

**AGENDA FOR THE
ENGLEWOOD/SHERIDAN CITY COUNCIL
JOINT STUDY SESSION
WEDNESDAY, FEBRUARY 25, 2015
COMMUNITY ROOM
6:00 P.M.**

I. Walk and Wheel Master Plan Progress Update

Project consultants will be present to walk Englewood and Sheridan City Councils and Planning Commissions through research findings concerning the potential economic, health, and safety benefits to the City that would result from the pursuit of varying levels of public investment in bicycle and pedestrian improvements, as well as report on the citizen feedback from two public meetings.

II. Light Rail Corridor Next Steps Study Progress Update

Project consultants will be present to walk Englewood and Sheridan City Councils and Planning Commissions through early findings of feasibility for various light rail corridor improvement projects, the alternatives screening process, and preliminary findings of the Real Estate Market Assessment and Development Implementation Strategy.



M E M O R A N D U M

TO: Mayor Penn and City Council Members

THRU: Eric Keck, City Manager
Alan White, Community Development Director

FROM: John Voboril

DATE: February 25, 2015

SUBJECT: Englewood Walk and Wheel Master Plan and Englewood Light Rail Corridor Next Steps Study Projects Progress Update

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- Present preliminary information regarding economic, health, and safety benefits of investing in walking and bicycling infrastructure and programs
- Generate discussion about the goals of the City regarding pedestrian and bicycle mobility and ability to make investments to meet those goals
- Begin process of matching Plan recommendations to goals of the City

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- Allow both City Council and Planning Commission Members to learn about each study in greater detail

- Offer the opportunity for City Council and Planning Commission members to ask pertinent questions, and articulate preferences and priorities for moving projects forward through the design process

C: Eric Keck
Mike Flaherty
Dan Brotzman
Alan White
File

Att: Englewood Walk and Wheel Master Plan Presentation
Englewood Light Rail Corridor Next Steps Study Presentation
(Draft Versions, subject to modifications)

**ENGLEWOOD
FORWARD**
WALK & WHEEL
MASTER PLAN PROGRAM



JOINT COUNCIL SESSION FEBRUARY 25, 2015

PRESENTATION OVERVIEW

- Meeting Goals
- Project Overview
- Economic, Health, and Safety Benefits of Walking and Biking
- Potential Scenarios and Benefit/Impact Analysis
- Operations and Maintenance Metrics
- Discussion

JOINT COUNCIL MEETING GOALS

- Present preliminary information regarding economic benefits of investments in walking and bicycling infrastructure and programs
- Generate discussion about the goals of the City regarding pedestrian and bicycle mobility and ability to make investments to meet those goals
- Begin process of matching Plan recommendations to goals of the City



WALK & WHEEL PROJECT OVERVIEW

- Overall Goal: Develop recommendations for bicycle and pedestrian infrastructure and programs that improve safety, increase connectivity and transportation options, and attract new walkers and riders to Englewood
- How?
 - Develop robust existing conditions, demand, and economic potential data to inform analysis and recommendations
 - Engage citizens and policy makers in dialogue about goals, options, and resources required
 - Develop up to three recommendation scenarios that would result in different levels of walking and bicycling in the City and outline implementation requirements, operations and maintenance metrics of each, and to solicit feedback
 - Through analysis, discussion, and input, arrive at a recommended package of improvements and take one recommended project to conceptual design level



ENGLEWOOD: WHAT WE HAVE, WHAT WE ARE MISSING, AND WHAT ARE WE TRYING TO ACHIEVE

We have: Great high capacity transit access; grid street system; employment, shopping, and higher density residential within the core; lower cost housing options and traditional neighborhoods throughout the community

We are missing: Comprehensive approach to pedestrian and bicycle mobility as an alternative to automobile travel; dedicated on-street facilities for bicycling; defined pedestrian corridors and enhanced pedestrian facilities and crossings

We are trying to achieve: Improve bicycle and pedestrian transportation options for existing residents and businesses; attract new citizens, new businesses and spur economic activity.



MISSION STATEMENT

To promote and ensure a high quality of life, economic vitality, and a uniquely desirable community identity.

City of Englewood, 2015



ECONOMIC HEALTH AND SAFETY BENEFITS OVERVIEW

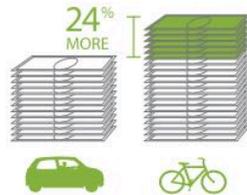
Economic Benefits of Bikeways



BICYCLISTS SPEND MORE

Customers who arrive by automobile spend the most per visit across all of the establishments, but cyclists spend the most per month.

Kelly J. Clifton, Sara Morrison, and Chae Beek. "Business Cycles: Catering to the Bicycling Market," TR News 280, 2012, 26-32. <http://bit.ly/16WNe1a>



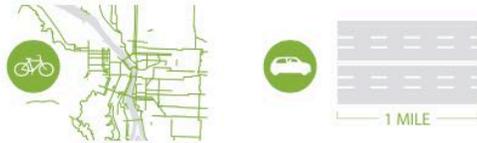
Homes within a half-mile of Indiana's Monon Trail sell for an average of

11% MORE THAN

similar homes further away.

Lindsey, Greg, Joyce Mar, Seth Payton, and Kelly Dickson. "Property Values, Recreation Values, and Urban Greenways." Journal of Park and Recreation Administration 22, 2004, 89-90. <http://bit.ly/16WNe1a>

The entire bikeway network of Portland, Oregon was built for less than the cost of constructing one mile of freeway.



Kuligan, Ian K. "Portland's Spent on its Bike Infrastructure: What it Would Normally Spend on a Single Mile of Highway." The Oregonian 19 Mar. 2010. online.

BIKEWAYS ARE VALUABLE NEIGHBORHOOD ASSETS



83%

of residents near Washington, DC's 15th Street protected bike lane say it's a valuable asset to the neighborhood.

District Department of Transportation, "Cycle Tracks and Green Lanes in Washington, DC Overview and Research Results," 2013. <http://bit.ly/1y188P1>

BIKEWAYS ATTRACT PEOPLE

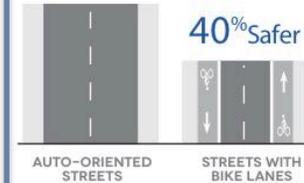


62%

of new transplants in Portland, OR who bike said the city's bike-friendliness was a factor in their decision to move.

Portland Bicycle Maps and Information Survey - PBOT, 2009

Health & Safety Benefits of Bikeways



STREETS WITH BIKEWAYS ARE SAFE STREETS

Bicycling on separated facilities like enhanced bikeways is safer than riding on streets without bicycle facilities.

