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Transportation Partnerships



Final Report



Colorado Governor's Office of Energy Conservation

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Grants for Innovation and Collaboration

This final report of Transportation Partnerships showcases innovative projects throughout Colorado. Transportation Partnerships, a grant program of the Governor's Office of Energy Conservation, was designed to help communities improve transportation systems and make them more responsive to community needs. Unimproved transportation systems can increase our consumption of energy, affect the quality of our air, and add tremendous burdens to our lives, such as longer commutes and the loss of neighborhood and community character.

One key principle of this program has been a belief that transportation is not an isolated aspect of our communities. It is linked inextricably to good planning and a healthy environment. The projects in this report share an approach that values innovation, responsiveness to local need and initiative, and a genuine interest in improving our lives. Transportation is woven into these projects in ways that often challenge common expectations of what transportation planning is all about. Project leaders have brought to bear a broad understanding of how the quality of our air depends on how we lay out our roads and transit systems, which further depends on how we plan our towns and cities.

Next Steps

A new grant program that reflects this interdependency picks up where Transportation Partnerships leaves off. The Smart Growth Regional Partnerships Program provides continued support for projects like those within these pages, and its expanded scope provides funds for projects designed to address a wide range of growth, development, transportation, open space, affordable housing, and air and water quality issues. Like its predecessor, this new program emphasizes partnerships and approaches that recognize the value of regional cooperation, analysis and action. For more information on Smart Growth Regional Partnerships or Transportation Partnerships projects contact:

Kate Fay (303 444-1214) or
Adam Van de Water (303 866-2818)

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PARTNERS:

City of Lakewood
First Light Films
Hewlett Foundation
Henry M. Jackson Foundation

GRANT:

\$50,000

ESTIMATED COMPLETION:

September 1998

CONTACT:

Chelsea Congdon, First Light
Films
303 987-7530

A Film Documentary on Rapid Growth and Solutions

This one-hour television documentary for PBS, "Subdivide and Conquer," will take an entertaining and optimistic look at sprawl and its potential alternatives. Through interviews and footage from around the West, the film will show why people are concerned about the transformation of the West and how some communities are finding solutions. Filmmakers have performed extensive research on the history of development, transportation planning, and contemporary growth management efforts in Colorado, Oregon, California, Arizona, Utah, and several East Coast cities. They have conducted extensive interviews and research and collected film and audio clips in preparation for filming and editing.

The filmmakers hope to show the long-term consequences of uncontrolled sprawl and demonstrate successful strategies for creating more sustainable patterns of growth. The film is designed to reach a broad audience of teachers, students, planners and decision makers, as well as the general public.

The Feasibility of Passenger Rail in Colorado

Leaders along the Northern Front Range worked cooperatively to evaluate the feasibility of passenger rail in 18 corridors around the state. They explored rail's potential and weighed it against other possible strategies such as highway improvements, high occupancy vehicle lanes, and light rail along Interstate 25 north of Denver. The study found that where rail infrastructure is already in place, passenger rail can be competitive with highway improvements and other measures as an option for easing congestion.

This project provided a forum to begin public discussion on the role passenger rail might play in Colorado, and it has helped identify several promising rail corridors for further study. These include Fort Collins-Denver, Denver-Pueblo, Glenwood Springs-Aspen, and the Yampa Valley. The project also has helped raise awareness of rail options among Colorado's leaders and citizens.

PARTNER:

**North Front Range
Transportation and Air
Quality Planning Council**

GRANT:

\$23,000

FINAL REPORT:

Colorado Passenger Rail Study

CONTACT:

Ron Phillips, Executive
Director, North Front Range
Transportation and Air Quality
Planning Council
970 221-6608

PARTNERS:

Regional Air Quality Council

City of Arvada
City of Broomfield
Adams County
City of Golden
City of Lakewood
Jefferson County
City of Westminster
City of Wheat Ridge

GRANTS:

\$20,000 and \$8,000

FINAL REPORT:

*Local Air Quality Tools
Handbook*

CONTACT:

Meg Franko, Director of
Transportation Programs,
Regional Air Quality Council
303 629-5450 ext. 270

A Handbook for Land Use Planning with Air Quality in Mind

The *Local Air Quality Tools Handbook* was developed as a user friendly guide for planners, local elected officials, municipality managers and developers to help evaluate the air quality implications of development, land use and transportation decisions. The handbook describes planning strategies and design models from which a community can select appropriate tools and approaches as it makes these decisions. Six broad planning strategies and seven common types of development review criteria provide communities a toolbox of practical planning ideas.

City planners from communities in Jefferson County joined in the drafting of the guidebook and created a forum for discussing ideas such as strategies for introducing pedestrian- and transit-oriented design, bike path systems, and mixed use centers. In-depth study sessions were conducted with participating municipalities as well as other Denver metro communities. Due to the level of enthusiasm for the guidebook and its potential value to communities throughout the state, additional funding was provided to distribute it more widely. Many local elected officials and planners have expressed their intention of using all or part of it in their planning and development review processes.

A Statewide Campus Transportation Network

A statewide Campus Transportation Network has begun to help build awareness of transportation issues and opportunities among administrators, faculty and students at colleges and universities across Colorado. The network promotes wider use of bicycles, buses, carpools and foot travel and encourages the improvement of campus facilities for these alternative modes. Since space is tight on most campuses, this program can reduce the need for expanded parking, and it may help build good commuting habits among Colorado students.

Project leaders plan to produce a resource guide and slide show highlighting successful campus transportation management techniques nationwide. In early 1999, a transportation conference will bring together students and administrators from colleges and universities around the state to discuss transportation management and explore potential applications on Colorado campuses.

PARTNERS:

**University of Colorado
Environmental Center**
Auraria Higher Education
Center
GO Boulder
City of Fort Collins
Colorado State University
University of Denver
University of Colorado (all
campuses)
National Wildlife Federation

GRANT:

\$26,042

ESTIMATED COMPLETION:

Mid-1999

CONTACT:

Dr. Will Toor, Director,
University of Colorado
Environmental Center
303 492-8308

PARTNERS:

City of Greeley

Colorado Department of Public
Health and Environment
Clean Air Colorado
John Evans Junior High School
Colorado Department of
Transportation
Bicycle Colorado
Colorado Bicycle Advisory
Board
Twin Rivers Cycling Club

GRANT:

\$40,000

ESTIMATED COMPLETION:

August 1998

CONTACT:

Karen Scopel, Natural
Resources Planner, City of
Greeley
970 350-9783

Promoting Bicycle Use with Interactive Learning

Traditionally, U.S. school children have been among the most dedicated bicycle commuters. The goal of this program is to develop and distribute a CD-ROM computer program that will educate elementary school children about bicycle safety and commuting to school, parks, and stores. It also will increase awareness and stress the environmental benefits of choosing alternative transportation.

