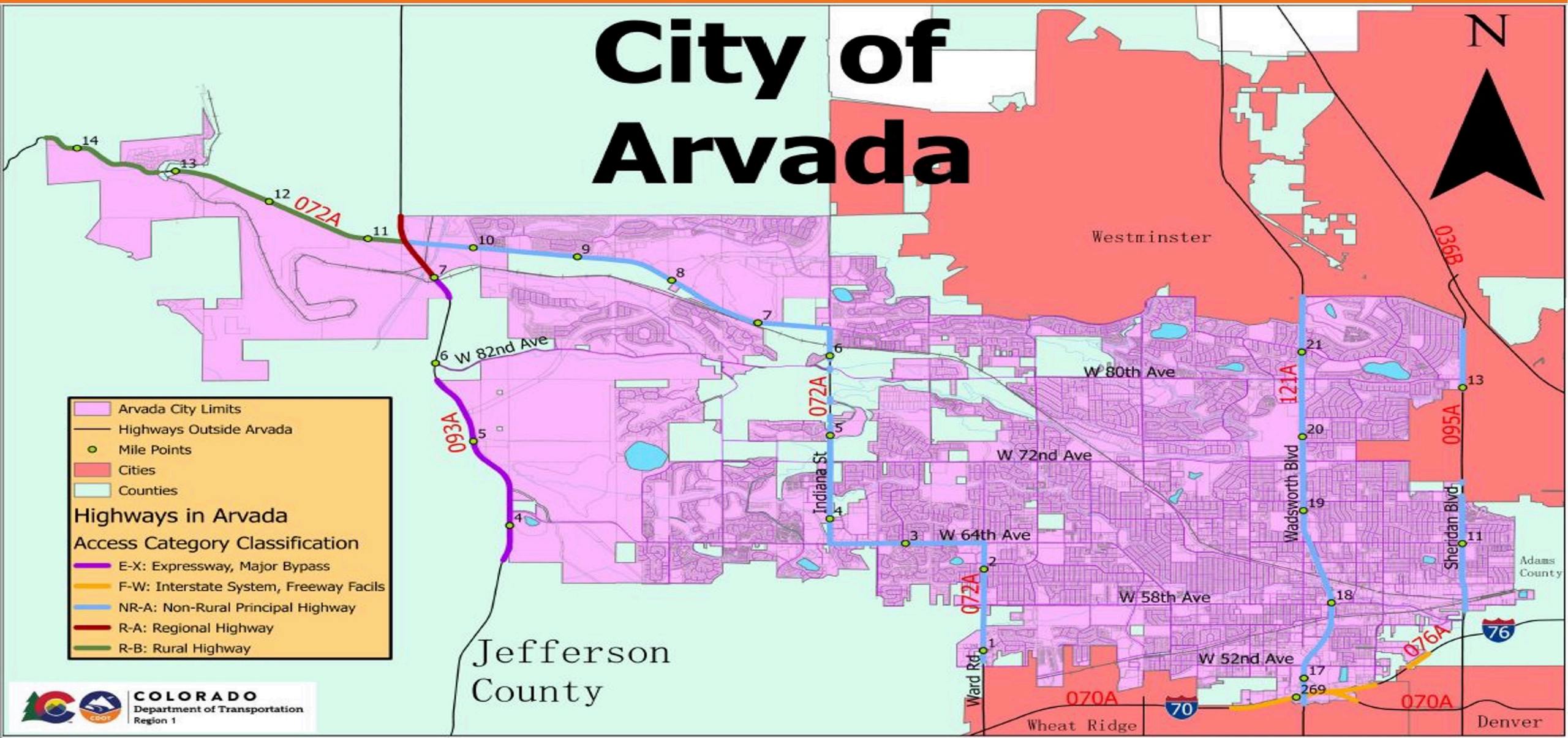


# CDOT Region 1 Overview



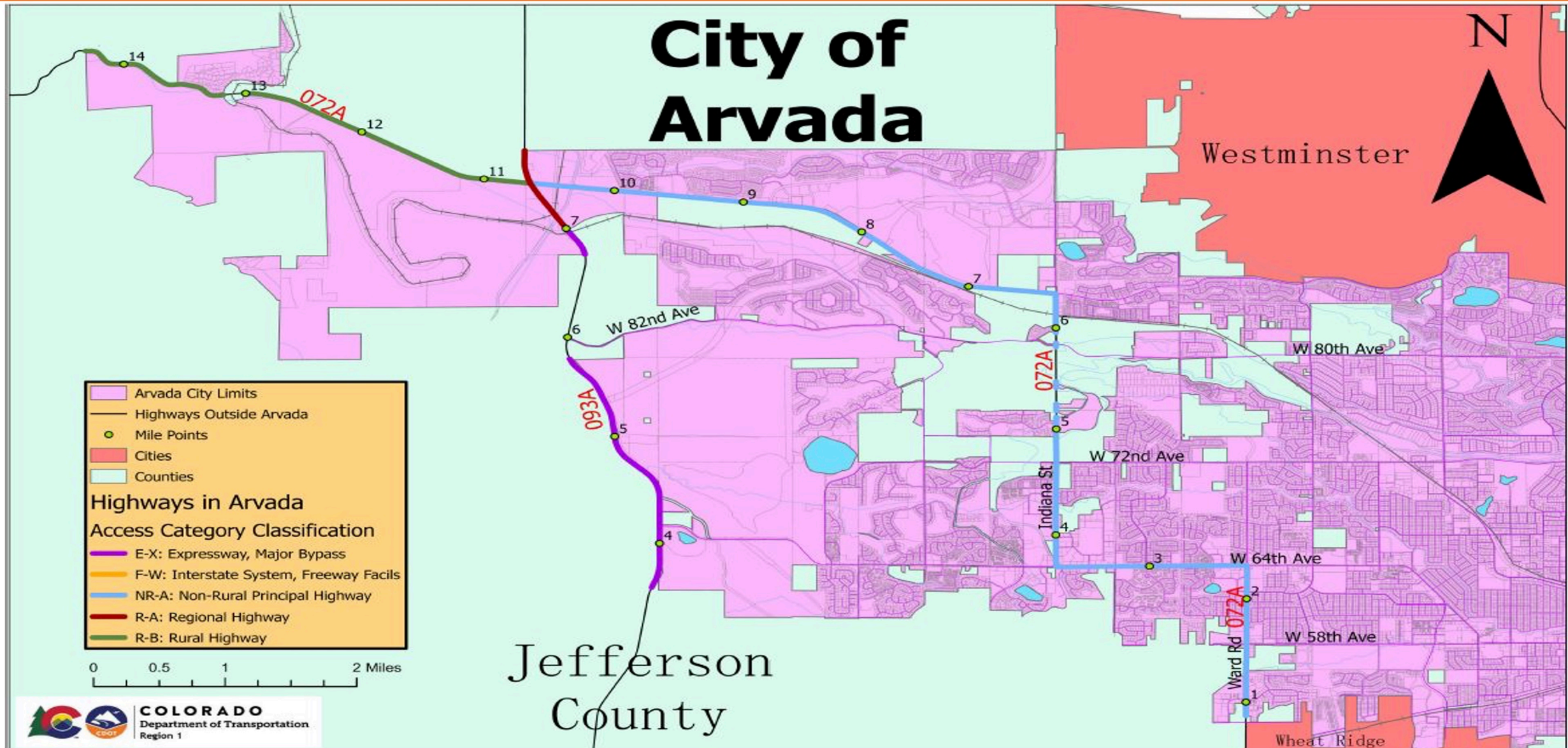


# CDOT Jurisdiction in Arvada





# CDOT Jurisdiction in West Arvada





# CDOT's 10-Year Plan

## CENTRAL PROJECTS

Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
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### Highway & Transit– Region 1