NYC DOT, "The New York City Pedestrian Safety Study & Action Plan," 2010. http://www.nyc.gov/html/dot/downloads/pdf/ny_cpd_safety_study_action_plan.pdf

37% REDUCTION in SIDEWALK RIDING

Increased compliance in facility use is good for pedestrians.

The City and County of Denver Public Works, "The effects on sidewalk riding related to implementing an enhanced Bikeway on 50th Street" 2013.

56% REDUCTION in INJURIES

to all street users after installing protected bike lanes in New York City.

NYC DOT, "Measuring the Street: New Metrics for 21st Century Streets," 2012. <http://dot.nyc.gov/html/dotCMF/>

\$250 LESS in HEALTH CARE COSTS

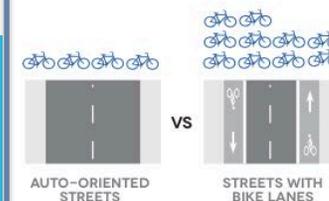
Physically active employees incurred approximately \$250 less in health care costs per year compared to sedentary employees.

Wang F, McDonald T, Charnegra J, L. Edington DM. "Relationship of body mass index and physical activity to health care costs among employees." <http://www.ncbi.nlm.nih.gov/pubmed/1947386>.

MORE SEPARATION ALSO PROTECTS PEDESTRIANS



NYC DOT, "Measuring the Street: New Metrics for 21st Century Streets," 2012. <http://dot.nyc.gov/html/dotCMF/>



BIKEWAY STREETS BRING BICYCLISTS

Bicyclists are 2.5 times more likely to ride on enhanced bikeways than on the street.

Loak, A., et al. "Risk of injury for bicycling on cycle tracks versus on the street." Injury Prevention 2010; 15:251-259.



SAFETY IN NUMBERS

The likelihood that a given person walking or bicycling will be struck by a motorist decreases as the number of people bicycling and walking increases.

Jacobson, P.L. "Safety in numbers: more walkers and bicyclists, safer walking and bicycling." Journal of Injury Prevention 2003; 9:255-259.



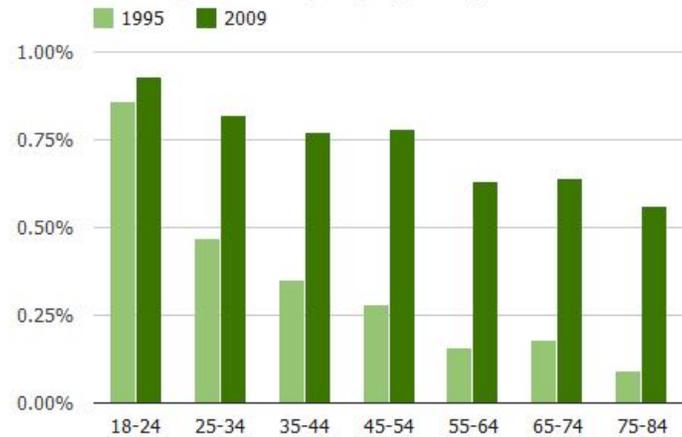
APPEAL TO SENIORS

Significant increase in bicycle use among seniors age 65 plus since 1995

Baby boomers looking for alternatives to the car and options to “age in place”

The rise in biking among people ages 60-79 accounted for 37% of the total net nationwide increase in bicycle trips from 1995-2009

Biking rates by age group, 1995-2009



All data: National Household Travel Survey

Source: Michael Anderson Surprise! People Aged 60-79 are Leading the Bike Boom, June 20, 2014, Streetsblog, USA

APPEAL TO MILLENNIALS

Preference for an urban environment with walkable places and town centers

Willing to pay a premium and reduce living space to be able to walk to shops and amenities

26% do not have a driver's license

Miles driven has dropped 40% in a single decade; miles biked has increased 24%

45% report making a conscious effort to replace driving with alternative forms of transportation



Source: Kaid Benfield's Blog of 2/1/13 titled "Why smarter land use can help cities attract and retain young adults" hosted on www.switchboard.nrdc.org

Millennials are choosing to settle in central-city areas where the dense built environment favors walking, bicycling, and other non-traditional modes of transportation.

Cars are "out"; two feet are "in."

Source: Brad Segal blog on Pumaworldhq.com posted 5/17/14

APPEAL TO CURRENT RESIDENTS (public meeting February 11, 2015)