By creating an innovative tool for younger citizens, project leaders expect the program to motivate children and their parents to consider transportation alternatives. The CD-ROM is a popular format for interactive learning and provides a fun and informative way to reach this audience. Once developed, this tool can be distributed throughout Colorado (and the nation's) schools, and may have commercial potential as well.

Commuting Alternatives for Economic Development in Northeastern Colorado

Northeast Colorado's sparse population means that many people in this region commute long distances for work. This project was designed to provide reliable transit alternatives such as bus service and ride-sharing. By analyzing current commuting patterns and the prospective locations of new employers in the region, project leaders have been able to gain a clear picture of the potential for good transit alternatives. One hundred six employers representing 9,770 employees responded to a survey on commuting patterns.

One goal of the project has been to use this information to attract new economic development to the area by showing prospective employers that a ready work force exists in the area. Project leaders also have analyzed the possibility of creating a new Amtrak station to provide new commuting options.

PARTNERS:

**Northeastern Colorado
Association of Local
Governments**

Colorado Department of
Transportation

Colorado Department of
Local Affairs

Morgan Community College

Excel Corporation

Fort Morgan State Bank

City of Sterling

City of Fort Morgan

Town of Otis

Town of Haxtun

Town of Peetz

Local transportation authorities

GRANT:

\$15,000

ESTIMATED COMPLETION:

July 1998

CONTACT:

Larry Worth, Executive
Director, Northeastern
Colorado Association of Local
Governments
970 867-9409

PARTNERS:

City of Fort Collins
Transfort
Greyhound/Trailways
Airport Express
Shamrock Taxi
Private charter services

GRANT:

\$30,000

ESTIMATED COMPLETION:

June 1998

CONTACT:

John Daggett, City of
Fort Collins
970 224-6190

A Downtown Transportation Center for Fort Collins

This project explored the feasibility of creating a multimodal transportation center in the downtown area of Fort Collins. An existing railroad freight depot showed strong potential as a possible site for this center, and the City of Fort Collins brought a group of stakeholders together to study the need, potential benefits, and practicality of developing the depot or another site. Participants chose the freight depot as the best location for the center, and final conceptual drawings are under way. The city council and city manager have agreed to actively seek funding sources for this successful project. According to early estimates, construction could be finished by 2000.

The new center is expected to enhance the downtown area and provide a showcase piece for Fort Collins. The intersection where the depot is located will also include a new justice center, city administration building, and a 1,000-space parking facility. This will be the first transportation center in Fort Collins to provide for both private and public sector carriers. Officials hope that a first class facility for transit users will encourage the use of alternative transportation in the downtown area, reducing congestion, air pollution, and parking problems.

A Transportation Management Association for the Colorado Springs Area

With its partners, the City of Manitou Springs is developing a transportation management association (TMA) in the Colorado Springs area. TMAs are public-private partnerships designed to address traffic congestion and air quality concerns in communities, particularly where commuter traffic contributes significantly to problems. The scope of the project includes drafting a business plan, developing a name and logo, and launching a marketing plan.

Colorado Springs is a rapidly growing community with increasing traffic congestion. The TMA will help build awareness of the problem and find potential solutions to the region's transportation and air quality challenges. With support from the business community, the organization has the potential to leverage private funds for public good and create support within the workplace for transportation alternatives. The TMA will engage 10 to 30 employers in an effort to reduce commuting miles by four percent and give a unified voice to employers when working with transportation planners and providers.

PARTNERS:

City of Manitou Springs
Clean Air Campaign
University of Colorado in
Colorado Springs
Symbios, Inc.
Hewlett Packard
Crescent Real Estate Equities

GRANT:

\$40,000

FINAL REPORT:

*Interim Report on Feasibility for
a Transportation Management
Association in Colorado
Springs Area*

CONTACT:

Joanne P. Greek, Clean Air
Campaign
719 633-4211

PARTNERS:

City of Colorado Springs
Clean Air Campaign
Local businesses and their
employees
U.S. military representatives

GRANT:

\$34,000

FINAL REPORT:

*The Regional Park and Ride
Facilities Plan*

CONTACT:

Gregory A. Warnke, Unit
Manager, Transportation
Planning and Parking,
City of Colorado Springs
719 444-2327

The Colorado Springs Park and Ride

This project was designed to study the feasibility of a regional Park and Ride plan for the Pikes Peak region that would reduce congestion, provide new commuting options, address inadequate parking supply, and improve air quality. The report laid the preliminary groundwork for future development of Park and Ride facilities in the Pikes Peak region, and city transportation planners are now evaluating the economics of proceeding.

One of the biggest challenges in Colorado Springs is promoting Park and Ride facilities where commuting distances are relatively short. The partners explored a range of tactics such as developing sites that would allow a commuter to access other activities, such as shopping, at or near a Park and Ride facility.

The Trinidad Community Care Network

The Community Care Network (CCN) in Trinidad links Trinidad State Junior College with seven K-12 schools in surrounding rural communities via two-way interactive video. The network allows a teacher in one location to teach at other locations simultaneously, saving travel time for teachers and improving educational opportunities for students. The CCN network also allows patients in remote areas to get medical attention through its link to medical facilities in both Trinidad and Denver.

CCN is demonstrating that it can deliver important services to remote communities and save the considerable driving that can often be required. This pilot project is providing solid data to project leaders about how new technologies can reduce travel demands and improve quality of life. It has strong potential for expansion to a broader area, and may soon include the San Luis Valley.

