



Appendix B

MEETING LOG

Structured Interviews

● TAC Meetings

Public Workshops

Introduction

Structured interviews were conducted as part of the project initiation for the Brighton Transportation Master Plan. The list of interviewees was assembled by City staff and was intended to include representative of various agencies internal and external to the city with a stake in the Transportation Plan. During the course of the interviews, additional interviewees were suggested and these people were also interviewed.

Interviews were conducted by Jim Charlier and Patrick Picard between June 4th and June 12th. Most interviews were conducted in person at Brighton City Hall, but some were conducted over the phone.

Persons interviewed:

Robert Smith	Brighton Economic Development
Gary Wardle	City of Brighton, Parks and Recreation
Curt Bauers	City of Brighton, Utilities Department
Chief Clint Blackhurst	City of Brighton, Police Department
Chief Kris Kregel	Brighton Fire and Rescue District
Randy Broderon	Bike Brighton
Nataly Erving	Regional Transportation District (RTD)
Kurt Kionka	Colorado Department of Transportation (CDOT)
Sara Cassidy	Union Pacific Railroad (UPRR)
Tom Green	United Power, Inc.
Joseph Espinoza	Brighton Housing Authority

The interviews were organized around the following questions developed jointly by the consultants and City staff. However, discussions ranged over a variety of topics depending on the interviewee's area of interest.

1. What are the most important transportation needs for the City of Brighton?
2. How important is public transit to Brighton? Is it feasible to use transit for travel within Brighton today? How about traveling within the region? What is the most important public transit need?
3. Is Brighton a walkable city? Should it be? Where and why?
4. How important is bicycling in Brighton? Why? What can done to make bicycling safer and more accessible for all abilities in Brighton? Should Brighton have a trails network?
5. Is traffic congestion a concern in Brighton? Why? What are ways to improve it?
6. Describe what Brighton should be like 20 years from now? What should the transportation system be like? How should people get around? How should Brighton be connected to the region?

Interviewees were told that their comments would not be published for specific attribution to them as individuals, but rather that the themes, issues and opportunities would be consolidated for all the interviews and provided in a summary format. This summary is presented on the following pages and is organized by major topic.



Highest Transportation Priority

Interviewees were asked what they felt were the most important transportation issues facing Brighton. Priorities varied among interviewees, but two themes were highlighted in nearly every interview: *railroad crossings* and *street connectivity*. These issues are discussed in more detail below. Other ideas that were repeated include improving US-85 access (and in particular addressing the safety of the Bromley intersection), providing better bike facilities, providing more alternatives to driving and developing a vision for what Brighton should be in the future.

Railroad Crossings

Traffic congestion and safety issues related to the Union Pacific (UP) railroad crossings were mentioned in every interview. The UP railroad line runs north-south through the core of City and carries about 14-16 trains a day. There are no grade-separated crossings in Brighton, so when trains (up to 100 cars long) are present, key local streets become temporarily impassable between the east and west side of town.

Delays and traffic congestion were the primary concerns mentioned, but emergency vehicle circulation and pedestrian and vehicle safety were also identified by several interviewees. The police and fire department position vehicles on each side of the tracks to avoid being blocked by trains during an emergency. US-85, Main Street and the UP railroad all run parallel to each other in close proximity, which is what caused the most concern for vehicle safety at the railroad crossings at Bromley, Bridge and Weld CR-2. Additionally, a few people said Longs Peak Street is the primary pedestrian and bike access into and out of downtown, and that pedestrian safety should be better addressed at that crossing. Most interviewees thought grade-separated crossings were the best solution, but a number of significant barriers were mentioned including the community's motivation, exceedingly high costs, geographic constraints (caused by existing development and road network) and difficulty dealing with the railroad.

The BNSF railroad also runs through Brighton parallel to I-76 on the east side of town. This line carries about twice as many daily trains as the UP line, but because it's on the edge of town it was not mentioned as an issue in these interviews.

Street Connectivity

Street connectivity, and the lack thereof in parts of Brighton, was raised in nearly every interview. Most of the focus was outside the city core. Interviewees generally stated that connecting the missing links in the arterial and collector networks should be one of the top priorities in Brighton. Some of the missing links mentioned include Tower Road, North 40th Ave, Longs Peak and Southern. Providing more east-west connections was mentioned by a few people as was improving connectivity in the area of North Main Street and Weld County Road 2. In addition, the lack of connectivity to and within some of the newer developments was mentioned as a problem for emergency access, traffic congestion, transit circulation and walking and biking. In the core area, the lack of street connectivity into and out of downtown and across the railroad tracks and US-85 were the primary issues. However, street connectivity within the historic core was mentioned as one of Brighton's biggest assets and something that should be



extended outward as development advances in other parts of the City and surrounding areas, which will be particularly important for growing transit.

Transit

Interviewees were universally supportive of transit. Some felt transit should be a marginal short term priority, but nearly everyone agreed that improving the transit system to Brighton should be a high priority long term. Several people felt that car culture is still fairly dominant in Brighton and it will be a number of years before transit becomes more widely utilized. However, there was a general understanding of the benefits associated with the provision of good transit service and some felt increasing transit as critical to growing Brighton in a healthy and sustainable fashion. Most people talked about two different types of transit in Brighton: regional transit connecting other communities (primarily Denver) and local transit within Brighton.

Regional Transit

Most interviewees thought about transit service in Brighton as transit service to Denver (as opposed to local service). A number of interviewees thought the highest long-term transportation priority should be to connect Denver and Brighton with rail service. Some felt this is a way to address future traffic growth in the US-85 corridor. Others thought improving transit to Denver would be important to serving the growing commuter market as well as capturing more of the trips to Denver for personal business and entertainment (such as sporting or other cultural events). Several interviewees pointed out that transit service between Brighton and Denver today (which is primarily geared toward commuters working in Denver) is well used. A couple of interviewees thought better regional transit should be provided to Commerce City and Denver International Airport (the other regional transit destinations with potentially strong transit markets). Sable Boulevard and Buckley Road were mentioned as potential transit corridors.

Local Transit

Local transit was generally viewed as important for those residents without access to a vehicle, but not something most car owners would use today. This partly stems from the fact that the existing local fixed-route transit service in Brighton is too limited to be convenient and partly because car culture is perceived as so dominant in Brighton. Several people felt that transit service will become more important to Brighton in the future as the City grows.

A few interviewees pointed out that RTD's call-n-ride service within Brighton is well used, in particular by middle school and some high school students. In fact demand is so high that Via (which is an independent transit provider primarily serving the elderly, disabled and low-income clients) supplements RTD's call-n-ride when available. The dispersion of trips to so many destinations may partially explain the popularity of the call-n-ride and inconvenience of the fixed-route service. For example, when the discussion shifted to identifying the important transit destinations there was typically no clear answer. A couple interviewees pointed out that the major County hubs, such as the Adams County Justice Center and County Building (in Adam's Crossing) would be good transit destinations. Some people alluded to the fact that the low density development patterns and design considerations in



the newer developments has not generated nodes and activity centers supportive of fixed-route local transit service.

A couple of interviewees pointed out that the lack of quality transit service in Brighton today is reducing Brighton's competitiveness for certain economic development opportunities. Examples shared by interviewees include Brighton losing out on Federal grants to construct affordable housing and Adams County recently locating a human services buildings in Thornton instead of Brighton because of the lack of quality transit service in Brighton.

Bicycling

Interviewees consistently said that bicycling and support for bicycling is growing in Brighton. The general consensus among interviewees is that Brighton has little bike infrastructure today, but improving the bike network will be important to Brighton's future. Because there is so much need, there was some variation concerning priorities. A few people mentioned the need for better east-west bike connections. Some thought building out the trail network was most important, others wanted more on-street lanes and a couple of people mentioned the need to improve bicycle access to downtown Brighton and the South Platte River. The lack of connections between existing facilities was mentioned as a big problem caused in part by the piecemeal buildout of the trail network by developers. For example, trails in some recent developments don't go anywhere and some of the missing links have not been built because they would cross undeveloped private land. A couple interviewees discussed the current project to tie the South Platte River Trail with Brighton as an important project that will connect Brighton with the rest of the region.

Walkability

Thoughts about walkability within Brighton varied among interviewees. Nearly everyone thought Brighton is at least moderately walkable, some thought Brighton is quite walkable, while others thought certain pockets of the City are walkable with missing link between nodes. For example, Downtown and the Pavilions were mentioned in a few interviews as walkable but disconnected from each other and from other parts of the city. The core of the City was generally viewed as quite walkable, but at the same time interviewees also mentioned a number of barriers including the railroad corridor (particularly for getting into and out of downtown), Bridge Street, Bromley Road and US-85. The lack of destinations within walking distance even in the core of the city was also seen as a barrier to walking. This same sentiment was expressed with regard to new developments. Most interviewees felt that the presence of sidewalks and trails in new developments accommodates walking within developments, but it is often not practical to walk to other places in the City for utilitarian purposes (such as going to the store) because there are typically too many barriers to overcome (such as indirect routes, unfriendly pedestrian environments, missing connections, or long distances).