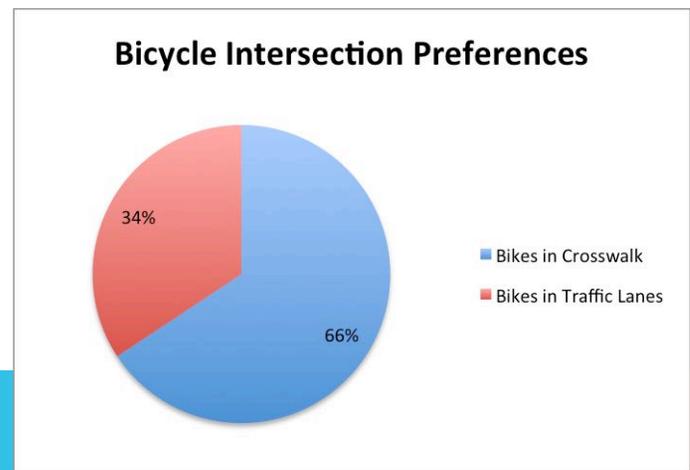
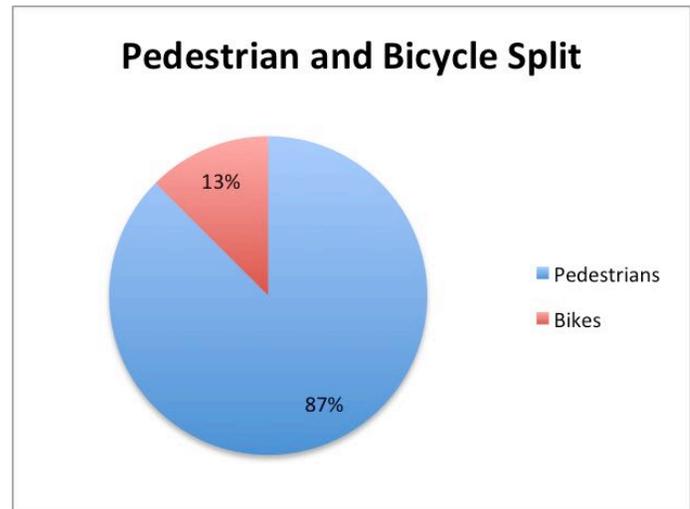
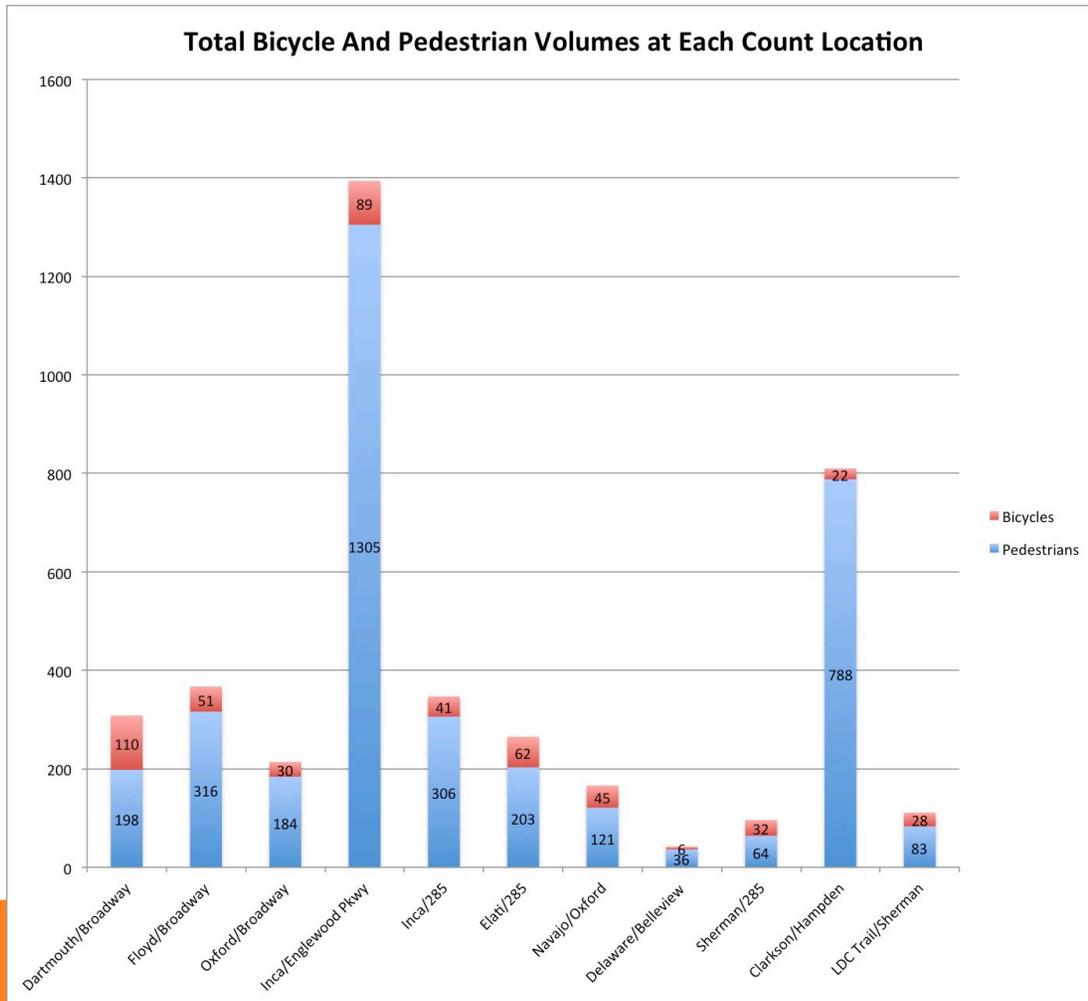
APPEAL TO CURRENT RESIDENTS

(public meeting February 11, 2015)

WHAT BEST DESCRIBES YOU AS A BICYCLIST?