PARTNERS:

City of Trinidad
Mount San Rafael Hospital
University of Colorado Health
Sciences Center
Trinidad State Junior College
Las Animas County Health
Department
Las Animas County
Department of Social Services
Trinidad/Las Animas County
Chamber of Commerce
and Economic Development
Board
Public Schools of Las Animas
and Huerfano Counties

GRANT:

\$22,500

ESTIMATED COMPLETION:

August 1998

CONTACT:

Jim Soltis, Trinidad City
Manager
719 846-9843

PARTNERS:

Weld County
Regional Transportation District

GRANT:

\$15,000

FINAL REPORT:

*Southwestern Weld County
Transit Survey - December
1997*

CONTACT:

Monica Daniels-Mika,
Planning Director,
Weld County
970 353-6100 ext. 3540

A Study for RTD Expansion in Weld County

To determine the potential interest in expanding the Regional Transportation District (RTD) into southwestern Weld County, project leaders designed and conducted a survey and preliminary economic analysis. Weld County originally was not included in the transportation district because there was little support for the tax required by RTD. Now, however, support in this area of the county has grown and project leaders have seen strong indications that its citizens may choose to join the district.

Its proximity to Denver makes this area a good candidate for inclusion. In addition to benefits to the people of southwestern Weld County, its inclusion could help improve transit in adjacent areas by creating new potential routes and connectors. An expanded tax base for RTD would be good for the entire metro area, allowing greater efficiency and economies of scale. Action in the 1998 legislation is expected to be followed by a ballot vote in November.

Planning for Transit-Oriented Development in Aurora's City Center

The suburban city of Aurora has begun to develop a revised plan for its city center to encourage mixed use, and it plans to use a 3-D computer modeling program to help planners and citizens visualize land use and transportation alternatives. Computer-generated cityscapes will allow viewers to move within a virtual Aurora city center and see various innovations incorporated. The program is designed to encourage community discussion and foster a shared vision in favor of development of a transit-oriented city center. This is a model approach that could serve as a catalyst for broad application in suburban communities around the Denver metro area.

Aurora is one of the first communities in the metro area to actively explore long-term planning ideas with Metro Vision 2020 in mind. Metro Vision 2020 (see page 14) was developed cooperatively by the Denver Regional Council of Governments as a shared vision for sensible growth in the metro area. Aurora officials will try to develop a plan that reflects Metro Vision elements like mixed-use urban centers with transit-oriented development, possible light rail along the I-225 corridor, a new interchange at I-225 and Alameda, and an emphasis on transportation alternatives.

PARTNERS:

City of Aurora

The Center for Regional and
Neighborhood Action
Denver Regional Council of
Governments
Regional Transportation District
Local developers

GRANT:

\$50,000

ESTIMATED COMPLETION:

July 1998

CONTACT:

Louise Allen-Grauer, Principal
Planner, City of Aurora
303 739-7269

PARTNERS:

**Boulder County Consortium
of Cities**

Local Chambers of Commerce
Local Boards of Realtors
Regional Transportation District
Colorado Department of
Transportation
Public interest and civic groups
Environmental groups

GRANT:

\$12,750

FINAL REPORT:

Regional Transportation Task
Force Final Report, May 1998

CONTACT:

Clark Misner, Planning Division
Manager, Transportation
Boulder County
303 441-3900

Transportation Alternatives in Boulder County

The goal of this program is to facilitate discussions by the Regional Transportation Task Force of the Boulder County Consortium of Cities on the most appropriate and cost-effective transportation scenarios for each of six major corridors in Boulder County. These corridors include the Boulder-Denver turnpike, Longmont Diagonal, US-287, Boulder Canyon, US-36 north to Lyons, and East Arapahoe Road. Participants in this program have explored a variety of strategies for dealing with increasing traffic volume and congestion on these roads.

Among the strategies explored were transportation demand management, high-occupancy vehicle lanes, and construction of additional roadway capacity. Project leaders conducted preference surveys to determine public sentiment and produced technical reports on the cost-effectiveness of various alternatives.

The Boulder Congestion Relief Program

The Boulder Congestion Relief Program is designed to help citizens and decision-makers address and resolve issues related to traffic congestion. The program focuses primarily on the role of economic forces and the feasibility of market-based pricing strategies, including congestion pricing, in the Boulder region. The program hopes to offer new strategies and innovative public process techniques to Boulder citizens and others in the nation who are seeking to reduce traffic congestion and protect their community's quality of life.

This project has thoroughly examined the effects and explored the opportunities related to implementing market-based pricing in the Boulder area. Forty-five thousand copies of the "Door to Door Directory," have been distributed throughout Boulder County. This booklet is a listing of more than 200 Boulder County businesses that provide delivery services. These businesses have the potential to reduce the number of non-commute trips in the Boulder region. Project leaders have established and documented baseline costs of local travel, the effects of congestion pricing on various populations, and attitudes of community members.

PARTNERS:

City of Boulder
Colorado Department of
Transportation
Federal Highway Administration
Citizens

GRANT:

\$50,000

FINAL REPORTS:

Costs of Travel in Boulder
Door to Door Directory
Who Pays? Equity and Income
Issues in Market-based
Transportation Strategies for
the Boulder Valley

ESTIMATED COMPLETION:

June 1998.

CONTACT:

Debra Baskett, Transit Projects
Manager, GO Boulder
303 441-1942

PARTNERS:

City and County of Denver
Union Station Transport
Development Company
Regional Transportation District
Lower downtown businesses
Local developers

GRANT:

\$50,000

ESTIMATED COMPLETION:

December 1998

CONTACT:

Gwen Anderson, Director,
Union Station Transport
Development Company
303 573-5944

A Transportation Hub at Denver's Union Station Terminal

Denver's Union Station has the potential to become a major hub for transit in the metro area. Its central location, grandeur, and underused facilities make its expanded use an attractive option. This project is designed to facilitate ongoing efforts to transform Union Station into a major intermodal transportation facility that could serve as a primary means for linking bus, train and taxi travel. The station could provide connections among major commuter routes as well as to Denver International Airport and mountain resort areas.

A project governing board is working to establish a strategy for raising public awareness of the potential benefits this project may bring. Current owners of the land have designed an extensive residential and commercial center surrounding the station and are now looking for a developer. Transit-oriented development at the station could provide a considerable boost to Denver's city center and bring benefits like improved air quality region wide. Project leaders have worked to design an overall vision for the station, analyze the economics, identify sources of funding, build public awareness, and design potential systems for ownership and management.