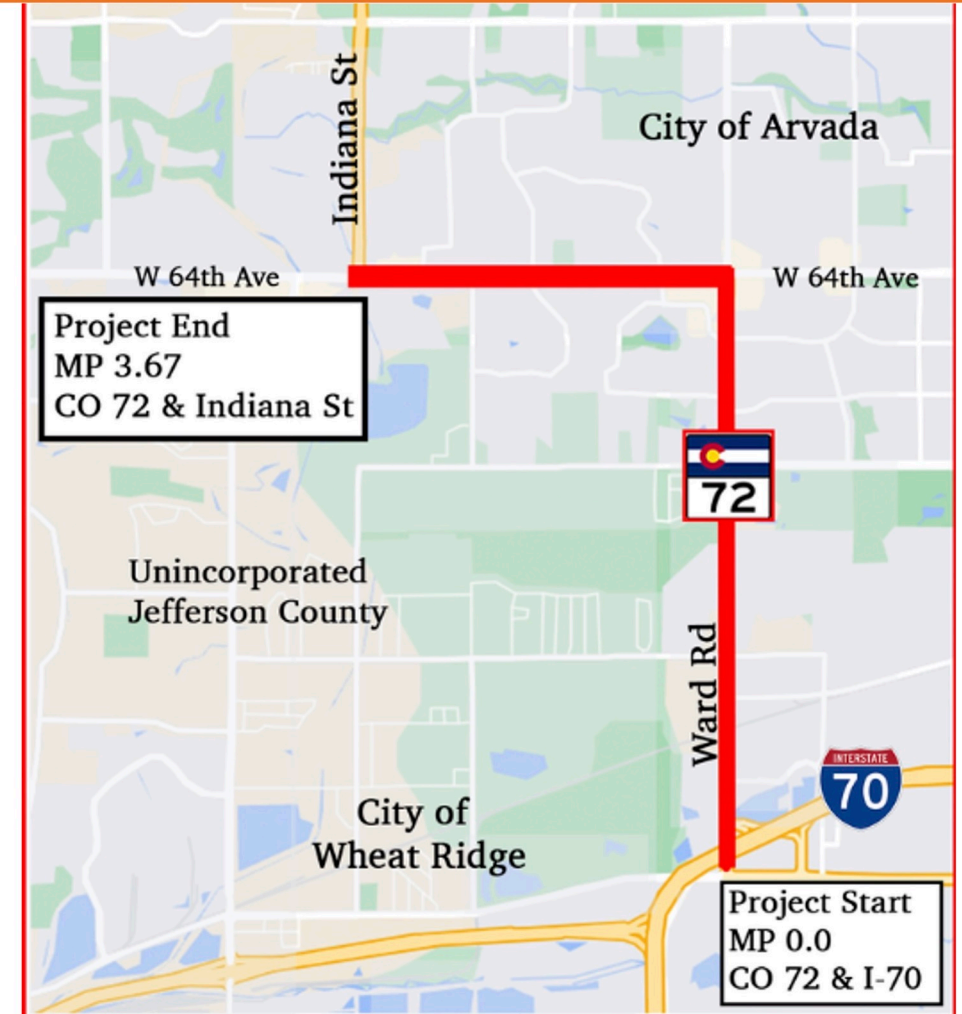
Interstate 25

Castle Rock Mobility Hub	T	\$30 M	\$13.47 M	✓	\$10.5 M	\$2.97 M			<a href="#">2714</a>
Lone Tree Mobility Hub	T	\$20 M	\$10 M	✓	\$10 M				<a href="#">2744</a>
I-25 North between 84th Avenue and 104th Avenue	H,T	TBD	\$110 M	✓	\$4 M	\$16 M	\$90 M		<a href="#">2584, 2642</a>
I-25 South Gap	H	\$419 M	\$278 M	✓	\$278 M			◆	<a href="#">0001</a>
I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	H	\$75 M	\$15 M	✓	\$3.5 M	\$11.5 M			<a href="#">2575</a>
I-25 and CO 7 Interchange Mobility Hub	H,T	\$14 M	\$14 M		\$14 M				<a href="#">2694</a>
I-25 at Bellevue Avenue Interchange - Phase 1	H	\$110 M	\$22 M	✓			\$22 M		<a href="#">2588</a>
I-25 Central Non-Capacity Safety and Operational Improvements	H,T	TBD	\$35 M	✓			\$35 M		<a href="#">2576</a>
Burnham Yard Acquisition	T	\$50 M	\$16.6 M	✓	\$16.6 M			✓	<a href="#">2779</a>