Traffic Congestion

The general consensus about traffic congestion in Brighton is that it is not that bad. However, nearly every interviewee predicted that traffic congestion would get worse in the future. Numerous interviewees said most of the existing traffic congestion in Brighton is caused by



trains, most notably at the railroad crossings on Bridge Street and Bromley Road. A couple of people said that traffic backs up during the morning rush at some of the highway interchanges (particularly I-76) and is generated by the large number of people commuting to work outside the city. A few interviewees repeated the same reasons for congestion related to I-76: subdivisions on the east side of town funnel everyone onto a couple of streets that back up, parents dropping off their kids at school and limited access points to I-76. A number of people mentioned that a new interchange at Bridge Street and I-76 would relieve some of this congestion.

New Development

The surge of residential and commercial development in Brighton over the last 10-20 years as well as the anticipation of future development generated a lot of discussion among the interviewees. Most of the recent development has been low- to medium-density and located on the east side of town near I-76 (Bromley Park and the Prairie Center being the two largest). Interviewees expressed a general pro-development view on behalf of the community. This, combined with the amount of agricultural land zoned for development and the current market conditions in the metro area, have created a general expectation that large-scale development will continue well into the future in Brighton.

Recent Development

Interviewees' primary concern related to existing development is the lack of street connectivity. People discussed how this has caused traffic bottlenecks on certain streets and in some cases has made emergency vehicle access and potential transit circulation difficult. Related challenges for bicycle and pedestrian circulation were also raised during the interviews. Since most new developments have sidewalks (although in some locations they are narrow and attached to the curb) and trails, the primary issue expressed by interviewees is that these bike and pedestrian facilities are typically isolated to the development and disconnected from other parts the city.

Future Development

Similarly, the most common desire on the part of interviewees for future development is that new subdivisions would be designed to include better street and trail connectivity, including a better network of through collectors and fewer "curly-cues." Other desires mentioned by interviewees include: ensuring road width and turn radii meet international fire code standards, and strategically planning higher-density nodes that would be conducive to transit.

It was also revealed during the interviews that some of the recently-built subdivisions have not followed Brighton's existing Stormwater Master Plan. There are examples of subdivisions that do not meet adequate utility standards or are not tied into the existing utility network or both. These developments have instead used detention ponds, which has created additional challenges for managing floods and will make it difficult to reconnect into the City's utility network in the future. Financing future improvements within these developments will also be challenging as stormwater fees have only been collected for developments built in the last five years. Brighton is currently in the process of updating its Stormwater Master Plan, which will provide new guidelines for the portions of the City in Weld County and will address oversights in



the old plan which included the portion of the City in Adams County. Of importance to the transportation network, a new law is taking affect in August that will require all new developments in Brighton to be tied to the existing stormwater system. This may have profound effects on where future development occurs. For example, development may change from a historic pattern of spot growth to a pattern of gradual outward growth from the core.

Economic Development

The role of transportation in supporting economic development within Brighton was raised in several of the interviews. Discussion focused on the following topics:

The Trucking Industry

The intersection of several major highways (US-85, I-76 & E-470), two Class I rail lines (UP and BNSF) as well as the proximity to Denver and DIA position Brighton well for trucking related industries. Because of these regional transportation connections, warehousing, distribution and manufacturing are all important businesses in Brighton. The provision of convenient access to the highways and rail lines will be important to maintaining and growing these types of businesses. The primary opportunities for this type of business are north of downtown along US-85 (where some rail access to UP exists) and along I-76 (with potential access to BNSF just north and south of town).

Commercial Development

Limited access to I-76 and poor road connectivity were mentioned as major issues affecting development on the east side of town including the Bromley Business Park. Several interviewees felt that the planned interchange at I-76 and Bridge would help with this and spur new commercial development in the area.

Downtown

Some interviewees also felt poor connectivity into and out of downtown Brighton were negatively affecting the viability of downtown. The UP railroad and US-85 alignment act as substantial barriers to downtown. The lack of development east and north of downtown may also be negatively affecting its success.

Brighton as a rural center

Lastly, several interviewees reiterated the importance of Brighton maintaining and enhancing its role as an important rural center within the metro area, as opposed to becoming just another Denver suburb. This is in-line with the Comprehensive Plan vision of maintaining Brighton as a freestanding city.

Downtown

Interviewees generally described Brighton's historic downtown as a safe and pleasant place to walk, but a difficult place to access. Poor vehicle, pedestrian and bicycle connectivity into and out of downtown was mentioned frequently. The intersections of Main Street and Bridge Street (just south of downtown) and Main Street and Weld County Road 2 (just north of downtown) were both mentioned as problem areas by several interviewees. These intersections are wedged between railroad crossings and US-85 interchanges. As a result interviewees discussed safety,



traffic congestion and difficulty wayfinding as the primary issues. Longs Peak Street is one of the only east-west streets crossing the railroad tracks into downtown (from the east) and is frequently used by pedestrians. Several interviews felt that pedestrian safety at this intersection should be addressed.

Bridge Street and I-76 Interchange

The importance of adding an interchange to I-76 at Bridge Street came up in numerous interviews. The City is currently going through the environmental process for this project.

Benefits of this project mentioned by interviewees include:

- congestion relief on the east side of town;
- improved road connectivity; and
- opportunity for new commercial development.

2035 Vision

When interviewees were asked what Brighton and its transportation system should be like 20 years from now responses varied, although several themes were repeated. Primary themes include that Brighton should . . .

- be a rural center within the region (key nodes would be downtown and Prairie Center);
- have a sustainable and vibrant downtown;
- have a balanced multimodal transportation system (including more bike lanes);
- be connected to Denver by rail transit; and,
- provide improved access to I-76.

Other ideas expressed by interviewees include adding more bike lanes, providing fast arterials and pleasant connected collectors, improving congestion caused by the railroad crossings, and incorporating agriburbia concepts in future developments. A few interviewees also mentioned the need for Brighton (as a community) to develop a clearer vision for what the City should be in the future including whether Brighton should strive to become more of a regional center.



Meeting Details:

June 3, 2015, 9AM-11AM, Brighton City Hall

Topic: TAC Kickoff Meeting - Brighton Transportation Master Plan

In Attendance:

- Kimberly Dall, City of Brighton Streets and Fleet
- Aja Tibbs, City of Brighton Community Development
- Myron Hora, CDOT Region 4
- Karen Schneiders, CDOT Region 4
- Nataly Erving, RTD North Team Service Planning
- Jacob Riger, DRCOG Transportation Planning
- Jim Charlier (consultant), Charlier Associates
- Patrick Picard (consultant), Charlier Associates
- Paul Moreau (consultant), Drexel Barrell

TAC members not in attendance:

- Jeanne Shreve, Adams County Transportation Department
- Steve Stamey, Town of Lochbuie
- Jim Brady, E-470 Highway Authority
- Chuck Attardo, CDOT Region 1

General Comments:

(following project introduction/presentation by Jim Charlier)

- We should involve the schools
- Involve senior centers
 - Aja Tibbs has the contact for the senior centers (Sue Corbett)
- Transit:
 - Potential to improve airport connection
 - Call-n-ride well used
 - Where does transit lie on the priority list?
 - What is the target between a transit-dependent community and a car-dependent community?
 - Relevant transit corridors that have been studied:
 - NATE-2
 - CO-7 BRT
 - 120th Ave BRT

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- Bromley Ln BRT
 - Commuter bus on US-85 (see I-25 EIS)
 - Connectivity
 - DRCOG traffic model does include minor arterials and collectors
 - Collectors determined as part of this plan can be added back into the model
 - Connectivity may be the most controversial part of this plan
 - Will the plan identify regional as well as local connections?
 - Capital prioritization
 - Include some flexibility
 - Identify dependency on other projects
 - Project need
 - The existing transportation plan is not currently useful
 - Potential growth – buildout is estimated for the year 2160
 - Need a document in-line with neighboring communities to guide direction (development and capital)
 - Future TAC Meetings
 - Send calendar invites
 - Plan date as far in advance as possible
 - Next meeting will be at the end of July (will provide draft performance objectives/criteria for TAC review)
 - Will contact TAC members who were unable to attend to get input

Questions by TAC:

More about the Hwy-85 study?

- Getting far along
- Access control/interchange is mostly complete
- Headed toward a 4-lane freeway system
- Need to get develop the parallel roadway network and cross-traffic connectivity
- Will RTD identify more BRT corridors in the future?
 - Hwy-85 could be a key BRT corridor
 - Design should plan for future transit service
- DRCOG has treated Hwy-85 as a preservation corridor not to preclude future high capacity transit opportunities

More detail about VMT model?