The Stapleton Smart Places Project

Smart Places is a computer tool created to help site and design new development in ways that reduce resource use and take advantage of existing services and infrastructure. It uses computer-based mapping provided by a geographic information system to map prospective development sites and determine what plans perform best by a number of practical measures. The program examines seven ways that a development will make demands on the resources of a community. These include land use, energy, transportation, communications, water, wastewater, and solid waste. Smart Places brings this information together within an analytic tool to let community planners evaluate the impacts of alternative land use plans at a glance.

This innovative tool can help developers and planners find land use alternatives that are energy-efficient, environmentally sensitive and sustainable. The Smart Places program was designed, in part, to help planners make decisions about the redevelopment of Denver's Stapleton Airport, the nation's largest urban infill project. Efforts are currently under way to determine how best to apply the model at Stapleton. The program is being marketed nationally and has been demonstrated in Europe.

PARTNERS:

City and County of Denver
Denver Regional Council of
Governments
Environmental Defense Fund
Electric Power Research
Institute
U.S. Environmental Protection
Agency, Region VIII
Public Service Company
of Colorado
Stapleton Development
Corporation
Urban Consortium Energy Task
Force of the U.S. Department
of Energy

GRANT:

\$15,000

FINAL REPORT:

*Denver Smart Places
Development Project: Report
and Recommendations for
Stapleton Development
Corporation*

CONTACT:

Steve Foute, Director of
Environmental Protection, City
and County of Denver
303 285-4055

PARTNERS:

Denver International Airport
Colorado Department of
Transportation
Regional Transportation District
Stapleton Development
Corporation
Denver Public Works
Department
Denver Regional Council of
Governments

GRANT:

\$50,000

ESTIMATED COMPLETION:

December 1998

CONTACT:

Jeannine Balsamo, Director of
Asset Management, Stapleton
Development Corporation
303 393-7700

The Stapleton Regional Transit Link

The regional transit center at the old Stapleton Airport site is in need of improvements to lighting, parking lots, waiting areas and other passenger amenities. Denver International Airport (DIA) has joined with Stapleton Development Corporation and other partners to design a more effective and attractive facility. The center has already exceeded expectations as a Park and Ride facility for travelers going to and from DIA. The project partners have produced a series of technical drawings of proposed improvements. These drawings will be the basis for further efforts to gain support for a remodeled facility.

The Stapleton Regional Transit Center is an important asset, and its improvement could help encourage higher levels of transit ridership in the Denver metro area. It can provide an important link between eastern and northern suburbs, DIA, and downtown. Like the proposed Union Station Terminal Intermodal Facility (see page 11) it can become a key regional hub. Stapleton is the largest urban infill project of its type in the nation, and this project could help bring an early critical mass of activity to the site and improve its prospects for successful development.

Implementing Metro Vision 2020

In response to Colorado's recent growth spurt and its impact in the Denver metro area, the Denver Regional Council of Governments developed Metro Vision 2020, a long-term growth and development plan for the region. The key goal of this project was to help local governments make their planning efforts consistent with regional initiatives. Project leaders at the Center for Regional and Neighborhood Action took a multifaceted approach that included strengthening communication and collaboration among local jurisdictions, identifying potential sources of disagreement, finding ways to avoid conflict, and exploring the potential for cooperative strategies such as revenue sharing.

Leaders throughout the metro area are working together to address difficult issues of growth and development, and this work may provide a new model for cooperation that could be of value nationally. The project supported a study and paper on the strategies undertaken in the metro area to address growth, traffic, and air quality problems. Project leaders note growing support for several proposed transit-oriented development projects in metro communities and for establishing a 700 square mile urban growth boundary for the region. The City of Lakewood is continuing this effort in the final round of grants (see page 25).

PARTNERS:

Denver Regional Council of Governments
The Energy Foundation
Compass RPI
Center for Regional and Neighborhood Action
Colorado Public Interest Research Group

GRANTS:

\$25,000 and \$40,000

FINAL REPORT:

Transit-Oriented Communities Initiative—December 1997

CONTACT:

Scott Woodard, Executive Assistant, Denver Regional Council of Governments
303 480-6718

PARTNERS:

City of Lakewood
Center for Regional and
Neighborhood Action
Denver Regional Council of
Governments
Energy Foundation
City of Lakewood
Compass RPI
Colorado Public Interest
Research Group

GRANT:

\$40,000

ESTIMATED COMPLETION:

March 1999

CONTACT:

John Parr, Center for Regional
and Neighborhood Action
303 477-9985

Working Toward a Shared Vision in the Denver Metro Area

To reach the goals of Metro Vision 2020, this project will sponsor and facilitate a series of discussions and formal meetings to help hone this vision and cultivate support for it throughout the metro area. Metro Vision 2020 is a long-term growth and development plan for the Denver metro area drafted collaboratively by the Denver Regional Council of Governments. During this phase, project leaders continue the facilitation, mediation and process management efforts that the Governor's Office of Energy Conservation and the Energy Foundation have funded for two years.

Activities continue to focus on building cooperative relationships among local governments and other stakeholders. A Transportation Futures program will convene informal discussions among public and private entities to strengthen the regional transportation coalition and help develop plans for a balanced multi-modal transportation system in the metro area. Project leaders will convene an annual conference with the region's leaders to assess the condition of the economy, environment, government activity, and other indicators of regional health. A variety of other efforts will encourage collaboration on specific projects such as regional open space planning, urban center design, and the use of tools such as cost/benefit analysis and computer-based planning for policy-making.

Transportation Management among Downtown Denver Employers

Among the first transportation management associations (TMAs) in the country, the Downtown Denver Partnership TMA was founded to bring downtown businesses together to help manage congestion and educate the public about transportation options. This project evaluated commuter habits and trends, developed a map of downtown parking and access, and established programs to encourage trip reduction. The goals of the project included easing downtown congestion and improving air quality.

Downtown Denver Partnerships TMA is now funded privately and continues to work in public/private partnerships to build awareness and improve transportation alternatives in the city center.