# CO 72 - Resurfacing and Improvements

- Installing raised medians at the following 6 locations:
  - o Median on Ward Rd between the King Soopers gas station entrance and the northern entrance to King Soopers parking lot.
  - o Median on Ward Rd between the northern King Soopers parking lot entrance and W 63rd.
  - o Island on the West side of the W 63rd and Ward Rd intersection.
  - o Median on Ward Rd between W 63rd Ave and Faith Christian parking lot entrance.
  - o Median on Ward Rd between Faith Christian parking lot entrance and 62nd Ave.
  - o Median on Ward Rd between 62nd Ave and 61st Ave.
- Signal replacements at Gardenia St intersection. • Vehicle detection improvements at signalized intersections to help traffic flow. •
- Replacing 59 curb ramps between 44th Ave and Indiana St to meet Americans with Disabilities Act (ADA) compliance. •
- Guardrail improvements on Ward Rd. • Updating signage and striping along the corridor.



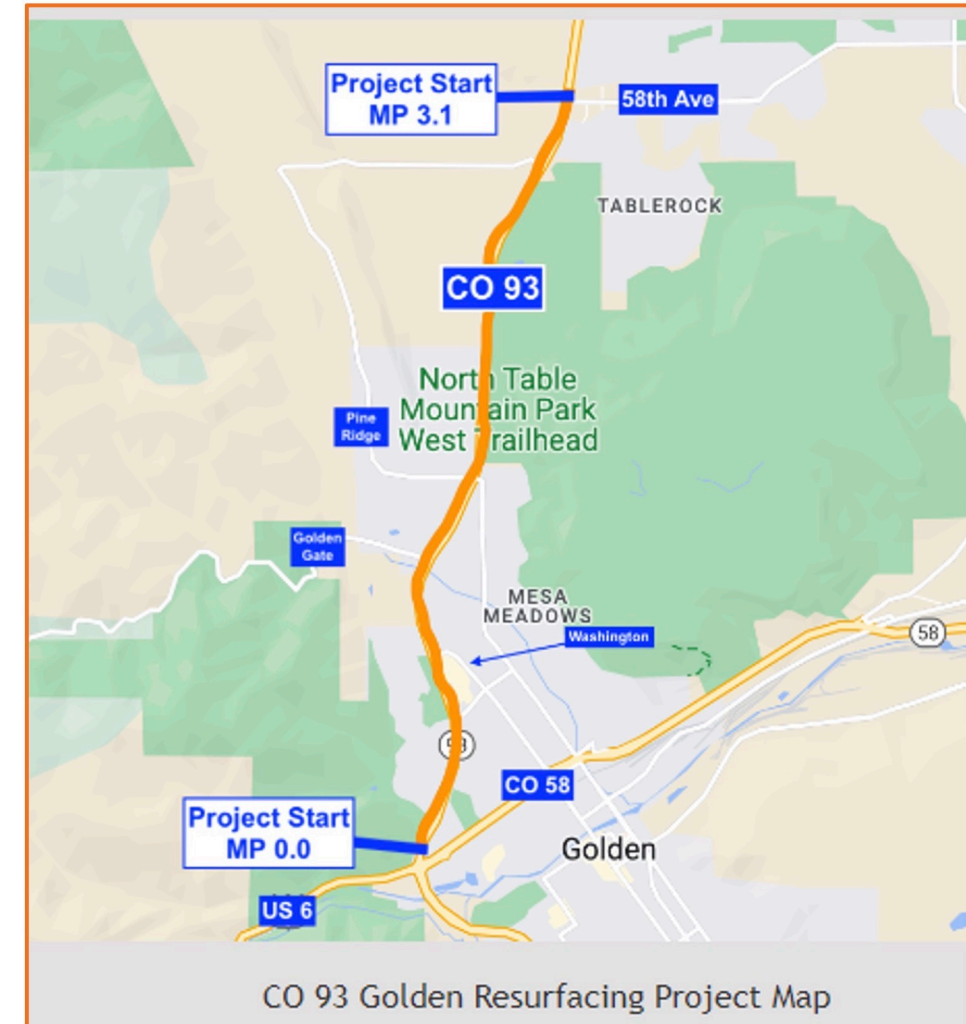


# CO 93 - Resurfacing and Improvements

3.1-mile stretch of CO 93 between the intersection of CO 58/US 6/CO 93 and 58th Ave through asphalt repaving, signal replacement at 58th Avenue, road widening between Washington Ave and Mesa Drive ADA curb ramp and guardrail upgrades, updated signage and striping, and the addition of rumble strips.