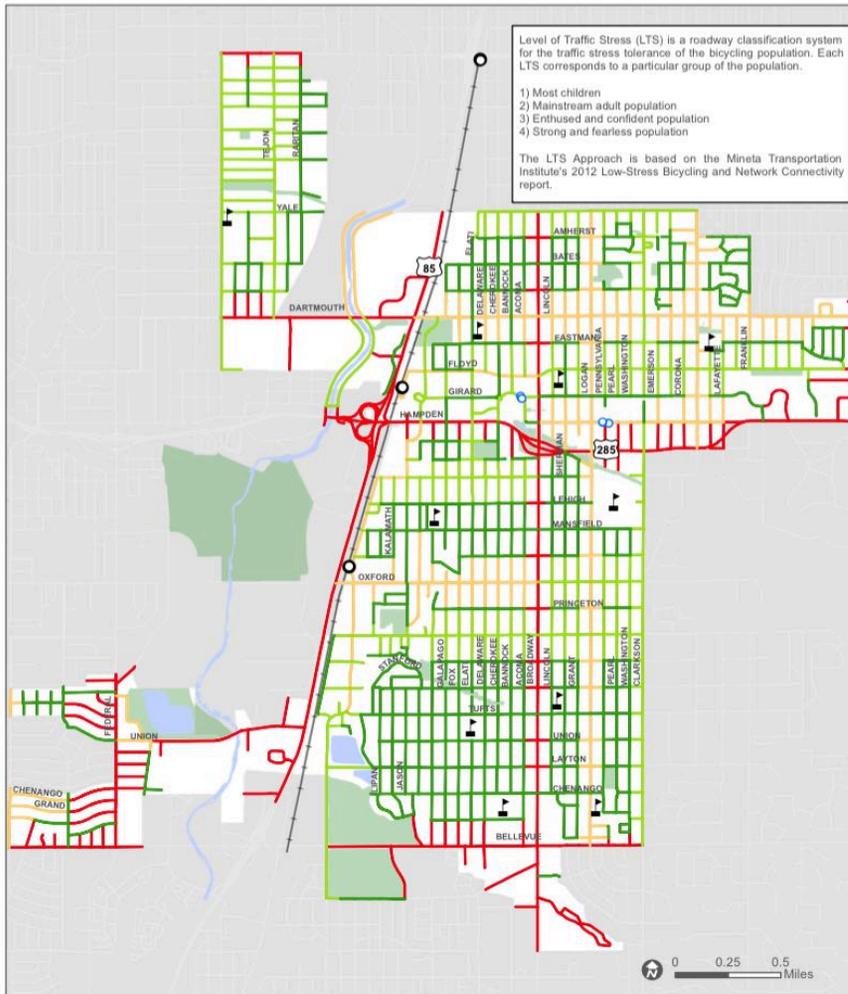
ENGLEWOOD ANALYSIS PROCESS: DATA DRIVEN



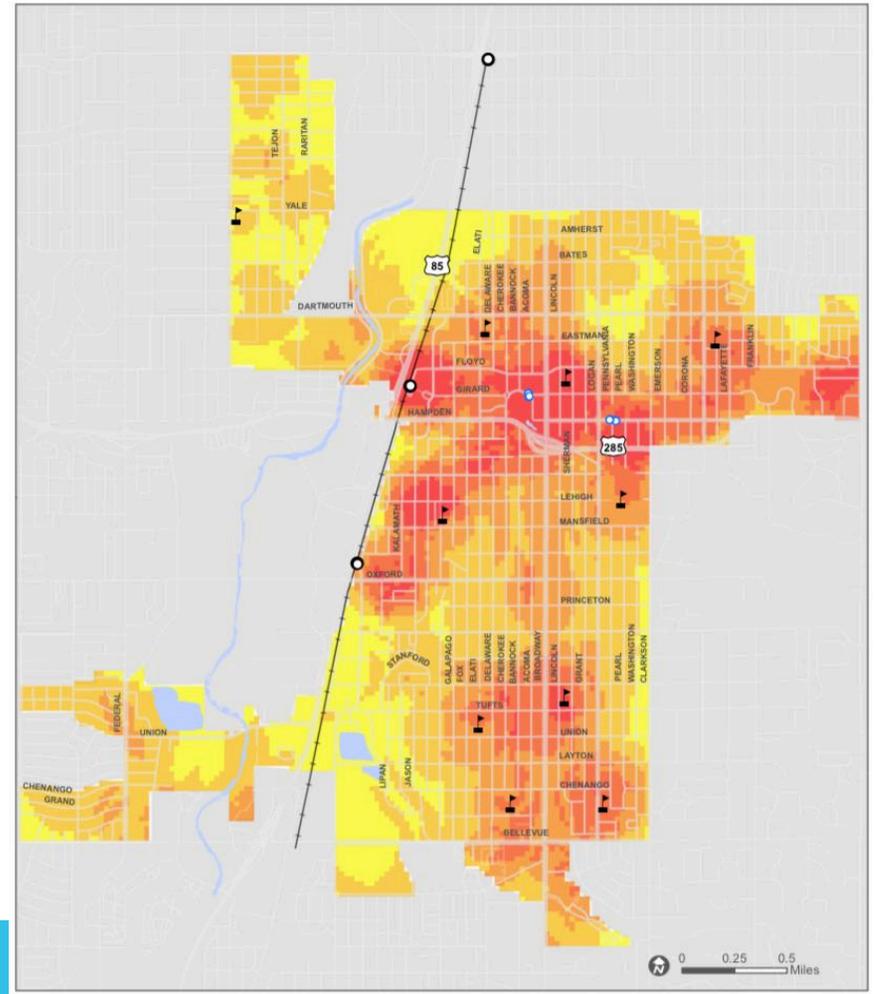
Englewood Bicycle and Pedestrian Counts, October 2014



ANALYSIS PROCESS: DATA DRIVEN



Level of Traffic Stress
Englewood, Colorado Walk and Wheel



Composite Potential Demand
Englewood, Colorado Walk and Wheel

PEER AND ASPIRATIONAL CITY DATA

Table 1: General Characteristics Comparison of Selected Peer Cities

	Englewood	Littleton, CO	Oak Park, IL	Claremont, CA	Jackson, WY	Park City, UT	Helena, MT	Bozeman, MT
Street Networkⁱ	Tight Grid	Loose Grid	Large Grid	Large Grid	Large Grid	Linear	Tight Grid	Tight Grid
Region	Mountain West	Mountain West	Midwest	West	Mountain West	Mountain West	Mountain West	Mountain West
Climate	Semi-Arid	Semi-arid	Humid Continental	Mediterranean	Continental	Semi-arid	Semi-arid	Continental
Elevation (ft)	5,371	5,351	594	1,168	6,237	7,000	3,875	4,820
Populationⁱⁱ	30,840	41,737	51,878	34,926	9,577	7,873	28,190	37,280
Population Density per Square Mileⁱⁱⁱ	4,844	2,902	11,038	2,600	3,291	4,430	1,724	1,950
Percent Minority Population^{iv}	28.2%	8.2%	32.3%	29.4%	20.2%	19.0%	6.7%	6.4%
Bicycle Friendly Community Award Level^v	None	None	Bronze	Silver	Gold	Silver	Bronze	Silver
Walk Friendly Community Award Level^{vi}	None	None	None	None	None	None	None	None



THREE SCENARIO OVERVIEW

Englewood existing mode split: 1.55% Bike, 2.75% Walk

Scenarios Analyzed

- 1: Modest Increase in Biking and Walking Mode Split
- 2: Higher Increase in Biking and Walking Mode Split
- 3: Highest Increase in Biking and Walking Mode Split

SCENARIO 1: “MODEST INCREASE” ELEMENTS

Comparative Mode Split Anticipated: 1.75% Bicycle 3.00% Walk

Infrastructure Types: Sharrows, Striped Bicycle Lanes, Pedestrian Countdown Timers

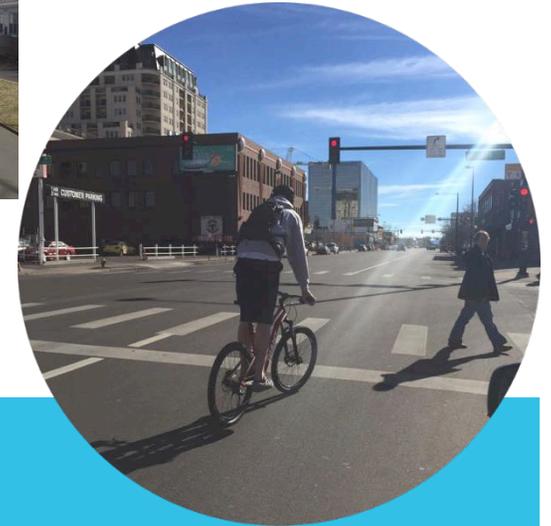
Supportive Programming:

Bicycle Month Awareness

Bike to School/Bike to Work promotion

Safe Routes to School programming

Bicycle and Pedestrian monitoring and reporting system



SCENARIO 2: HIGHER INCREASE FACILITY TYPES

Higher increase in comparative mode split: 2.75% Bike, 7.85% Walk

Infrastructure Types: Scenario 1 elements plus buffered bike lanes, curb bulbouts