PARTNERS:

**Downtown Denver
Partnerships Transit
Management Association**
Local business leaders

GRANT:

\$50,000

FINAL REPORTS:

*1996 Downtown Commuter
Survey*
*1995-96 Downtown TMA
Annual Report*
*1996-97 Downtown TMA
Annual Report*

CONTACT:

Cindy Christensen, Business
Development and
Transportation Manager,
Downtown Denver
Partnerships
303 534-6161

PARTNER:

Douglas County

GRANTS:

\$26,000 and \$8,000

FINAL REPORT:

*School Site Access
Guidelines—May 1997*

CONTACT:

Fred Koch, County Engineer,
Douglas County
303 660-7483

Douglas County School Site Access Guidelines

As one of the fastest growing counties in the United States, Douglas County will be building and improving schools in the coming years to accommodate the influx of new students. To take early advantage of this opportunity, project leaders created a set of guidelines that can be used for planning and designing new school entrances as well as for rebuilding streets and paths at existing schools. A guiding principle of the project is to separate the various modes by which students travel to school. This can create more efficient traffic flow, improve safety, and encourage students to use alternative modes of transportation like walking, biking, and taking the bus.

The new design prototypes show ways to keep cars away from buses, avoid crosswalks in dangerous locations, create safe pedestrian and bike paths, provide access from more than one street, and other measures. The study and its guidelines are unprecedented and will better integrate the work of school architects and landscape designers with the work of traffic engineers and community planners.

A Community Shuttle System for Glendale and the Cherry Creek Retail Center

High traffic volume in Glendale and the Cherry Creek shopping area (part of the rapidly growing Denver metro region) has motivated the business community and local officials to join in a coalition to address congestion with an innovative community bus and shuttle system. Transportation Solutions, the area's transportation management association, has taken the lead on this effort to create a shuttle system that can offer shoppers and residents a convenient alternative to their cars, ease traffic, and improve air quality.

Projects leaders are preparing a plan for shuttle system routing and scheduling, estimating ridership, and providing sources of permanent funding. They also are studying potential innovative vehicle types and availability. Service areas may include the busy centers along Colorado Boulevard and the Cherry Creek shopping mall. Transportation Solutions will develop appropriate processes for gaining public involvement in planning and encouraging public acceptance and use of the shuttle service.

PARTNERS:

City of Glendale
Cherry Creek Transportation
Management Association
National Renewable Energy
Laboratory
Cherry Creek Chamber of
Commerce
Cherry Creek Shopping Center
Colorado Center
Janus Funds
City and County of Denver
Denver Regional Council of
Governments
Regional Transportation
District
Colorado Department of
Transportation
Colorado Department of Public
Health and Environment

GRANT:

\$49,000

ESTIMATED COMPLETION:

November 1998

CONTACT:

Robin Mayhew, Director,
Transportation Solutions
303 377-7086

PARTNERS:

Regional Air Quality Council

Denver metro area local
governments
Environmental groups
Public health officials
The business community

GRANT:

\$50,000

CONTACT:

Meg Franko, Director of
Transportation Programs,
Regional Air Quality Council
303 629-5450 ext. 270

Workshops for Setting Denver Metro Area Air Quality Priorities

This program brought together Denver metro area residents to evaluate the extent to which they are willing to pursue various transportation and land use alternatives to protect air quality. This effort will provide input to the "Blueprint for Clean Air," the region's first long-range air quality plan due in late 1998.

Project leaders developed communications materials, designed and conducted six region-wide priority-setting workshops, and held 10 to 15 smaller discussion or focus groups. Citizens joined with elected officials, business leaders, public health officials, and other stakeholders to discuss strategies for improving air quality. The sessions were designed to weigh various approaches to air quality control, such as transportation and land use planning, and to determine what approaches are considered most effective and politically viable.

Alternative Traffic Strategies for Wadsworth Boulevard

Traffic on Wadsworth Boulevard is frequently congested, and Wheat Ridge, Lakewood, and local businesses are looking for solutions that would not require widening of the road. The goal of this project is to analyze existing traffic conditions, forecast needs, and gather community input on potential solutions. This work will expand on the Jefferson County Transportation Plan by providing a detailed implementation strategy for managing traffic on Wadsworth.

The City Council of Wheat Ridge wants to ensure that any expansion of Wadsworth within its jurisdiction includes plans for transit alternatives that encourage people to get out of their cars. The study also is designed to help shape and encourage the adoption of local ordinances to address traffic concerns. Key participants in the study will be residents and owners of Wadsworth Boulevard businesses.

PARTNERS:

City of Wheat Ridge
Colorado Department of
Transportation
City of Lakewood
City of Arvada
Regional Transportation District
West 38th Merchants
Association

GRANT:

\$25,000

ESTIMATED COMPLETION:

Fall 1998

CONTACT:

Anne Pitinga, Grant
Coordinator, City of
Wheat Ridge
303 234-5924

PARTNERS:

Town of Bayfield
La Plata County
Colorado Department of
Transportation
Bayfield School District
Concerned citizens

GRANT:

\$18,000

ESTIMATED COMPLETION:

Fall 1998

CONTACT:

Denise Naegel, Town Manager,
Town of Bayfield
970 884-9544

Pedestrian and Bicycle Safety in Bayfield

The Town of Bayfield has initiated a study of potential pedestrian and bicycle pathways, particularly across Highway 160, which bisects the town. The project's goal is to study the feasibility and costs of a pathway system that can improve safety and encourage reduced reliance on cars. Bayfield is growing at five percent a year, and this project may provide an opportunity for the town to build a system before traffic safety and commuter traffic volume become more difficult to deal with.

Concerns about safety, convenience, and the character of the community have brought Bayfield leaders and citizens together to explore potential plans with school officials and the Colorado Department of Transportation. Many rural towns in Colorado have found themselves in a situation similar to Bayfield's. A once-negotiable main street has become crowded with fast-moving traffic, endangering children and other pedestrians and, in essence, separating one half of the town from the other. This study will likely be the first step in a project that could have community benefits beyond improved safety and convenience.

Planning for Pedestrians in Fruita

Concern about increased traffic in the rapidly-growing City of Fruita has brought city officials together with citizens and businesses to study innovative, energy-efficient ways to handle traffic and create more pedestrian- and bicycle-friendly streets. The study will emphasize traffic calming and bicycle and pedestrian paths, with special attention to walking routes around the three regional schools in Fruita. Potential traffic management strategies include construction of traffic roundabouts, curb extensions, and separate bicycle and pedestrian trails.