- VMT is one of the most important indicators of travel in a region
- VMT dynamics are changing (VMT per capita is declining)
- Can tie the VMT model to traffic count locations

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- Useful for forecasting traffic patterns
 - DRCOG model currently shows VMT per capita holding steady – may vary by community

What's in the toolbox to implement TDM?

- Could potentially utilize a TMA
- May divide TDM by trip type (commuters, school trips, residents)
- Could use Boulder's toolbox as a model – what could apply to Brighton?
- TMA has been important in how well other communities adopt use of alternative modes

What are the politically related goals of the TMP?

- In next meeting should identify goals and prioritization criteria
- Identify some performance indicators in next meeting

Suggested Plan Objectives and Performance Indicators:

General Suggestions

- Strong bike advocacy
- Momentum is building for multimodal transportation - this should definitely be a core part of the plan (balanced multimodal system)
- Do we have a vision for a multimodal center in Brighton?
- Plan should also address short term operations and maintenance (bike infrastructure)
- Missing links and connectivity is an important issue in Brighton because so much of the new street network has been driven by development
 - Connections to Prairie Center (for example) was not well designed
 - Idea: map key destinations in and around Brighton – what are the multimodal connections?
- To implement effective multimodal network new development should be designed to accommodate all modes and connected
- Plan should anticipate autonomous vehicle technologies
 - Will need enabling legislation
 - Difficult to translate into traffic model

Potential transit objectives:

- Challenges:
 - Destinations in Brighton is a challenge
 - Not a large enough place quite yet to warrant high frequency transit

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- Part of the community is transit dependent, but transit is not on the radar of other parts of the community
 - Provide more local circulation to local destinations and commercial centers
 - To implement quality fixed-route service new development should be transit ready

Regional-related goals:

- Addressing the transportation system related to anticipated demographic changes (next 20 years)
- Lack of funding to implement plan may be a challenge – what are the funding options?
- Local funds:
 - Transportation impact tax
 - Bridge tax
- Plan should include ongoing communication with neighbors and partners
 - Dashboard could be useful tool
 - Board may not be right approach given resources, perhaps a subcommittee?

VMT goals:

- Idea: VMT growth should not exceed population growth
- Idea: Focus on high traffic arterials – how can we address this flow with other modes? – major multimodal corridors
- State Hwy system should be evaluated at a regional level – address local VMT through arterial and collector network
- Need a stronger policy for building a collector network (guidelines for new development)
- Make the roadway system work smarter, not harder
 - Use emerging technology
 - Corridor systems management
 - Would be helpful for designing signal system

Comp Plan related goals:

- A defined system of where different modes should go
- Need a better system for street design standards
- Maintain Brighton as a free-standing city
- Transportation plan should provide clearer and better guidance to developers
- Air quality standards are getting more strict – will need to address this to meet requirements

Meeting Details:

July 29, 2015, 9AM-11AM, Brighton City Hall

Topic: Project status, data book, goals and indicators, 1st community workshop planning

In Attendance:

- Kimberly Dall, City of Brighton Streets and Fleet
- Aja Tibbs, City of Brighton Community Development
- Danny Herman, CDOT Region 1
- Steve Timms, Commerce City Planning Manager
- Jeanne Shreve, Adams County Transportation Coordinator
- Steve Stamey, Lochbuie Town Manager
- Nataly Erving, RTD North Team Service Planning
- Matthew Helfant, DRCOG Senior Transit Planner
- Jim Brady, E-470 Highway Authority
- Jim Charlier (consultant), Charlier Associates
- Patrick Picard (consultant), Charlier Associates
- Terri Musser (consultant), Charlier Associates
- Paul Moreau (consultant), Drexel Barrell

TAC member agencies not in attendance:

- Karen Schneiders, CDOT Region 4

Attachments

- Meeting Agenda Package
 - Structured Interviews Summary
 - Draft Goals and Indicators
 - Draft Planning and Design Principles
 - 2002 TMP Principles and Policies

Bike and Pedestrian Planning:

Development Criteria

- The City does not have official standards, but uses good protocol during development review to make sure the bike/ped network is good
- It's more difficult for the City to manage and require capital improvements adjacent to and between developments than within developments
- Bike trails are not required (yet)

Additional Regional Plans to Review

- Commerce City Bike/Ped Plan (2013)
- Commerce City Transportation Plan (2010)
- State Highway 7 PEL & BRT Studies
- E-470 (planned bike trail)
- FONSI for I-76 & Bridge interchange
- Adams Crossing Trail Plan

General Comments

- Bike and pedestrian routes should link with major transit connections – multimodal centers and transit stops
- There should be an educational piece with implementing bike infrastructure
- DRCOG may have educational amenities – Mathew Helfant will inquire
- Could follow Boulder’s example of developing a toolbox of educational tools
- Recognition by the League of American Bicyclists (LAB) is an important goal for Brighton:
 - Would be the first city in Adams County to be recognized
 - Bike Brighton gave a presentation to City Council yesterday in some steps to achieve LAB recognition
 - Brighton still has a long way to go
 - LAB has tools that Brighton can use – just a matter of identifying what the City could most use

Transit:

Service to DIA

- Based on survey research existing demand is insufficient to warrant increased Brighton to DIA transit service
- There may be an opportunity to provide connections to the A-line when service begins in 2016
- Green shuttle provides some van service today
- Nataly Erving would be interested to see the DRCOG origin and destination data (for all trips) to see if additional DIA service from Brighton may be feasible

Potential Avenues for Service Increases

- Opportunity to change 120 with A-line and North Metro
- There is potential to increase service
- Service buy-ups are an option (104x in Commerce City is one example of a buy-up using a grant that generated enough patronage that RTD will take over costs in January and likely to increase service)

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- The more partners (cities, counties) involved in buy-ups, funding or transit planning the better

Responses to Data Book:

Traffic Counts

- E-470 has really robust traffic count data – there’s been a huge surge in traffic in the last couple years
- Outdoor advertising may have permanent counters associated with billboards
- Some of the new signals being installed in Brighton may also be capable of counting traffic – this could be a really cost-effective way to track traffic in future years
- CDOT does not have any permanent counters in the study area – Danny Herman will check the process to lobby CDOT for permanent counters

Demographics

- Commute data begs the question of what does Brighton want to be when it grows up?
- Given there is a lot of in-commuters and out commuters, does Brighton want to be a live/work place?
- The sizeable school-age population is interesting – what are the implications? Are there more diagnostic questions related to the demographics?
- There is a huge potential for the educational component within Brighton given the number of young people (for example for safe walking and biking)
- Could we get transit service to schools, including charter schools?
 - Trips (O & D data) are often too distributed with charter schools for transit to be effective
 - The charter school population in Brighton tends to be more local than in other communities
 - If the O & D data supported a route, RTD would be open to the idea
- Could draw some data from the developer’s perspective

Responses to Draft Goals and Indicators:

Goal #1 – Brighton will be served by a balanced, multimodal transportation system

- This should be changed to include regional transportation
- Example: Brighton will be served by a balanced, local *and regional* multimodal transportation system

Goal #4 – Brighton’s land development will occur in walkable, complete neighborhoods

- Can we fine-tune WalkScore as a predictive tool?
- May need to reevaluate how to use best use WalkScore given the context and implications for development
- Support the idea of NOD (neighborhood-oriented development)
- Implications of using WalkScore vs. 20-min neighborhood concept

Goal #5 – Brighton’s transportation system will grow concurrently with development

- Should Brighton to think about establishing one (maybe two) grade separated railroad crossings in the future as vehicle and train traffic grow in the city?
- The idea of grade-separated crossings has been discussed in the past – the railroads preference is Longs Peak, Baseline and Weld CR 2.5
- Transit hours per capita may not be a good measure to advocate for RTD service – refer to RTD’ service standards - the 5 D’s – Density, Development, Demand, Destination and Diversity

Goal #6 – Brighton will strategically manage its local transportation tax burden

- Partnerships will be key to effectively achieving this
- Maybe include something about regional partnerships
- Regional roadways list

Additional Comments:

- Brighton has used community development block grants (CDBG) to fund sidewalk upgrades (about \$115K annually)
- The County has developed a collector access control plan
- It would be useful to sit-down with partners to identify the road connectivity network

Upcoming Events:

- Community workshop on August 27th at the Brighton Armory
- Project website is live – all materials will be available here - <http://www.brightonco.gov/943/2015-Transportation-Master-Plan-Project>
- Next TAC meeting will be at the end of September to review workshop outcomes and vet draft planning elements – doodle poll will be used to schedule

Meeting Details:

September 29, 2015, 2PM-4PM, Brighton City Hall

Topic: Workshop outcomes, draft plan elements

In Attendance:

- Kimberly Dall, City of Brighton Streets and Fleet
- Joe Smith, City of Brighton Streets and Fleet
- Mark Heidt, City of Brighton Parks and Recreation
- Danny Herman, CDOT Region 1
- Karen Schneiders, CDOT Region 4
- Nataly Erving, RTD North Team Service Planning
- Jacob Riger, DRCOG Transportation Planning
- Jim Charlier (consultant), Charlier Associates
- Patrick Picard (consultant), Charlier Associates
- Terri Musser (consultant), Charlier Associates

Attachments

- Meeting Agenda Package
 - Capital planning basis
 - Arterial/collector criteria matrix
 - Draft arterial/collector map
 - Draft bike network map
 - August 27th public workshop outcomes summary

Comments and Notes:

Public Workshop Summary

- There was a question about the support from the public's perspective of the I-76 and Bridge Street interchange
 - Many are in favor of this project while others are concerned about additional traffic on Bridge Street
 - The EIS showed that a major benefit of the project would be to improve connectivity on the east side of town and relieve congestion at the Bromley interchange
 - City is targeting 2018 or 2019 for construction
- Support from the public to shift SH-7 up to Baseline to relieve traffic on Bridge

Thoroughfare Plan

- Changes to the future arterial/collector network from this plan should be reported to DRCOG (DRCOG updates their model every year)
- Proposing to keep SH-2 on current alignment along Sable instead of shifting to Potomac as shown in the previous plan (Figure 6 of the 2009 Comp Plan) - an interchange at E-470 and Potomac would still be possible
 - No need to update with DRCOG because that alignment is already in their regional plan
 - Provide details to CDOT following TMP completion

Active Transportation Plan

- Would be important to address ADA needs in the TMP
- The bike and pedestrian plan should show key connections and facilities to transit stops
- Street sweeping should be considered as part of the street cross-sections (tree plantings, sidewalk and bike lane placement)

Transit Plan

- Include a summary of all major bus, BRT and passenger rail corridors through Brighton proposed in other existing and ongoing studies and plans
 - NAMS
 - Adams County
 - NATE-2
 - SH-7 BRT Study (not yet started)
 - I-25 EIS
 - DRCOG conceptual transit network
 - HWY-85 PEL
- NATE-2 Study – In the interim RTD is considering enhanced bus and BRT to serve the east side of Brighton and rail would eventually serve the west side of Brighton
- RTD considering potential route restructuring of 120 into three distinct routes when North Metro corridor to 124th Ave in Thornton opens in 2018
 - 120 corridor would be shortened to connect Broomfield- future 124th Street rail station with frequent service
 - New limited/express service from future 124th rail station to Brighton
 - New circulator to provide local service within Brighton
 - Will schedule separate meeting with Nataly Irving for more details
- Coordinate with Aja about potential major transit nodes in the land use plan
- 50th and Bridge may become more of a major node in Brighton
- I-25 EIS identifies a Greeley to DUS enhanced regional bus route along Hwy-85
- There may be an opportunity to increase Brighton to DIA bus service

INTRODUCTION

On August 27, 2015, the City of Brighton held a public event kicking-off event the public process for updating the Brighton Comprehensive Plan and the Brighton Transportation Master Plan. The event was referred to at the Be-Brighton Kick-Off Event after the name of the Comprehensive Plan Update. About 43 people attended the event, which was held at the Brighton Armory from 4-8PM. The event featured food and drinks, informational boards, paint a snow plow, a kids' corner, treads bicycle outfitters conference bike, live sketches, interactive visioning exercises, mapping activities, and a photo contest (with photo entries displayed on a large overhead projector). The event utilized an informal, open-house format to facilitate discussion and interaction between project staff and the public. Activities were designed to spark conversation and assist participants in contributing ideas for what Brighton should be.

This report summarizes the outcomes of the transportation-related interactive exercises at the August 27th kick-off event. The six transportation related exercises were oriented around the following topics:

- Driving (identifying issues and opportunities)
- Walking (identifying missing links and intersection improvements)
- Biking (choosing design improvements and priorities)
- Regional Transit (envisioning BRT routes and strategies)
- Local Transit (identifying circulator routes and local destinations)
- Kids' Corner (identifying places kids want to ride their bike and unsafe places)

In addition to these activities participants were also able to make general transportation-related comments using comment cards or by marking up one of the three large aerial maps provided in the center of the event room. General comments and written comments on the aerial maps are summarized by topic (walking, biking, driving, transit).

DRIVING

Workshop participants were asked to identify issues and opportunities related to driving in Brighton. A map was provided for reference. About 20 written comments were received plus additional discussion with workshop facilitators. Comments are summarized below.

Issues

- Railroad crossing on Bridge Street during rush hour causes dangerous back-ups on US-85
- Need safe pedestrian walkover railroad tracks (east to west) – this would also encourage downtown pedestrian traffic
- Safety issue when biking or walking across railroad crossings
- Railroad crossings
- Downtown parking – increase, need better, identify good locations
- Widen Bridge Street or alleviate traffic
- It feels like rush hour all day long ☹️
- Need a light at 27th Ave and Southern

- Signal is needed at 45th Ave and Bridge
- Need more connectivity

Opportunities

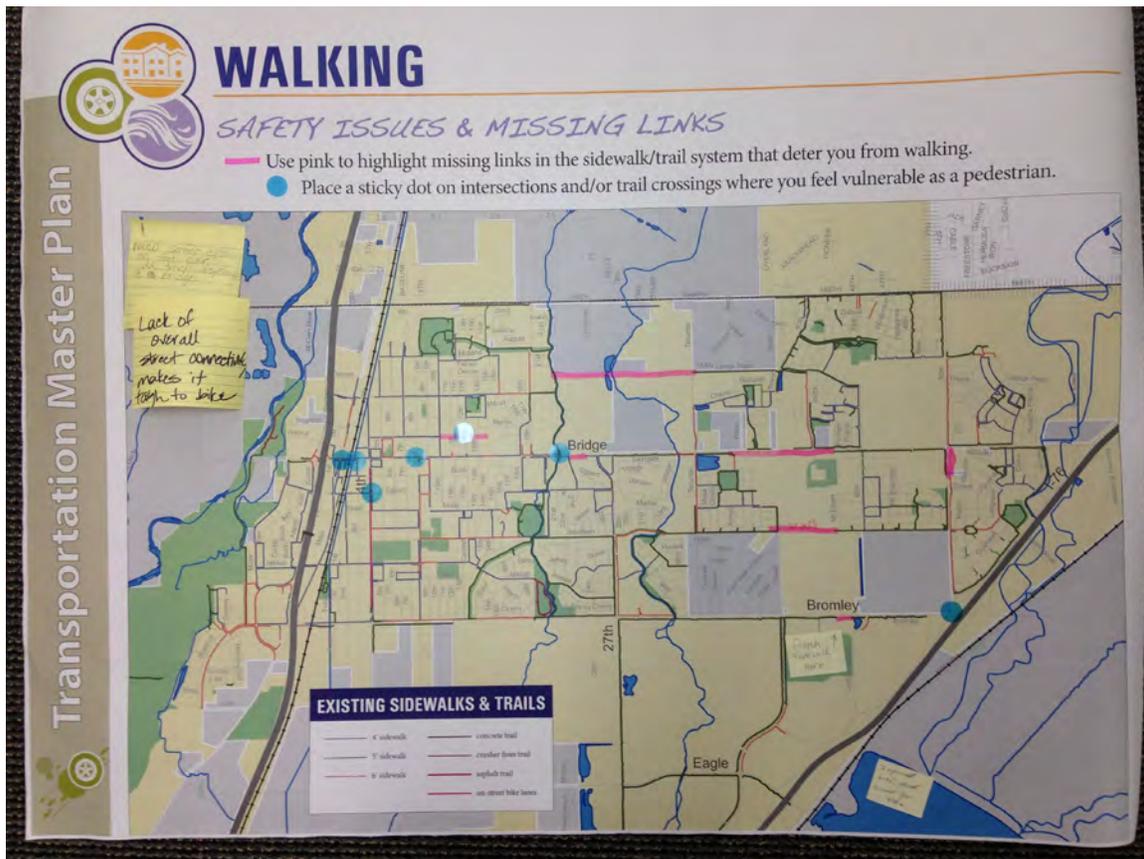
- Remove traffic on Bridge Street
- Downtown managed parking lanes
- Beautify downtown and Bridge Street
- Beautify Bridge Street east of downtown
- Provide alternative road connections to the Riverfront development (near CR-2 and US-85)
- Use alternative routes (side streets) instead of Bridge
- Better connections between business and retail areas
- New intersections should be built out first
- Don't wait for development to close the gaps and make connections
- Finish Southern and Tower road construction
- Interchange at I-76 and Bridge

General Comments (related to driving)