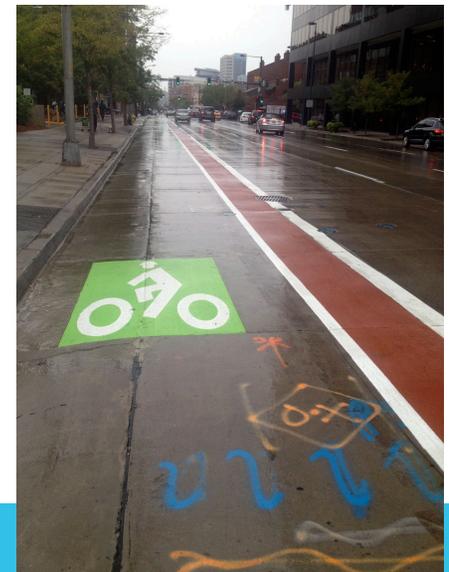
Supportive Programming:

Bicycle-friendly Business program

Targeted Enforcement

Driver Education Campaign

Community Education Campaign/Events



SCENARIO 3: HIGHEST INCREASE FACILITY TYPES

Highest increase in comparative mode split: 4.25% Bike, 9.75% Walk

Infrastructure Types: Scenario 1 and 2 elements plus protected bikeways, bicycle boulevards, mid-block crossings with enhanced treatments, all pedestrian phase

Supportive Programming:

Bicycle/Pedestrian Report Card

Bicycle/Pedestrian Coordinator

“I am a Bicyclist/Pedestrian” campaign

Open Streets events



ESTIMATED TOTAL DIRECT ANNUAL BENEFITS

Table 6: Total Annual Benefits

	Baseline	Scenario 1	Scenario 2	Scenario 3
Annual Health Benefits	\$105,000	\$115,000	\$262,000	\$343,000
Annual Environmental Benefits	\$55,000	\$61,000	\$123,000	\$170,000
Annual Transportation Benefits	\$2,113,000	\$2,358,000	\$4,761,000	\$6,551,000
Total Annual Benefits	\$2,273,000	\$2,534,000	\$5,146,000	\$7,064,000
Total Additional Annual Benefits	\$0	\$261,000	\$2,873,000	\$4,791,000

OTHER INDIRECT BENEFITS

- High quality of life
- Increased property values
- Attractive to Seniors, Millennials, and current residents
- Supports cost effective and safe transportation system for all users
- Multi-faceted strategy for providing access to local businesses and employers
- Leverages existing investments like LRT stations



DISCUSSION

- Englewood's goals and input on direction of study

Thank you!!!



LIGHT RAIL CORRIDOR
NEXT STEPS
S T U D Y

Project Status

2 | 2 5 | 1 5

Introductions

Meeting Purpose

Agenda Review

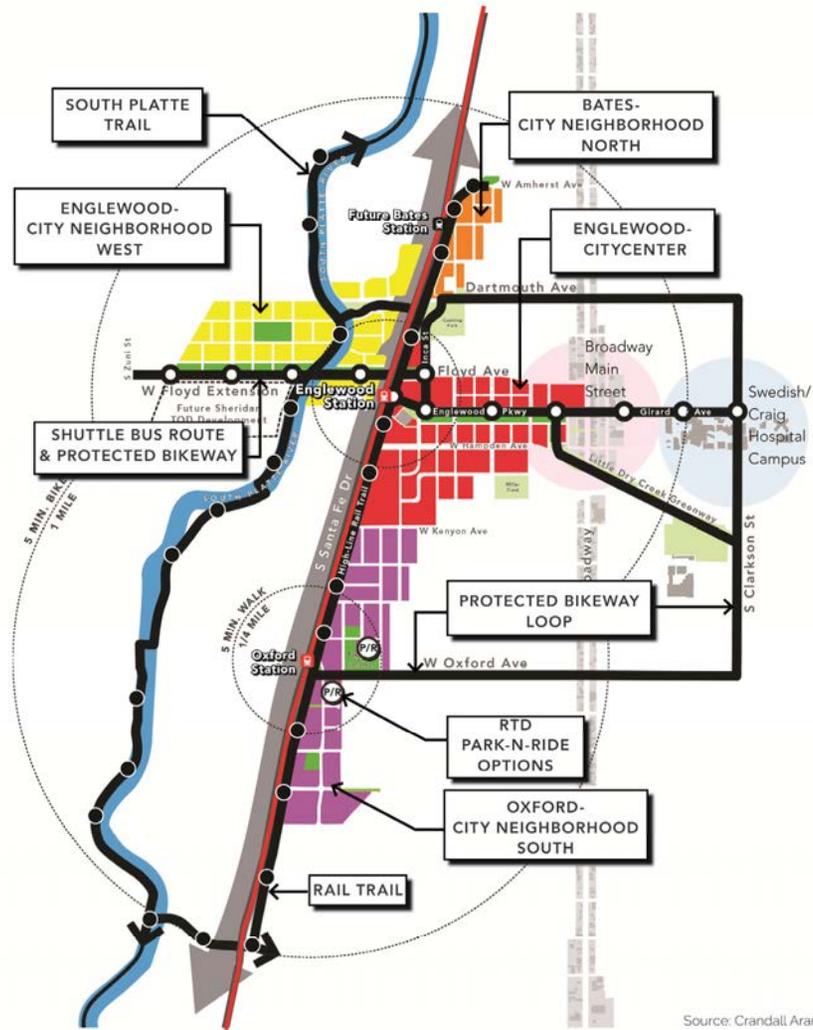
What are the goals of the Next Steps Study?

- Build upon the recommended transportation improvements of the previous study
- Identify and analyze potential complementary transportation improvements
- Conduct real estate development feasibility and marketing/implementation strategy

