



Broomfield County Transportation Forum

August 01, 2022

1:00 - 2:00 pm

Virtual Meeting made accessible via Zoom Webinar

Broomfield County Transportation Forum - [08.01.2022 Meeting Recording](#)

PARTICIPANTS

- Present Forum Members:** William Lindstedt, Forum Chair
Austin Ward, Forum Vice-Chair
Deven Shaff, Council Member
- Other Councilmembers:** Jean Lim, Council Member Ward 3
- Other Staff:** Sarah Grant, Transportation Manager
Marc Ambrosi, Senior Transportation Planner
Allison Baxter, Senior Transportation Planner
Katie Allen, City Engineer
Jake Donnelly, Customer Success Manager
Bryce Hammerton, Traffic Engineer
Lisa Sacker, Administrative Coordinator
Clay Shuck, Director of Parks Recreation and Senior Services
Brenda Richey, Director of Finance
Kristin Pritz, Open Space and Trails
Nancy Rodgers, City and County Attorney
Joliette Woodson, Transportation Engineer
Jennifer Hoffman, City and County Manager
- Partners:** Danny Herrmann, CDOT, Planning, Region 1
Todd Cottrell, DRCOG, Manager, Project & Program Delivery
Jacob Riger, DRCOG, Manager, Long Range Transportation Planning
Nora Kern, DRCOG, Senior Mobility Planner
Jordan Rudel, CDOT, Regional Planning Manager
Kathleen Bracke, Boulder County Staff
Jeff Butts, Boulder County Staff
- Guests:** Katie Langford



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MEETING SUMMARY

1. Call to Order by Forum Chair Lindstedt at 1:02 pm
2. Welcome, Agency Introductions and Forum Roll Call for Quorum (3 members)
 - a. Roll call; quorum present (2 required)
3. Public Comments
 - a. No public comment
4. [May 2022 Meeting Summary](#) - Discussion/Corrections - Chair Lindstedt
 - a. No edits; accepted as is
5. DRCOG Transportation Improvement Program - 22-25 TIP Call Update
[Presentation](#) - Sarah Grant, Broomfield staff
 - a. 2022 - 4 Calls total (Call Overview - Slide 2)
 - b. Call 1 Regional (completed in Spring 2022) - Brief update on CO 7 Preconstruction Priority 1A
 - All six project elements will continue to move forward with partial funding
 - c. Call 2 Subregional Share - current status
 - Airport Creek Trail Underpass Overview (Slides 3 - 7)
 - Application submitted 06.24.22; Broomfield did receive project concurrence with the City of Westminster and Jefferson County
 - d. Q: Is an underpass less expensive than a bridge?
A: Staff explained that the tracks are elevated. Project is already lower than the pass; due to this, the underpass is more cost-effective.
 - e. Action Item: Motion to approve the Airport Creek Trail Underpass application to the DRCOG Board
 - Motion to support Broomfield application by Councilmember Shaff
 - Seconded by Councilmember Ward
 - Roll Call; quorum present; 3 yes, 0 no



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6. DRCOG Metro Vision Regional Transportation Plan GHG & Congestion Mitigation Action Plan Update - [Presentation](#) - Jacob Riger, DRCOG staff
 - a. GHG adopted in Dec 2021
 - b. **Regional Plan** must meet GHG's reduction levels for 4 analysis years 2025, 2030, 2040 & 2050 → **deadline = October 1, 2022** (per SB21-260 & GHG rule)
 - c. Analysis begins with a baseline → **Regional Baseline = April 2021**
 - d. Plan will require a complex mix of strategies (top 6 listed on Slide 3)
 - e. Measurement units = Million metric tons (MMT) per year
 - Targets have been set for each analysis year (overview - Slide 4)
 - f. Mitigation measures are the last step to close any reduction gaps; if used, must be included in Action Plan; reporting is on a regional level; mitigation measures are entirely voluntary
 - g. Tracking mechanisms will be developed for local jurisdictions reporting
 - h. Aug 8: Submit GHG Transportation Report & Mitigation Action Plan to Transportation Comm
 - i. **Sep 7: Revised Plan - Public Hearing - Sep 7, 2022; Aug 7 - Sep 6 = Public Comment Period**
 - j. Sep 14/15: Transportation Commission Meeting
 - k. Sep 19/20: DRCOG committees (recommend adoption)

Questions/Comments

Q: Have the areas been identified for the mitigation measures?