The project will also:

- Lengthen the northbound CO 93 acceleration lane from westbound Washington Avenue
- Add a 2nd northbound CO 93 thru lane between Washington Ave and Golden Gate Canyon Road
- Add a median on the east and west sides of Pine Ridge Road to reinforce existing turning restrictions onto CO 93





# Definition of a Principal and Minor Arterials

## Principal Arterial:

- Longest trip lengths within city
- Corridors with highest traffic-volume
- Provides more mobility

## Minor Arterial:

- Provide service for trips of moderate length
- Interconnects Urban Principal Arterials
- Provides more access

Typical Characteristics	Other Principal Arterial	Minor Arterial
Lane width	11 - 12 feet	10 - 12 feet
Inside shoulder width	0 feet	0 feet
Outside shoulder width	8 - 12 feet	4 - 8 feet
AADT (Rural)	2,000 - 8,500	1,500 - 6,000
AADT (Urban)	7,000 - 27,000	3,000 - 14,000
Divided/undivided	Divided/undivided	Undivided
Access	Partially or uncontrolled	Uncontrolled
Urban Speed Limit (mph)	45 - 55	30 - 45
Rural Speed Limit (mph)	55 - 75	45 - 75

# Principal and Minor Arterials

## Minor Arterials:

- CO 72 (Indiana Ave): 64th Ave to CO 93



Northbound CO 72 (Indiana St)

## Principal Arterials:

- CO 72 (Ward Rd)
- CO 72 (64th Ave)
- CO 93



Eastbound CO 72 (64th Ave)