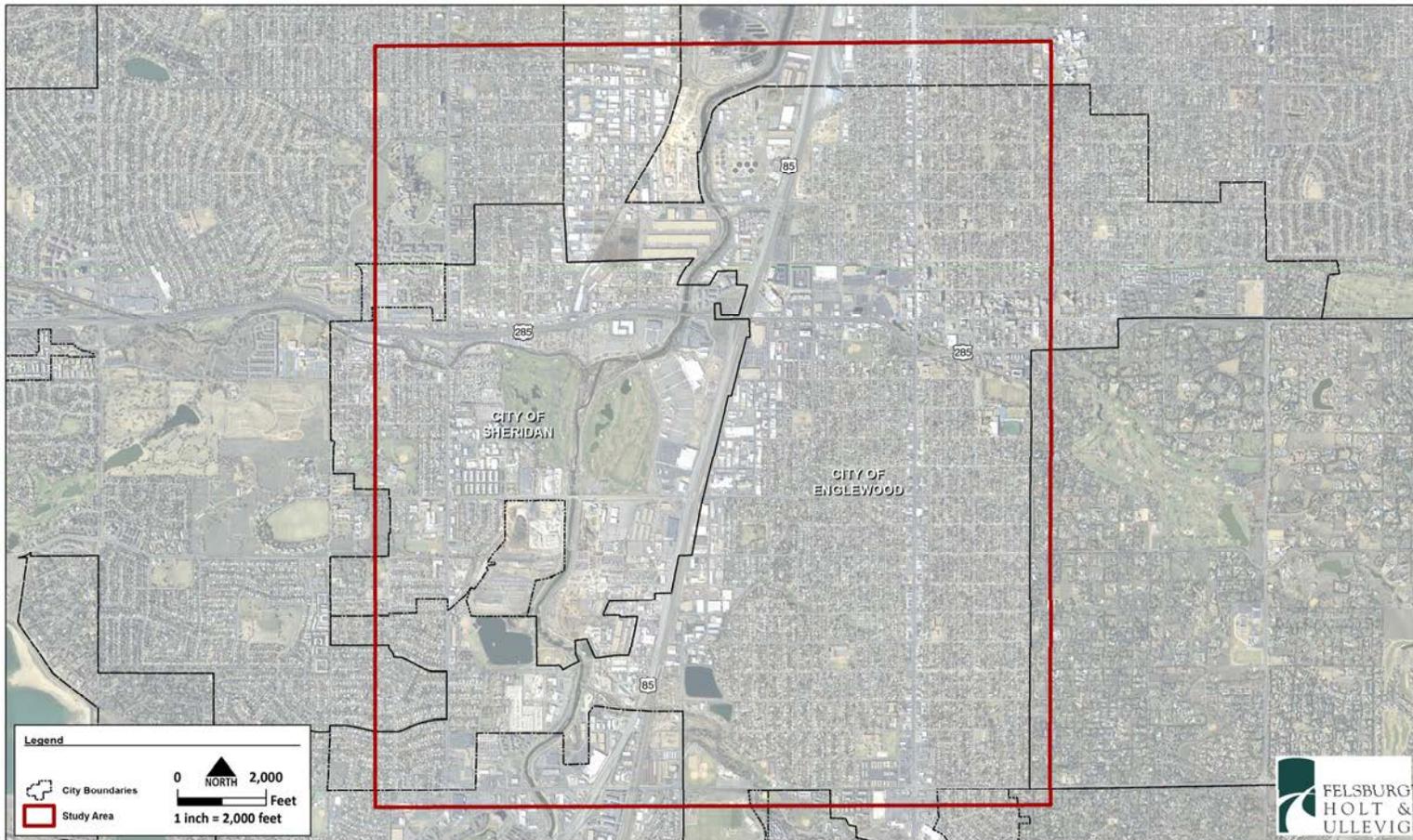
What are the goals of the Next Steps Study?

- Develop conceptual engineering design
- Evaluate alternatives and their feasibility
- Prepare an Action Plan for funding and prioritization of transportation improvements

June 2013 Corridor Concept



Source: Crandall Arambula



The purpose of the transportation improvements is to enhance multi-modal connections (bicycle, pedestrian, vehicle, and transit) to the Englewood - City Center and Oxford - City of Sheridan LRT stations in a manner that enhances adjacent existing and planned land use.

- Improve the efficiency of the transportation system
- Integrate with and support the social, economic, and physical land use plans of the Cities of Englewood and Sheridan

- Provide mobility choice for people and goods that are safe, environmentally sensitive, efficient and sustainable
- Protect and enhance the natural environment and local community while improving the performance of the transportation system

One-on-One Interviews

- Bates – North Neighborhood
- Englewood Station (Floyd) – West Neighborhood
- Englewood Station – CityCenter Englewood Neighborhood
- Oxford Station – South Neighborhood

Preliminary Findings

- Current development proposal
- Townhomes and multifamily
- Developer neighborhood meetings
- Desire for greater connectivity

Preliminary Findings (Englewood & Sheridan)

- River mentioned as amenity or constraint
- Veno hotel redevelopment desire
- Sheridan supportive: multifamily development
- Businesses generally supportive and aware
- But, most liked current location and not sure where to go

Preliminary Findings

- Weingarten open to rethinking plaza area, Chuck E Cheese
- No potential for hotel at Riverpoint (Sheridan)
- Multifamily development on top of structured parking not feasible
- Sports Authority lease expires in 3.5 years with option to renew
- Broadway is critical identifier / market driver for City

Preliminary Findings

- Littleton Capital Partners (LCP) desire for greater connection to station and Broadway
- Sam's current desire for Grow Facility. LCP interest
- Navajo Partners waiting for LCP
- Parking: mixed feedback; parking south of Oxford?
- "Wait and See" . Many unsure about industrial / residential mix
- Sheridan desire for bridge connection to west side of Santa Fe. Costco / carwash hesitant.
- Red & Jerry's for sale

- Oxford: Limited to local-serving retail (coffee shops, convenience retail, etc.) serving new development
- City Center: Potential to enhance viability with access, circulation, urban design changes
- Bates: Very limited (a restaurant, or local serving retail). Similar to RINO examples.
- West of Santa Fe / Floyd: Some demand for regional serving retail, but limited by competition in the market.

- Oxford: Given limited visibility, likely only small office potential
- City Center: Office has struggled. Limited additional potential.
- Bates: Limited. Similar to RINO examples.
- West of Santa Fe / Floyd: Some potential demand, but would require mass-scale redevelopment