- Speed limit of 30 to 35 on 27th are too slow
- Fix the large traffic areas around the entire town prior to bringing in more residents/traffic
- Don't allow left turns at Bridge and 20th Ave (causes U-turns)
- Need a transportation option out of Bromley Park development
- Dangerous alignment issue at Bromley and US-85
- Lighted intersection needed to mobile home park off Bridge just east of 27th or a new access point off 27th
- Fix streetlights at 27th and Bromley
- Don't do interchange at Bridge and I-76 – too much traffic into town
- Do interchange at Bridge and I-76 – alleviate traffic with smoother flow
- Grade-separated railroad crossing at 144th
- Signal timing at 4th and Bridge
- Elevate tracks or Bridge with second floor access to buildings along Bridge
- Overpass along Baseline at US-85 and railroad crossing
- Make Bridge Street a multimodal corridor
- Need access to I-76 from Bridge
- Roundabouts at Bromley and I-76 are difficult for large trucks
- Railroad overpass at Bromley
- Vehicle and pedestrian overpass at Bridge
- Please de-ice streets that don't melt in the winter

WALKING

Workshop participants were provided a large map of Brighton and asked to highlight missing links in the sidewalk/trail system that deter them from walking as well as intersections and/or trail crossing where they feel vulnerable as a pedestrian. The resulting map and comments are provided below:



Missing Links

- Continuous trail to Denver, along Platte River
- Continuous trail connecting Brighton to Barr Lake
 - along 152nd and Picadilly
 - also to north entrance off of 144th
- Trail linking Lochbuie to Brighton, along Speer Canal
- Continuous, paved trail around Barr Lake
- Missing connectivity of Longs Peak alignment, 21st/ditch trail to Telluride
- Sidewalks on Walnut (kid request for her local street)
- Sidewalk/trail on Bridge, from 22nd to 27th, and from Sierra to Mt. Elbert
- 10' trail on Southern alignment, from Tower to Mt. Elbert
- Sidewalk along 50th, from Bridge to Grosbeak
- Sidewalk/trail on Bromley, west of Judicial Center Drive
- Kids walking to high school need a path along Bridge

- Neighborhoods with young families between Telluride & Tower need access on foot/bike to King Soopers

Intersection Improvements

- Crossing 4th @ Egbert
- Crossing RR tracks @ Bridge
- Crossing Bridge @ Main
- Crossing Bridge @ 8th
- Crossing Bridge @ ditch trail
- Roundabout @ Bromley & Frontage Road
- 12th & Walnut (kid request for her local street)
- Neighborhood between 4th/Main/Bridge/Bromley has no safe crossings except across 4th near school

General Comments (related to walking)

- Safe railroad crossings needed for bicycling and walking crossing RR
- Roundabout at 50th & Bromley is illegal and unsafe for wheelchairs
- Pavilions don't meet ADA requirements
- ADA issues at Buffs landing at 45th & Bridge
- Overall enhancements needed S. Main into Downtown/N. Main, and redevelop N. Main historic areas
- Sidewalks at curb on 4th are no good – too high of traffic
- Put solar speed signs in/around residential areas to keep kids and pets safe before tragedy strikes!
- Slow traffic down in residential areas – 13th Ave from Bromley to Jessup
- Better pedestrian crossing from core neighborhoods to downtown
- Need sidewalk along Baseline
- Pedestrian circulation downtown
- Finish the sidewalk at Bromley and 45th

BICYCLING

Workshop participants were provided with photo examples of typical components of bicycle-friendly communities and asked if they would like to see any of the treatments used in Brighton and if so, where. Participants were also given comment cards asking “If you could change three things to make it easier to bike around Brighton they would be . . .” The responses are summarized below.

Desired Bicycle Improvements

- Brighton needs ALL of them
- Bike lanes on streets where I live

Paved Shoulders:

- Baseline – with Share the Road signing
- Brighton Road
- Bromley, east of I-76

Bicycle Lanes:

- More designated lanes on streets
- Wider lanes on 4th
- Southern, all the way across town
- Brighton Road
- Link Lochbuie to Brighton

Sharrows:

- Do it

Multi-Use Trails:

- Connect bike trail from Bridge & Platte River to Denver please!! ☺
- Bike trail to Barr Lake
- Picadilly to Barr Lake entrance
- Barr Lake to South Platte River Trail
- Connect city core to South Platte with trail

Trails Parallel to Street Corridors:

- 78 west Walnut Street
- along Brighton Road to skating rink
- 145 & Brighton Road

Cycle Tracks:

- Nice!

Bicycle-Friendly Intersections:

- Safe crossing for bikes on Bridge Street Pat Reitter
- Bridge & the greenway is difficult
- Need bike lane on Highway 7

Education & Encouragement Programs:

- Need more bike racks around town

If You Could Change Three Things To Make It Easier To Bike Around Brighton, They Would Be . . .

- More on-street bike lanes
- Traffic lights the “see” cyclists and trigger the lights
- Better connections between trails and on-street bike lanes
- Better driver training
- Separate cars/bikes where possible

- Finish sidewalks for continuity
- Improve roundabout for bike use
- Make Veterans Park and trail along the Platte River more accessible by bike/build a trail
- Make it easier to get across Bridge Street by bike
- Connect Lochbuie to Brighton with family friendly trail
- Designate bike routes with lanes
- Bicycle friendly intersections
- Bike paths
- More bike trails
- Connecting (via trails, bike lanes, etc.) New (east) Brighton with Old (west) Brighton
- Making it easier for car traffic to avoid driving through the heart of the city – i.e. widening Road 2
- BIKE SIGNS!!!
- Stop signs
- Bike signs
- Also more parks
- Stop signs
- Red, yellow and green lights
- The bumpy streets
- More bike paths
- Walking paths – Great!
- More bike paths
- Anything/Everything bike friendly is good – All for it!

General Comments (related to bicycling)

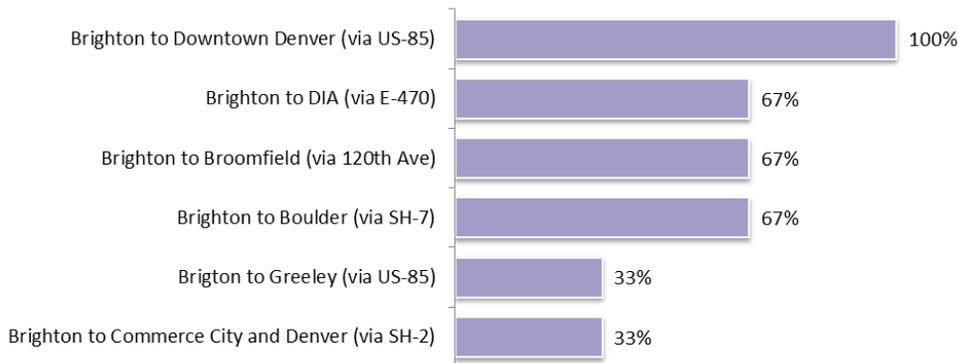
- Overall lack of street connectivity makes it very difficult to bike in Brighton
- Safe railroad crossings needed for bicycling and walking
- More access to Platte River trail from neighborhood streets
- Prefer not to improve Brighton Road – complete Platte River trail instead
- Add bike signs – Share the Road or Bikes Use Full Lane – on Bromley, Bridge and CR #2
- Try to eradicate goat heads!
- Bicyclists on Hwy 7 or some other regional route need a safe way to travel by road bike from Brighton to Boulder – i.e. shoulders
- Roundabouts are scary on a bike – especially Bromley at 76
- More bike paths
- Redesign Bridge Street from US-85 to 19th street to be a bike street
- Need an east-west trail connecting Lochbuie with the Fulton Ditch Trail (along Longs Peak/Baseline)
- New trail along ditch north of Lochbuie
- Need a trail from Brighton to Barr Lake
- Trail around Barr Lake
- Connect bike lanes and trails
- Need bike access to Justice Center

- Get bikes and pedestrians across US-85 at Bridge safely
- Need trail connection from Barr Lake to South Platte
- Make Southern a pedestrian and bicycle super highway
- Fulton Ditch Trail and Bromley is a pinch point for bicyclists
- Regional cooperation to connect trails
- US-85 trail underpass south of Baseline
- Trail from Barr Lake to South Platte River

REGIONAL TRANSIT

Workshop participants were provided with a map of potential bus rapid transit (BRT) routes to Brighton. They were asked to map their home and work locations and if any of the potential BRT routes would work for them. Participants were also asked a more general question about what type of regional transit they would like to Brighton. Twelve people participated. Responses and feedback are summarized below.

If the following BRT routes to Brighton were in service, would you use any of them to get to work, school or other places on a regular basis?



What are your ideas for regional transit to Brighton?