The plan will stress the use of affordable techniques and appropriate technology for small town traffic management. Project leaders believe that solutions in Fruita will be widely applicable to other small communities in Colorado. Implementation of the recommendations in the plan will reduce automobile trips, slow automobile traffic, and increase the livability of Fruita by providing safer streets for pedestrians, bicycles, and automobiles.

PARTNERS:

City of Fruita
Fruita Chamber of Commerce
Grand Junction/Mesa County
Metropolitan Planning
Organization
Colorado Department of
Transportation
Fruita Medical Center
Shelledey Elementary School
Fruita Middle School
Fruita Monument High School
Over the Edge Sports, Ltd.

GRANT:

\$17,000

ESTIMATED COMPLETION:

Late 1998

CONTACT:

Bennett Boeschstein,
Planning Director, City of Fruita
970 858-3663

PARTNERS:

Gunnison County

City of Gunnison
City of Crested Butte
Mt. Crested Butte
Mountain Express Bus System
Alpine Express Airport and
Commuter Shuttle

GRANT:

\$50,000

ESTIMATED COMPLETION:

December 1998

CONTACT:

John DeVore, Gunnison
County Manager
970 641-0248

Exploring Transportation and Land Use Options in the Gunnison River Valley

For the first time, citizens and representatives of Gunnison, Crested Butte, Mt. Crested Butte, and Gunnison County have come together to develop a regional transportation and land use strategy that reflects the needs of individual communities throughout the region. While agricultural and resort communities often have widely differing needs and interests, they usually agree that reduced congestion, improved public safety and good air quality are high priorities. The goal of this program is to evaluate the current transportation systems in the upper Gunnison River Valley and to identify options that will improve transportation, air quality, tourism, and the quality of life throughout the valley.

Two bus systems now operate in the valley. Mountain Express is publicly operated, and Alpine express is private. Project leaders hope to build upon these systems and find ways to serve the entire valley in an effective and efficient manner. Partners will help design the new system and develop the transit and land use implementation strategies as well. A series of roundtable meetings will bring together more than 50 citizens representing a cross section of each community to provide citizen input on the plan.

The Feasibility of an Amtrak Station in Kremmling

Many people who live in the Kremmling area work at nearby ski resorts and recreation areas and commute on state highways 9 and 40. This project tests the feasibility of creating an Amtrak stop in Kremmling to help ease some of the commuting pressures on these highways. This passenger rail study will explore the costs of the station, provide an analysis of traffic and congestion, and project demand for Amtrak passenger service from Kremmling to area ski resorts.

This project has brought together diverse interests to look at an innovative solution to commuting pressures in this area. If successful, this approach could provide an attractive, comfortable, and energy-saving alternative to driving.

PARTNERS:

Town of Kremmling
Colorado Department of Transportation
Northwest Colorado Council of Governments
City of Breckenridge
City of Frisco
City of Dillon
City of Granby
City of Steamboat Springs
Routt County
Grand County
Summit County
Copper Mountain Ski Resort
Steamboat Ski Area
Kremmling Chamber of Commerce
Steamboat Springs Chamber of Commerce
Alpine Taxi/Limo, Inc.
Colorado Rural Development Council
TranSystem Corporation

GRANT:

\$19,000

ESTIMATED COMPLETION:

August 1998 (Draft final report available)

CONTACT:

Don VanWormer, Kremmling
Town Manager
970 724-3249

PARTNERS:

La Plata County
KDUR Community Radio at
Fort Lewis College
Region 9 Economic
Development District
San Juan Resource
Conservation and
Development

GRANT:

\$6,500

ESTIMATED COMPLETION:

July 1998

CONTACT:

Joanne M. Spina,
Administrator, La Plata County
970 382-6219

A Ride Share Program for La Plata County

To provide a transportation alternative for people in the San Juan Basin, La Plata County officials launched this program to help people consolidate and combine commuting and other trips. A Ride Share web site (<http://www.scan.org/rideshare>) helps link riders with drivers, and a public information and education campaign is building awareness of the service and promoting its benefits. The Ride Share network helps people find other commuters with whom they might share transportation to and from work, school and other activities, as well as one-way trips within the region and beyond.

In this sparsely populated part of the state where traditional public transportation systems are less practical, Ride Share offers a way to reduce traffic and pollution and help residents save energy and money.

Land Use Incentives in Mesa County

Mesa County has taken an innovative approach to preserve the agricultural character of the region. By designing incentives that encourage landowners to limit sprawling development, the county has created a toolbox for encouraging smart growth without setting unpalatable rules and requirements. Density bonuses, transfer of development rights, rural cluster subdivision exemptions, and planned unit developments are among Mesa County's tools to encourage infill and clustered development.

By working extensively with local citizens and landowners, the county was able to develop these tools cooperatively and build support for their use county wide. A steering committee of more than 30 citizens has worked with county leaders since 1994, through more than 70 public meetings, to find ways to keep the region from losing its best qualities as it grows. One of the greatest benefits of the *Positive Incentives Report for Land Use* is its transferability to other counties and jurisdictions. This work can have value far beyond the borders of Mesa County.

PARTNER:

Mesa County

GRANT:

\$22,000

FINAL REPORT:

*Positive Incentives Report for
Land Use*

CONTACT:

Keith B. Fife, Planning Director,
Mesa County
970 244-1650

PARTNERS:

Mesa County

City of Grand Junction
Mesa County Council of
Governments
Mesa County Civic Forum

GRANTS:

\$50,000 and \$39,300

ESTIMATED COMPLETION:

August 1998

CONTACT:

Cliff Davidson, Administrator,
Mesa County
970 244-1788

The Viability of Public Transit for Mesa County

To test the viability of a public transit system in the Grand Junction area, city and county officials and other partners have brought citizens and stakeholders together to develop potential routes, explore public-private partnerships, and gauge public sentiment. Project leaders combined an "on the ground" demonstration with a transit analysis initiated by the Metropolitan Planning Organization and have forged partnerships among existing private and nonprofit transit providers so their services can be coordinated. A landmark public hearing has helped build popular momentum for transit in the region.

During the second phase of the project, routes and schedules are being designed and finalized for an expected inauguration in the year 2000. A study of ridership demand will help project leaders ensure that the route system responds to the needs of people throughout the service area. Continued efforts to build support with a public awareness campaign will help ensure the success of the system.