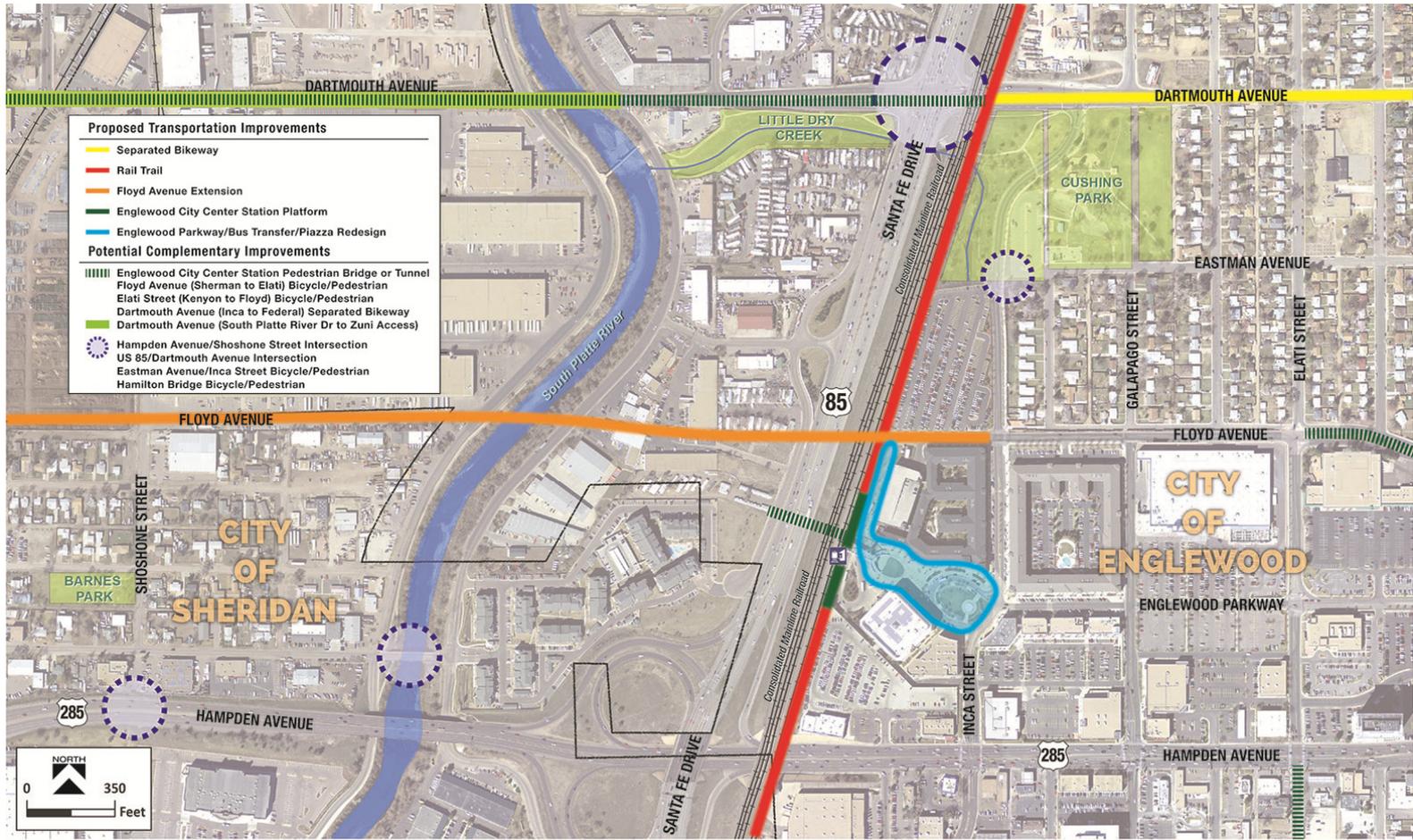
- Near term, multi-family will remain strong, but cool down 1-2 years out.
- Multi-family is specific to each submarket and audience.
- Key question: The potential to draw Millennials, Creatives from So Broadway and elsewhere to this submarket
- Another key question: How to best integrate residential development with other land uses in redevelopments.

- Unmet need in the market for additional hotel
- Likely mid-level (not luxury or business class)...Hampton Inn, Holiday Inn Exp, etc.
- Leverage proximity to hospitals, central location
- Offer close-in location coupled with affordability (compared to Downtown and DTC)

Alternatives Development, Evaluation, and Design

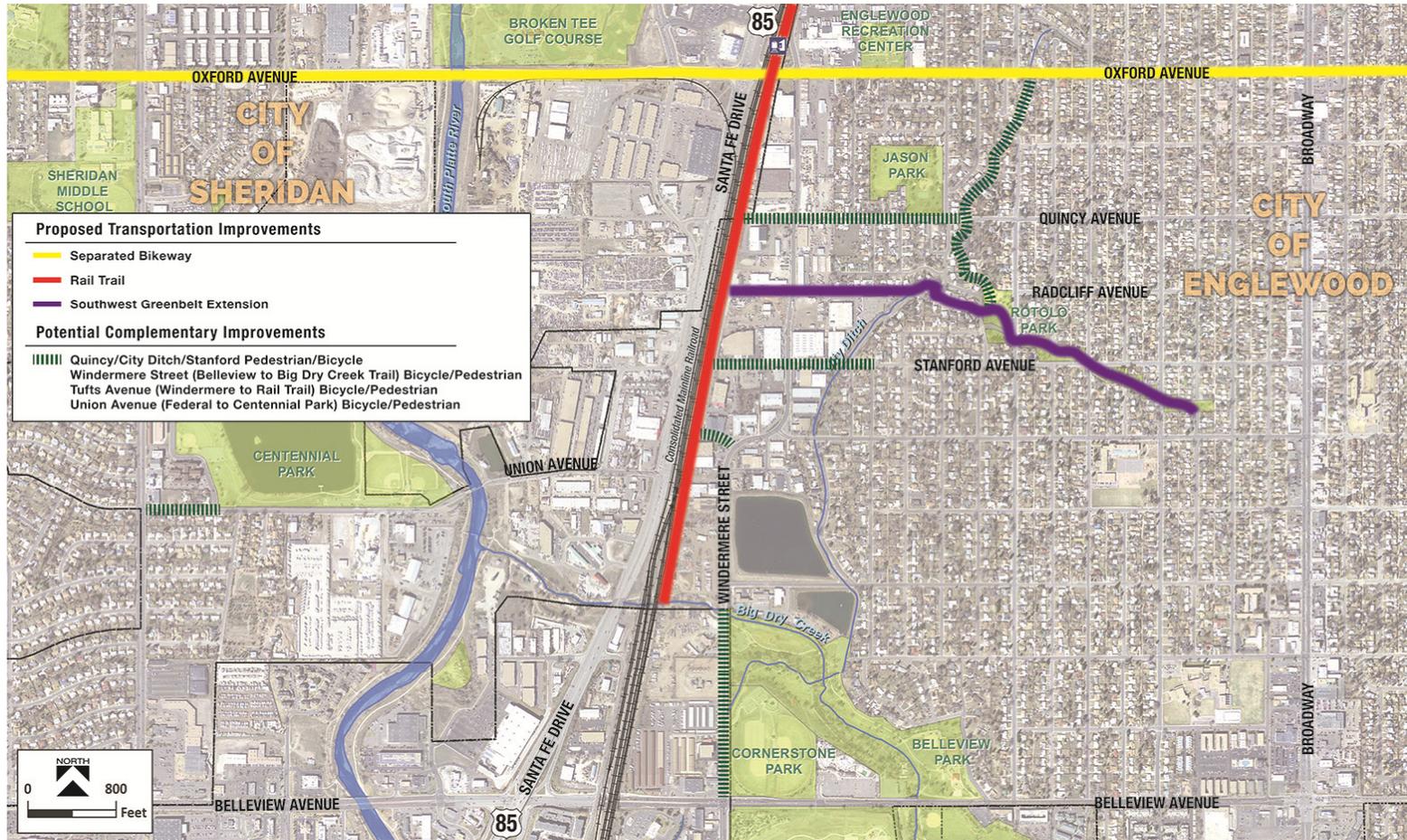
- Seven Proposed Multi-Modal Transportation Alternatives
- Twenty Possible Complementary Transportation Improvement Alternatives