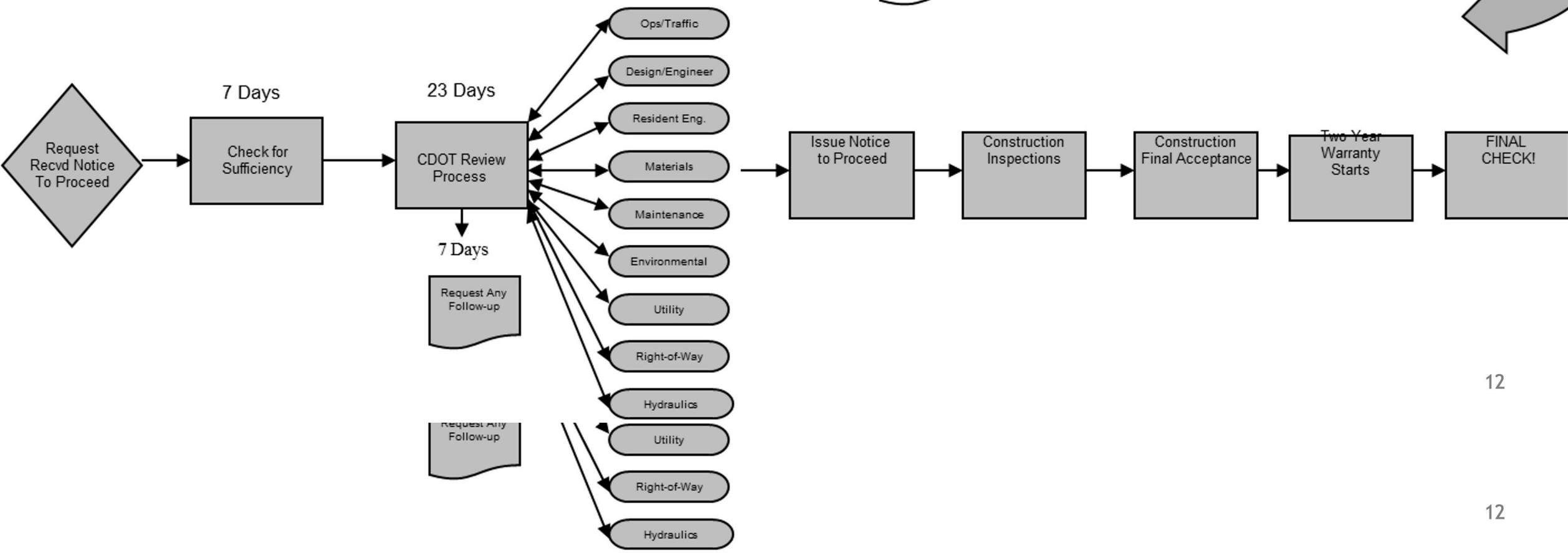
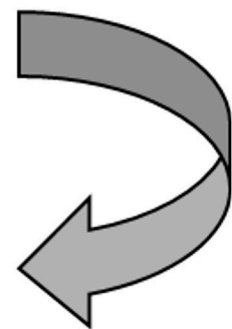
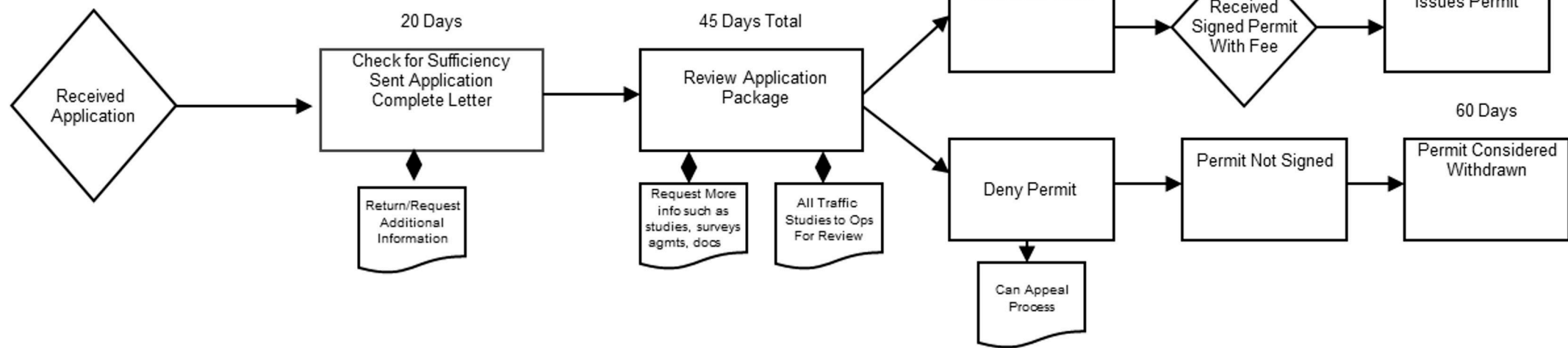
# Access Permitting

## Local Government Role in Access Management

- Require developers to apply for an Access Permit.
- Consider access management when developing a community land use plan.
- Local Governments manage **all land-use decisions**

## CDOT's Role in Access Management

- Enforce the State Highway Access Code.
- Require improvements that are consistent with the SHAC AND the Local Government's vision.





Thank You!

# TRANSPORTATION UPDATES



- ▶ County Update and info on upcoming Transportation Master Plan
- ▶ City Update and info on upcoming Transportation Master Plan

# SPECIFIC PRE-SUBMITTED QUESTIONS

## Traffic Studies

- ▶ How are requirements for a traffic study for the applicant generated?
- ▶ Which department determines how the roads for a specific study are chosen, and are other nearby developments that are in process and will also add volume, be considered in that study?
- ▶ How do you get realistic traffic studies, (i.e., based on holiday seasons for logistics distribution centers, etc.)