- Need weekend transit!
- Consider populations needing transportation: youth, elderly, Latino community
- Increase existing transit service to Denver/Broomfield (route 120)
- Provide transit service on SH-7
- Train from downtown Denver to Brighton (the Thornton stop is too far removed to help)
- Love the bus to downtown Denver – take the R all the time
- R schedule is very limited – end up taking the 120X or 122X a lot (and so do many other people from Brighton who work downtown)
- Boulder to Brighton to DIA rail
- Increase service on the R to build ridership
- A lot of folks live in Brighton and work at DIA

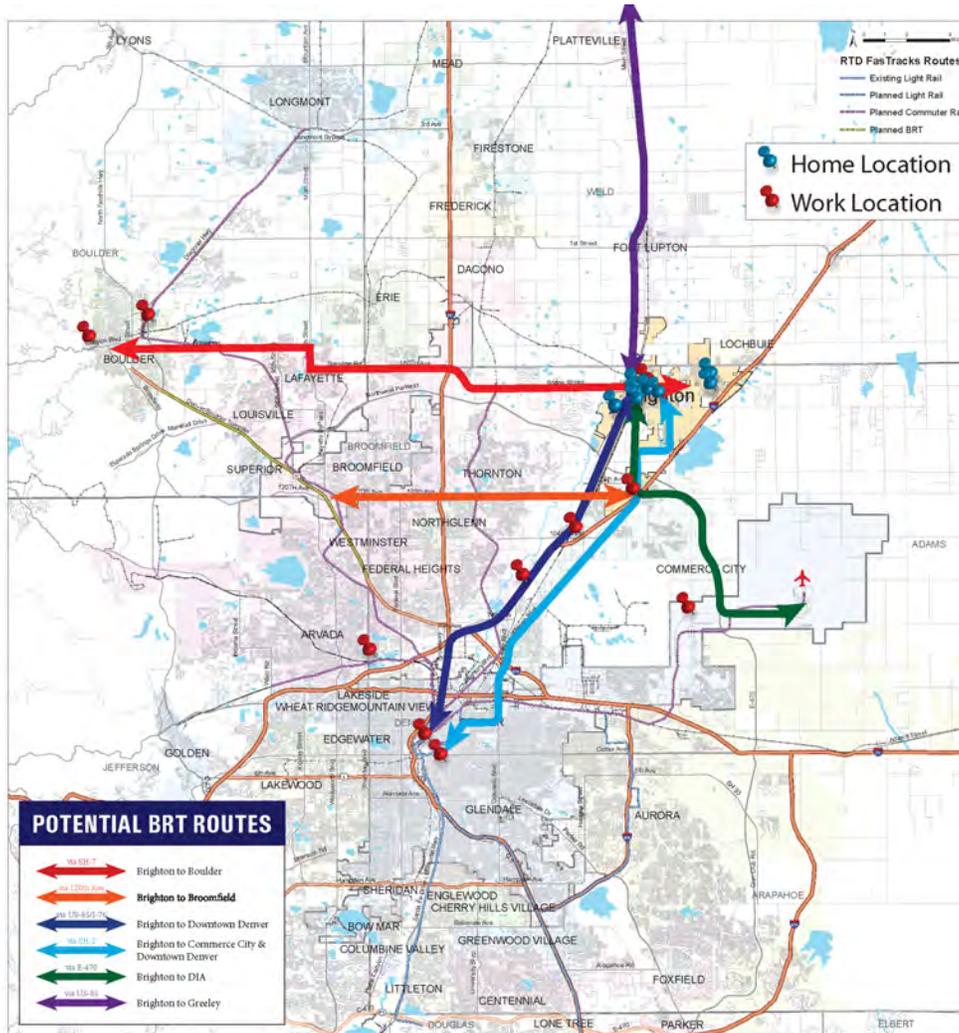
Mapping Exercise

Home Location

- Brighton - Core Area (7)
- Brighton – Bromley Park (2)
- Brighton – West of US-85 (1)

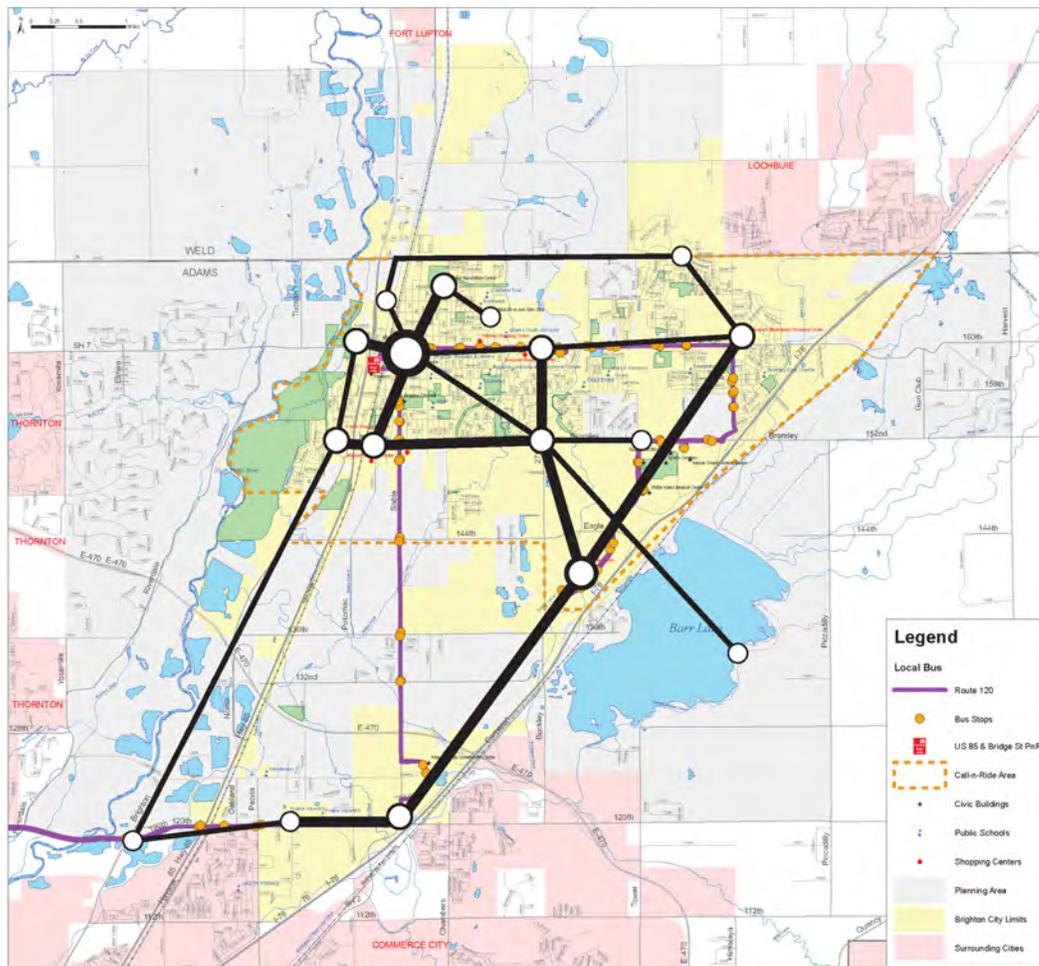
Work Location

- Downtown Denver (2)
- North Commerce City (2)
- Boulder (2)
- Brighton – Core Area (1)
- Brighton – Adams Crossing (1)
- DIA – (1)
- Arvada – (1)



LOCAL TRANSIT

Workshop attendees were asked to use pins and string to map important places in Brighton that they feel should be connected by local transit. Fourteen people participated. The map below represents a compilation of all the major destinations and routes mapped by participants. White circles represent destinations and black lines represent corridors. The larger the circle or the thicker the line, the more people chose that destination or corridor.



Mapped Destinations for Local Transit (# of times mapped)

- Downtown Brighton at Bridge St and Main St - 4th Ave (5)
- Prairie Center (3)
- Recreation Center on N 11th Ave (2)
- Bridge St near South Platte (2)
- Bridge St and 20th-27th Streets (2)
- King Soopers at Bridge St and 50th Ave (2)
- K-Mart at Bromley Ln and Platte River Blvd (2)
- Wal-Mart at Bromley Ln and 4th Ave(2)

- Adams Crossing (2)
- N Main Street at Longs Peak St (1)
- Boys and Girls Club at 19th Ave and Longs Peak St (1)
- Weld County Road 2 (1)
- Adams County Justice Center (1)
- Barr Lake (1)
- Prairie View High School/Middle School at 120th Ave (1)
- 120th Ave and South Platte River (1)

KIDS' CORNER

Kids were provided with a large map of the Brighton core area and asked two questions: “Where would you like to ride your bike, but can’t?” and “What places in Brighton are unsafe?” Kids used markers to identify bike routes and orange stickers to identify unsafe places. A summary of the outcomes is provided below.