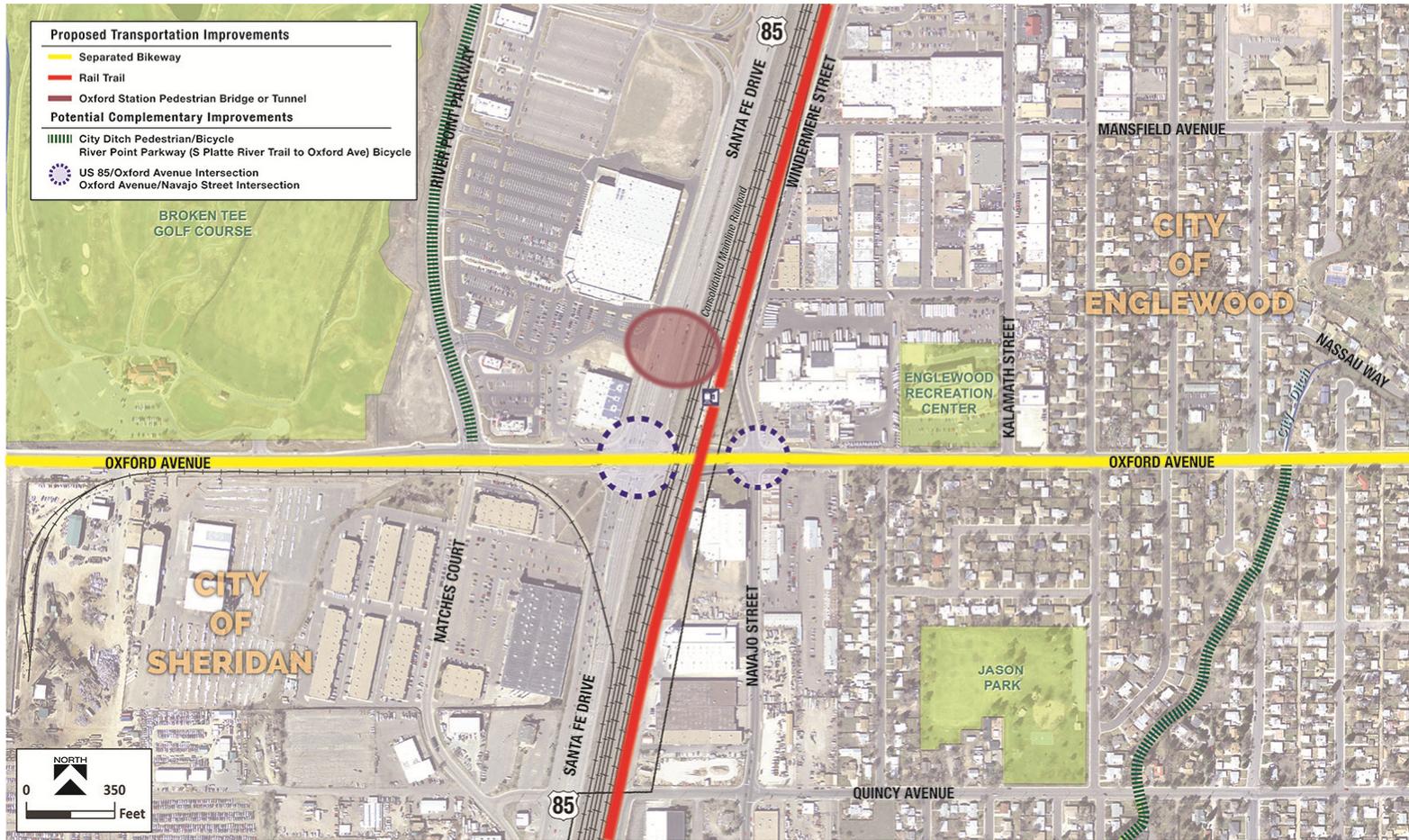
Transportation Improvements



LEGEND

	Light Rail Stations		Railroads		City Boundaries
	Rivers		Recreational Resources		





LEGEND

- Light Rail Stations
- Railroads
- City Boundaries
- Rivers
- Recreational Resources

- Tier 1 – Project Vision
 - Seven Proposed Multi-Modal Transportation Projects Carried Forward
 - 16 Possible Complementary Transportation Improvements Carried Forward

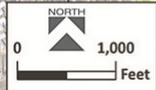
- Tier 2A – Floyd Avenue Extension
- Tier 2B – Oxford – Sheridan Station Pedestrian Tunnel/Bridge
- Tier 2C – Potential complementary transportation improvements
- Tier 2D – Alternative Refinement

- Address unsafe physical or operational conditions at intersections to reduce crash risk
- Provide a balanced multimodal system consistent with future (2035) travel demands
- Improve the ability of the transportation system to effectively move people

- Support regional sustainability initiatives through alternative travel modes
- Improve the connectivity of the various travel modes (pedestrian, bicycle, automobile, and transit) with the Englewood – CityCenter LRT and Sheridan – Oxford Avenue LRT Stations
- Satisfy engineering design standards and criteria

- Environmental and cultural resources
- Avoid direct and indirect property and business impacts and displacements
- Evaluate compatibility with existing and planned local land use
- Cost-effectiveness
- Identify and prioritize improvements that can proceed independently

Separated Bikeway Network



LEGEND

- Light Rail Stations
- Railroads
- City Boundaries
- Rivers
- Recreational Resources

Floyd Avenue/Englewood City Center Light Rail Station



- Two Alternatives
 - Over Light Rail /Railroad/Santa Fe/South Platte River
 - Under Light Rail/Railroad/Santa Fe and over South Platte River
- Other Considerations

- Englewood Parkway Extension and Bus Transfer/Piazza Redesign
- Englewood Platform Shelter
- Oxford Station Pedestrian Tunnel/Bridge



LIGHT RAIL CORRIDOR
NEXT STEPS
S T U D Y

Thank you

Thank you