# SPECIFIC PRE-SUBMITTED QUESTIONS

## Truck Routing Studies

- ▶ Who determines when a study is not required and where can the documentation and rationale for not performing a study be found?
- ▶ Are there currently any designated heavy truck routes on any roads in the Ralston Valley?

# EXPLAIN EDLA / 18 KIP

## 4.4. Pavement Design Criteria

This section sets forth the parametric input data to be used for the design of pavements of various roadway classifications. If cohesive soil mitigation is required, the soil treatment shall extend from back of sidewalk to back of sidewalk.

4.4.1. Equivalent (18 Kip) Daily Load Applications (EDLA): The pavement design procedure in this chapter is intended to provide for a 20-year service life of pavement, given that normal maintenance is provided to keep roadway surface in an acceptable condition. EDLA and Design Traffic Number (DTN) are considered equivalent units based on 20-year design criteria and an 18 kip axle loading. All data and design nomographs in this chapter use EDLA units for pavement loading repetitions. Calculations shall be included, where applicable.

EDLA criteria for each Jefferson County roadway classification are given in Table 4.1.

**Table 4.1 Recommended Equivalent (18 Kip) - Daily Load Applications (EDLA)**

Classification	Class Modifier	EDLA Values
Local	Serving <50 D.U.	8
	Serving >50 D.U.	10
Collector	Residential	30
	Other	100
Major Collector/Minor Arterial	All	200
Principal Arterial	All	200

*NOTE: Alternative EDLA values may be considered with justification provided by the Transportation Study, proposed land uses, and traffic analysis that defines proportion of truck vehicles, including construction truck traffic.*

Please explain the difference between minor and major/principal arterials, what capacity is allowed on each, etc and please use McIntyre and Indiana as the examples.

Template Number	Description	Typical Volume Range in Average Daily Traffic (ADT)	Right-of-Way Width (Feet)
Public Street/Road Templates			
1	Principal Arterial Street	Greater than 25,000	130'
2	Minor Arterial Street	15,000 to 25,000	100'
3	Major Collector Street	8,000 to 15,000	78'

# SPECIFIC PRE-SUBMITTED QUESTIONS

- ▶ What are the regulations surrounding semi-truck parking on minor arterials, residential streets and private property lots (including churches, strip malls, schools, parks, etc.) and how can communities be protected from unauthorized semi-truck parking?

# AUDIENCE QUESTION



# SPECIFIC PRE-SUBMITTED QUESTIONS



- ▶ There currently is no public transit in west Arvada -- we are a car-dependent community. Also, there is virtually no housing that is affordable for our essential service workers -- whether it is health care workers, day-care and schoolteachers, those who fix our cars or serve us in the grocery stores or restaurants.

# SPECIFIC PRE-SUBMITTED QUESTIONS



- ▶ Surveys have shown that over 80% of the jobs in Arvada are filled by people who have to commute from outside the city - typically less expensive areas. This adds to our traffic problems, air pollution, and overall inequality and lack of socioeconomic diversity in West Arvada.
- ▶ What is being done with future planning to help address this?

# AUDIENCE QUESTION

# TOPICS TO DISCUSS

## Traffic Signal Warrants

- ▶ Process for initiation of a signal warrant request
- ▶ Criteria to issue a warrant
- ▶ Coordination between jurisdictions
- ▶ Collection of fees and determination of fees
- ▶ Distance between signals

# SPECIFIC PRE-SUBMITTED QUESTIONS

- ▶ Can a new infill development have the ability to restrict certain ingress/egress options of an existing neighborhood? In other words, does an existing community have priority if a new development will cause a modification access and diminish the existing community's access?
- ▶ What does the state consider as proper or legal and/or is there a precedence on this?

# AUDIENCE QUESTION

# What did we learn tonight?

- ▶ Are the roads in the Ralston Valley at capacity?
- ▶ If the roads are at capacity, what is being done about it?
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- ▶ How do the various jurisdictions here tonight share information and coordinate transportation planning?

# FOLLOW UP QUESTIONS

[RALSTONVALLEYCOALITION.ORG](http://RALSTONVALLEYCOALITION.ORG)



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