Traffic Management and Improvements in Avon

An initial grant of \$10,000 helped Avon fund a traffic management plan that identified the most effective strategies to reduce traffic congestion along Avon Road while providing bikeway and pedestrian options. This corridor has become increasingly congested with ski and commuter traffic between Beaver Creek and Vail resorts and nearby communities. A second phase, the Avon Road Roundabouts Streetscape project, is improving the attractiveness and safety of five recently built modern roundabouts on the main thoroughfare within the Town of Avon. Among other goals, this project is designed to integrate safe bike and pedestrian flow with car traffic.

This project establishes the first chain of roundabouts of this size in the United States. In Europe and elsewhere this approach has been shown to increase traffic flow, reduce congestion and emissions, and improve bicycle and pedestrian safety. Improved safety is key to encouraging more people to walk or bike. Working cooperatively with citizens and town planners, project leaders also have designed artwork and attractive landscaping into the project to improve the aesthetics of the pedestrian experience.

PARTNERS:

Town of Avon
 Beaver Creek Resort
 Bachelor Gulch Resort
 Eagle County
 Town of Eagle
 Town of Vail
 Town of Arrowhead
 Town of Edwards

GRANTS:

\$10,000 and \$40,000

FINAL REPORT:

*Project Manual: Avon Road
 Roundabouts
 Streetscape/Landscape—
 January 1998*

ESTIMATED COMPLETION:

June 1998 (second grant)

CONTACT:

Norman Wood, Town Engineer,
 City of Avon
 970 949-5101

PARTNERS:

**Northwest Colorado Council
of Governments**

Colorado Association of Ski
Towns
Arapahoe Basin Ski Area
Vail Associates
Copper Mountain Resort
Steamboat Springs Resort
Pitkin County
Garfield County
Eagle County
Lake County
Summit County
Colorado Department of
Transportation

GRANT:

\$35,000

ESTIMATED COMPLETION:

December 1998

CONTACT:

Jacque Whitsett, Executive
Director, Colorado Association
of Ski Towns
970-927-2414

Encouraging Colorado Resort Visitors to Make Good Transportation Choices

The Colorado Association of Ski Towns (CAST) is spearheading an effort with ski companies and transit organizations to promote increased use of transportation alternatives by resort visitors. This project will analyze information available to visitors and determine what methods and materials should be developed to inform them about their transportation options. By helping visitors understand what transportation alternatives are available, project leaders hope to save them money and hassle, improve their vacation experience, and reduce congestion in resort communities and on the state's roads.

Initially, the program will focus on Summit and Eagle County resorts and services along the I-70 corridor, as well as those in the Steamboat Springs area. CAST will use these areas to test project results so that the program can be expanded to the entire state. Program leaders will identify the best "points of contact" used by tourists requesting information and then develop an approach and materials to promote alternative transportation that makes use of these contacts and others. There are many potential outlets for this information, including travel agencies, magazines and the Internet. One project goal is to find ways to piggy-back transportation marketing materials with other materials designed for visitors, and to use existing outlets in the most effective ways.

Moving People Efficiently in Steamboat Springs

High season traffic congestion in Steamboat Springs led city officials to try to improve coordination among the many public and private transit providers. Many lodges offer van service to guests, and this service often overlaps services offered by other lodges and the city bus system. Project leaders reasoned that a well-coordinated system could offer the chance to cut van traffic and lure more riders out of their cars.

By coordinating with existing shuttle services, Steamboat Springs Transit was able to improve the quality of service, train drivers, improve maintenance on vehicles, and manage the system with better coordination. Innovative new routes and summer recreation programs have been highly successful, helping to boost overall transit ridership 35 percent during the prior year. In addition, the city has been able to provide service to areas that have more sporadic demand through a new dial-a-ride service using lodge vans and shuttles on an on-call basis.

PARTNERS:

City of Steamboat Springs

Local lodges

Public and private transit providers

Citizens

GRANTS:

\$40,000 and \$24,000

ESTIMATED COMPLETION:

Summer 1998

CONTACT:

George Krawzoff, Transit
Manager, City of Steamboat
Springs
970 879-3717

PARTNERS:

Summit County
Lake County
Park County
Grand County
Town of Leadville
Town of Fairplay
Town of Kremmling
Town of Frisco
Town of Silverthorne
The region's employers

GRANT:

\$37,500

FINAL REPORT:

*Summit County Commuter
Connections Project*

CONTACT:

Amy Ostrander, Director,
Summit Stage
970 668-4161

Summit County Commuter Connections

Summit County Commuter Connections is studying the commuting patterns of Summit County employees to better understand their needs and devise alternatives to single-occupancy car travel in this rapidly-growing county. Through extensive outreach efforts project leaders will learn where people are driving and what kinds of alternatives they might prefer. Project leaders are particularly interested in assessing the needs of Summit County employees who live in neighboring towns of Kremmling, Leadville, and Fairplay. Community meetings, interviews with major employers, and focus groups with their workers will be key tools in this research.

Technical analysis of information collected through these outreach efforts will help project partners determine the feasibility of commuter alternatives. This analysis will explore the financial aspects of various options as well as operational, financial, and regulatory considerations. The goal of this program is to find alternatives and secure funding for them. The active support of the business community and participation of citizens has been key to the program's progress.

Integrating Regional Land Use and Transportation in Telluride

This regional transportation plan has brought the Town of Telluride together with San Miguel County to address transportation demand and evaluate innovative strategies to protect regional air quality, reduce reliance on the automobile, and provide efficient public transportation. This plan has been developed in coordination with a regional growth management plan. It also will be integrated with community goals for environmental protection, good land use, affordable housing, and preservation of the community's character.

Drafting the transportation plan has required an innovative approach that integrates a variety of important community goals. It also has required that the town and county work cooperatively toward shared goals. A citizens group is currently reviewing the plan and commenting to county leaders on the plan's recommendations.