A: Some areas have been pre-defined; it is captured in an interactive map.

However, geographies are **voluntary**; used as an analysis mechanism only; geographies used (may be modified) included: urban centers half-miles around rail stations, around bus rapid transit network, and ped focus areas

C: Broomfield looks forward to reviewing listed strategies and what can be implemented locally.

Q: Transportation Mitigation Plan: How do you see this rolling out with RTD service reductions foreseen in the area?

A: Working closely with RTD and stakeholders; looking at existing footprint and investments already made and foreseen investments; hoping that mitigation measures are adaptable enough; turbulence in rollout is acknowledged.



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7. US 287 BRT Feasibility Study - Kathleen Bracke, Boulder County

[Presentation](#) - Jeff Butts, Boulder County staff

- a. Regional partnership
- b. Looking for Broomfield's general support; increased traffic congestion and reduced air quality; projected growth is 75%; less than 20% use public transit (slide 3 - growth in transit)
- c. Planning Timeline (slide 4)
- d. Phase I - 287 BRT (slides 7 - 30)
 - Ft Collins to Denver - connecting services
 - Stretch between Longmont and US 36 - capital investments
- e. Phase II - Vision Zero Safety & Multimodal Mobility (slide 31)

Questions/Comments:

Q: Operational Improvements: Additional examples of what the operational improvements could be and the associated cost?

A: 1. As RTD service is re-implemented, decrease delays; opportunity for station streamlining (optimization). 2. Increase service

Q: Transit route from Longmont to Ft Collins - What does the connection look like?

A: Current service is a flex service that goes into Boulder. Planned is service from Ft Collins to Broomfield to Denver (not routing through Boulder) creating a more seamless connection. Partnerships are vital.

Q: Possibility that RTD would not be the service provider?

A: Current FlexExpress Service is currently operated by the City of Ft Collins; maybe something similar that would run along 287; continue that type of operation→ looking to build on this type of service model.

Q: Are express lanes going to be considered?

A: After examination; the number of intersections and signals concluded that they are not recommended for this corridor.

C: Safety Concern: operational changes should include decisions to increase safety at dangerous intersections.

Q: Will the proposed services overlap with RTD's current service on the LD and LX?

A: Cannot speak for RTD; RTD was a part of the process; It was identified to stay on 287, make 287 'more express'; RTD Optimization Plan → how would



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service changes on 287 dovetail with recommendations that came out of this study.

C: RTD has adopted their system optimization plan and does include changes along 287 including an LBr; looking into how the changes could ducktail with the BRT recommendations; looking to work together.

Q: Costs based on 2021 numbers? Did these costs include a bike trail along 287 between Longmont and Broomfield?

A: Was not included in these expenses but the request was received to consider a bikeway to move safely along 287 in the phase 2 safety study.

Q: Senate Bill: Front Range Passenger District; how has this study factored in a proposed routing of their rail line along the BNSF alignment; if it has, has it been determined how will this affect ridership?

A: Other modes were reviewed; not specifically included at the time, no preferred alignment. Northwest Mobility Study did look at all these things together. Done in a way that is complimentary with passenger rail proposal. Increasing ridership here will increase ridership in other areas as well.

8. Safer Streets and Roads for All Grant

[Presentation](#) - Sarah Grant, Broomfield staff

- a. Safety Action Plan Grants available
 - Broomfield is looking to apply
- b. Verbal summary given; slides may be reviewed for more detail.
- c. Questions/comments may be submitted separately to Broomfield staff at transportation@broomfield.org.

Meeting adjourned at 2:11 p.m.

Next meeting September 9, 2022, at 1:00 pm - VIRTUAL Meeting