Where Would You Like To Ride Your Bike, But Can’t?

- Bridge Street, from 5th Street to 19th Street
- South Platte River, from Bromley Ln to 136th Ave
- Sable Blvd, from Bromley Ln to 144th Ave
- Bromley Ln, from Sable Blvd to 27th Street
- Southern Street, from the Fulton Ditch Trail to 27th Street
- 24th Street, from Southern to Cherry Street
- 27th Street, from Southern to 144th Ave
- Bridge Street, from Sierra to 45th Street
- Tower, from Longs Peak to Southern
- Southern, from Tower to 45th Street
- 45th Street, from Longs Peak to Bridge Street
- Longs Peak, from Windrower to 50th

What Places In Brighton Are Unsafe?

- Bus stops without street lights
- South Platte River northwest of Bromley
- US-85
- 4th Street and Egbert
- 4th Street and Jessup
- Bromley at Oasis Aquatic Park (sidewalk is too narrow)
- 27th Street and Southern (would like a signal)
- Chapel Hill and Bridge Street (would like a safer bus stop)
- 45th Street between Longs Peak and Bridge

KIDS CORNER  

Kids, where would you like to RIDE YOUR BIKE, but can't?
use markers to draw and write on the map!
... or grab some paper and draw a picture of yourself traveling around Brighton

what places in Brighton are UNSAFE?
● use orange stickers! ●

Transportation Master Plan



Map of Brighton showing streets and landmarks. Orange stickers are placed on various streets. Handwritten notes include:

- Street Light on side of road
- WELLS
- ADAMS
- 25th and Southern
would like a left signal
Change Hill / Bridge - 25th / 26th
would like a side the side
Boundary / Down
School to narrow
- CR 100

INTRODUCTION

The City of Brighton held the second and final public workshop for the 2015 Brighton Transportation Master Plan on October 29, 2015 from 5PM-7PM at the Brighton Recreation Center. About 22 people attended the event.

The first public event for the Transportation Master Plan was held jointly with the Comprehensive Plan on August 27th at the Brighton Armory. At that event information was provided about existing trends and conditions as well as potential opportunities to improve the transit, bicycle, pedestrian and street networks. Activities at the first event were structured so participants could provide input on the transportation issues and opportunities they feel the Transportation Master Plan should address. This information was used to guide draft components of the Plan, which were presented at the second public workshop in October.

Similar to first public workshop, the second workshop was designed as an open-house format where participants could spend as much or as little time as they wanted browsing boards and talking to staff and other participants about the draft elements of the Plan. Activities at this event were structured so participants could prioritize key proposed elements of the Plan. This document provides a summary of the outcomes of those activities.

ACTIVITIES

The workshop was divided into the following five stations, with information and activities provided at each station:

1. Transportation Goals
2. Active Transportation
3. Thoroughfare Plan
4. Transit Plan
5. “Brighton Bucks”

At each of the first four stations participants were given six stickers, including five “likes” (symbol from Facebook) and one “favorite” (symbol from Twitter) and were asked to “like” and choose a favorite of draft elements of the plan.



At the fifth station participants were given play money, called “Brighton Bucks,” and given a choice of how to spend their money between major types of projects proposed to be included in the Plan. These exercises were designed to gather feedback from the public on their priorities for improving and growing the transportation system in Brighton, engage participants with the content of the plan and challenge participants to balance different transportation priorities.



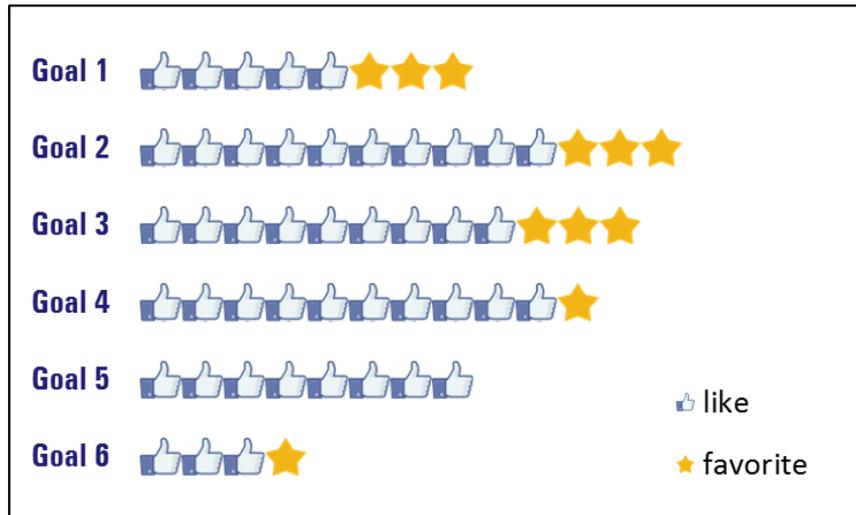
STATION 1: TRANSPORTATION GOALS

Six transportation goals were identified during the early planning phases of the project and were presented to the public at the first station. Participants were asked to “like” and select one “favorite” of the all the goals. The goals and outcomes of this activity are summarized below.

Transportation Goals:

1. Brighton will prioritize safety in transportation planning and design
2. Brighton will be served by local and regional multimodal transportation systems
3. Brighton’s streets will be designed to accommodate all modes
4. Brighton will be served by a well-connected road and street network
5. Brighton’s land development will occur in walkable, complete neighborhoods
6. Brighton’s transportation system will grow concurrently with land development

How participants voted for the six transportation goals



STATION 2: ACTIVE TRANSPORTATION

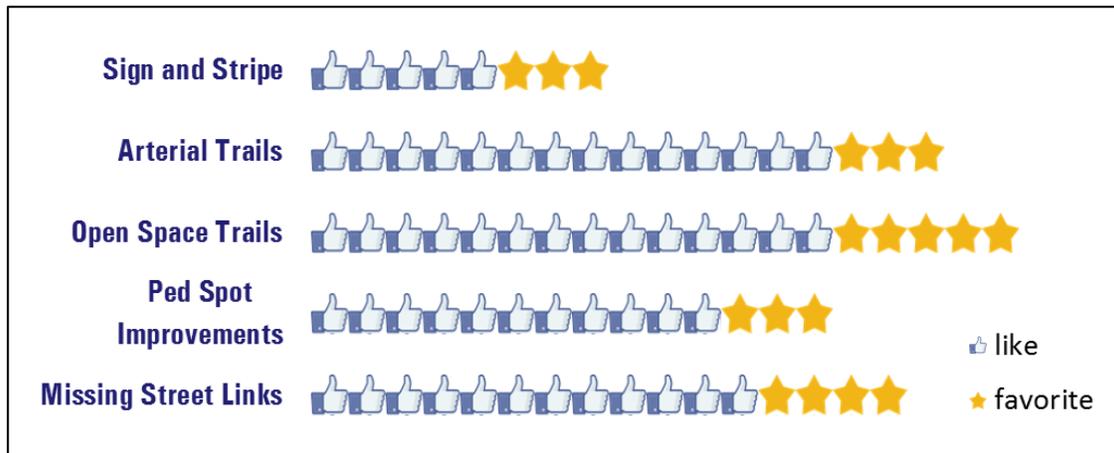
Five general types of active transportation improvements proposed to be included in the Plan were presented to the public at the second station. Participants were asked to prioritize these proposed active transportation projects by “liking” and selecting one “favorite.” The active transportation station also featured a map of the proposed bike plan at build out and pictures illustrating different bicycle facility types proposed to be included in the Plan. The active transportation project categories and outcomes of this activity are summarized below.

Proposed options for priority active transportation projects:

- Add markings, striping, and signing to existing streets
- Construct missing trail segments along arterial streets
- Expand open space trail system

- Complete pedestrian spot improvements
- Complete missing links in the street network

How participants voted for the proposed active transportation projects



In addition to these five proposed active transportation project categories, two additional ideas were submitted:

- Reclaim Bridge Street from Hwy-7 through traffic
- Sable and 136th traffic backups and ROW constraints

STATION 3: THOROUGHFARE PLAN

Two maps depicting the proposed arterial/collector street network at buildout were presented to the public, one highlighting the missing links and one illustrating the existing streets that would be classified as arterial or collector streets and potentially widened or upgraded as needed based on future development and travel demand. Participants were asked to “like” and select a “favorite” street from either map (new street construction or street widening/upgrade). Two additional informational boards were also presented depicting the proposed cross-section options of each street type in different contexts and at various stages of buildout.

While this station provided a lot of information and generated a lot of productive discussion among participants fewer people actually participated in the designed activity. Only six likes were placed on the maps. Those, plus additional sticky note comments are summarized below.