PARTNERS:

Town of Telluride
San Miguel County

GRANT:

\$7,000

ESTIMATED COMPLETION:

June 1998

CONTACT:

Lance McDonald,
Comprehensive Planner,
Town of Telluride
970 728-2167

PARTNERS:

Town of Telluride
San Miguel County
Telluride Regional Chamber of
Commerce
Telluride Visitors Center

GRANT:

\$35,000

ESTIMATED COMPLETION:

1999

CONTACT:

Lance McDonald,
Comprehensive Planner,
Town of Telluride
970 728-2167

A Parking Solution for Telluride

High demand for parking and a very constricted downtown have led Telluride to explore the possibility of a parking facility at the entrance to downtown. Such an intercept lot within walking distance of town center could reduce congestion, improve air quality, and serve as a hub for transit and pedestrian activity. A draft plan also considers how affordable housing might be integrated with the project.

The plan has gained support, but it also has been criticized by some citizens. A group has successfully brought a ballot initiative to City Council, preventing the city from developing the proposed site. Continued community dialogue is now under way to determine the fate of a Telluride intercept parking facility.

The Entrance to Aspen Design Charette

This planning project brought together citizens, city officials, and national urban design experts to explore alternative designs for Aspen's primary entryway. Highway 82 has become increasingly congested, and a series of interactive meetings allowed citizens and leaders to look at a range of options and discuss the merits of each. Guests shared their expertise in the areas of transportation, land use, and energy efficiency, and citizens representing a broad spectrum of interests were invited to respond. This process, known as a charette, helped the community devise a strategy for managing the increased demand for transportation at the community's western edge. By providing alternatives to the automobile and redesigning roadways, Aspen hopes to relieve traffic pressures, improve air quality, and preserve the character of the community.

Strategies adopted by Aspen include traffic calming, design of traffic-minimizing intersections, pedestrian and bicycle-friendly enhancements, use of modern roundabout design to reduce congestion, and the construction of intermodal facilities that can help get people out of their cars and into public transport. Light rail is an option also under serious consideration. Partially as a result of the charette process, the Colorado Department of Transportation selected an alternative in its environmental impact statement that constitutes a non-highway solution to congestion, a first for a state transportation department in the United States.

PARTNERS:

City of Aspen
Colorado Department of
Transportation
Citizens
Urban design experts from
around the country

GRANT:

\$7,000

FINAL REPORT:

*A Transportation Solution for the
Community, Entrance to
Aspen Alternative*

CONTACT:

Randy Ready, Assistant City
Manager, City of Aspen
970 920-5267

PARTNERS:

City of Glenwood Springs
 Healthy Mountain Communities
 Town of Silt
 City of Rifle
 Town of Carbondale
 Town of Basalt
 Pitkin County
 Roaring Fork Transit Agency
 Town of Snowmass Village
 City of Aspen

GRANTS:

\$50,000 and \$50,000

REPORTS:

*Summary of the Regional
 Transportation and Land Use
 Summit*
*White Paper on Regional
 Transportation Findings and
 Future Strategy*
*Healthy Mountain Indicators:
 A Tool for Sustainable
 Development in the Roaring
 Fork-Grand Valley*
*Current Travel Patterns:
 A Study of Local and
 Regional Travel Patterns*

CONTACT:

Colin Laird, Coordinator,
 Healthy Mountain
 Communities
 970 963-5502

Regional Transportation Solutions in the Roaring Fork Valley

A series of roundtable discussions brought together Roaring Fork Valley mayors, council members, citizens, and town officials to begin planning collaboratively for the future of the Roaring Fork Valley. Discussion focused on how best to design and fund regional transportation efforts and whether a regional transit authority would be the best means to coordinate such an effort. Once collaborative relationships were established among the 12 participating local governments, the stage was set for data collection, evaluation of options, and development of a regional strategy to address the region's transportation challenges.

No community in the region has been spared the effects of increased congestion, and participants have come to believe that only a regional effort has any real hope of solving the problem. Twelve local governments have committed to developing a regional transit strategy, and roundtable discussions have helped garner citizen support and built awareness of the many options. Project leaders continue to work toward the development of a regional transportation strategy that will outline steps for creating an efficient and integrated transportation system throughout the valley. Innovative ideas under discussion in the roundtables—and the roundtable approach itself—could be widely applicable to other areas of Colorado. A more recent project in Basalt introduces geographic information systems into this regional planning effort (see page 6).

Improving Transit Comfort and Safety in the Roaring Fork Valley

To increase safety and ridership on buses operated by the Roaring Fork Transit Agency, the agency conducted a comprehensive study of potential improvements. Traffic along the Highway 82 corridor has increased tremendously in recent years, and the bus has become an increasingly popular alternative. The bus system can relieve traffic pressures and help improve air quality, but the transit agency recognized the need to make the system more attractive and safe.

Among the study's recommendations are improvements to bus stops and the installation of pedestrian warning devices in some areas. On completion, the Colorado Department of Transportation began incorporating study findings into its improvement schedule. The department will spend more than \$1 million on bus stop improvements. The project fostered regional cooperation on transportation decisions. Also, since improved transit alternatives are a high priority for the entire valley, the project has helped the people of the valley come closer to achieving their long-range goals.

PARTNERS:

Roaring Fork Transit Agency
Colorado Department of
Transportation
Local governments

GRANT:

\$35,000

FINAL REPORT:

*Existing Transportation System
Report, 1996*

CONTACT:

Dan Blankenship,
General Manager, Roaring
Fork Transit Agency
970 920-1905 ext. 204

PARTNERS:

Town of Basalt
Healthy Mountain Communities

GRANT:

\$44,750

ESTIMATED COMPLETION:

December 1998

CONTACT:

Colin Laird, Coordinator,
Healthy Mountain
Communities
970 963-5502

GIS for Community Planning

This project builds on ongoing efforts to bring innovative approaches and tools to bear on transportation and land use planning in the Roaring Fork Valley (see page 20). This rapidly-growing region faces development and transportation challenges that will be difficult to meet without coordination and cooperation among many local jurisdictions. A new computer mapping tool will help decision-makers in the valley discuss and analyze their options by painting a clear picture of the impact of decisions they have already made and not necessarily yet acted upon (building approvals, for example).

Using geographic information systems (GIS) to create map-based scenarios, this tool will help Basalt and other Roaring Fork towns evaluate local transportation and land use decisions. GIS programs can analyze an immense amount of information, and this tool is designed to show the cumulative effects of a series of decisions as well as the regional impact of those decisions. This can help communities integrate planning on a range of matters such as roadways, zoning, and air quality, and it also can help several jurisdictions integrate land use planning region-wide.