Missing link streets links that were “liked”:

- 148th Avenue (near 27th Avenue)
- Southern Street (between Telluride and 45th Avenue)
- 40th Avenue (between Longs Peak and Baseline)

Streets to be widened/upgraded that were “liked”:

- Sable Boulevard (near 136th Avenue) – **3 likes**

STATION 4: TRANSIT PLAN

The transit plan is divided into the two distinct type of services that would operate in Brighton, regional transit and local transit.

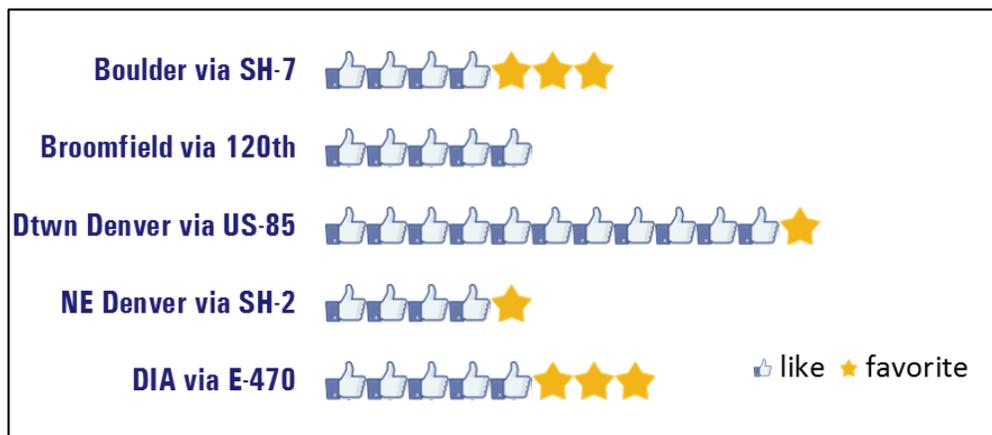
REGIONAL TRANSIT

Five different proposed bus rapid transit (BRT) routes were mapped and presented to the public as part of the regional plan. Participants were asked to “like” and select one “favorite” of the options. Participants were also given the option of proposing other routes or services. The five proposed BRT routes and outcomes of this activity are shown below.

Proposed BRT routes to Brighton:

- Brighton to Boulder (via SH-7)
- Brighton to Broomfield (via SH-120)
- Brighton to Downtown Denver (via US-85/I-25)
- Brighton to Commerce City and Northeast Denver (via SH-2)
- Brighton to DIA (via E-470)

How participants voted for the proposed regional BRT routes



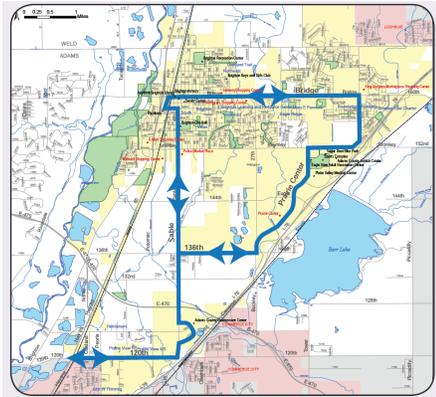
Several people also submitted other options for regional transit service to Brighton:

- DIA via Piccadilly (**2 likes**)
- Downtown Denver via I-76
- Park-n-ride at I-76 and Bromley or Prairie Center
- Bus shelters instead of benches
- Bike parking at downtown park-n-ride

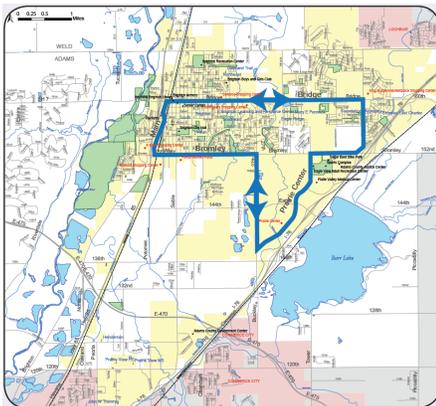
LOCAL TRANSIT

Three different potential local transit routes in Brighton were mapped and presented to the public as part of the local transit plan. Participants were asked to “like” and select one “favorite” of the options. Participants were also given the option of proposing other routes. The proposed routes and outcomes of the activity are shown below.

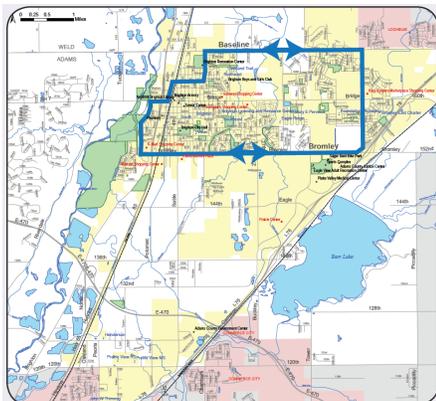
- Option 1: Downtown – Prairie Center – Adams County Government Center



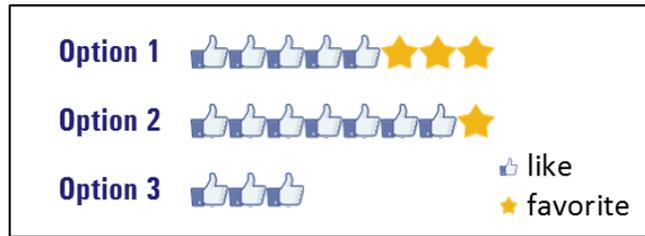
- Option 2: Downtown – Bridge Street – Bromley Lane – Prairie Center



- Option 3: Downtown – Baseline Road – Bromley Lane



How participants voted for the proposed local transit routes



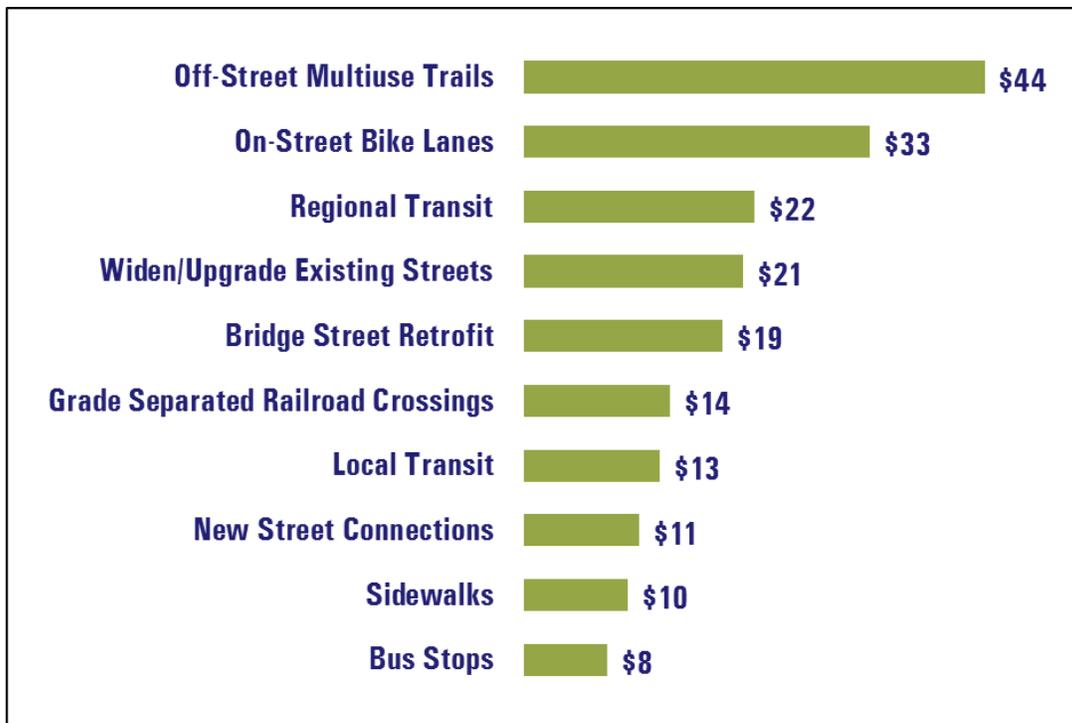
One additional route was also suggested (receiving two “likes”):

- “Hop/Skip/Jump” lines in the [core area, Bromley Park and Prairie Center] during am/pm peak

STATION 5: “BRIGHTON BUCKS”

At the final station of the workshop, each participant was given 10 “Brighton Bucks” to spend between 10 different projects proposed as part of the transportation plan. The main premise of the activity was to identify what the public feels are the highest priority projects. The list of the project types and results of this activity are provided below.

**How participants spent their “Brighton Bucks”
 (proposed projects components of the Transportation Master Plan)**



GENERAL COMMENTS

- Sable/136th – Major problem for Crystal St and Kennedy. People are avoiding the stop sign by speeding down Crystal and Kennedy. Very Dangerous
- The collector streets are being used as a freeway through existing neighborhoods south of town.