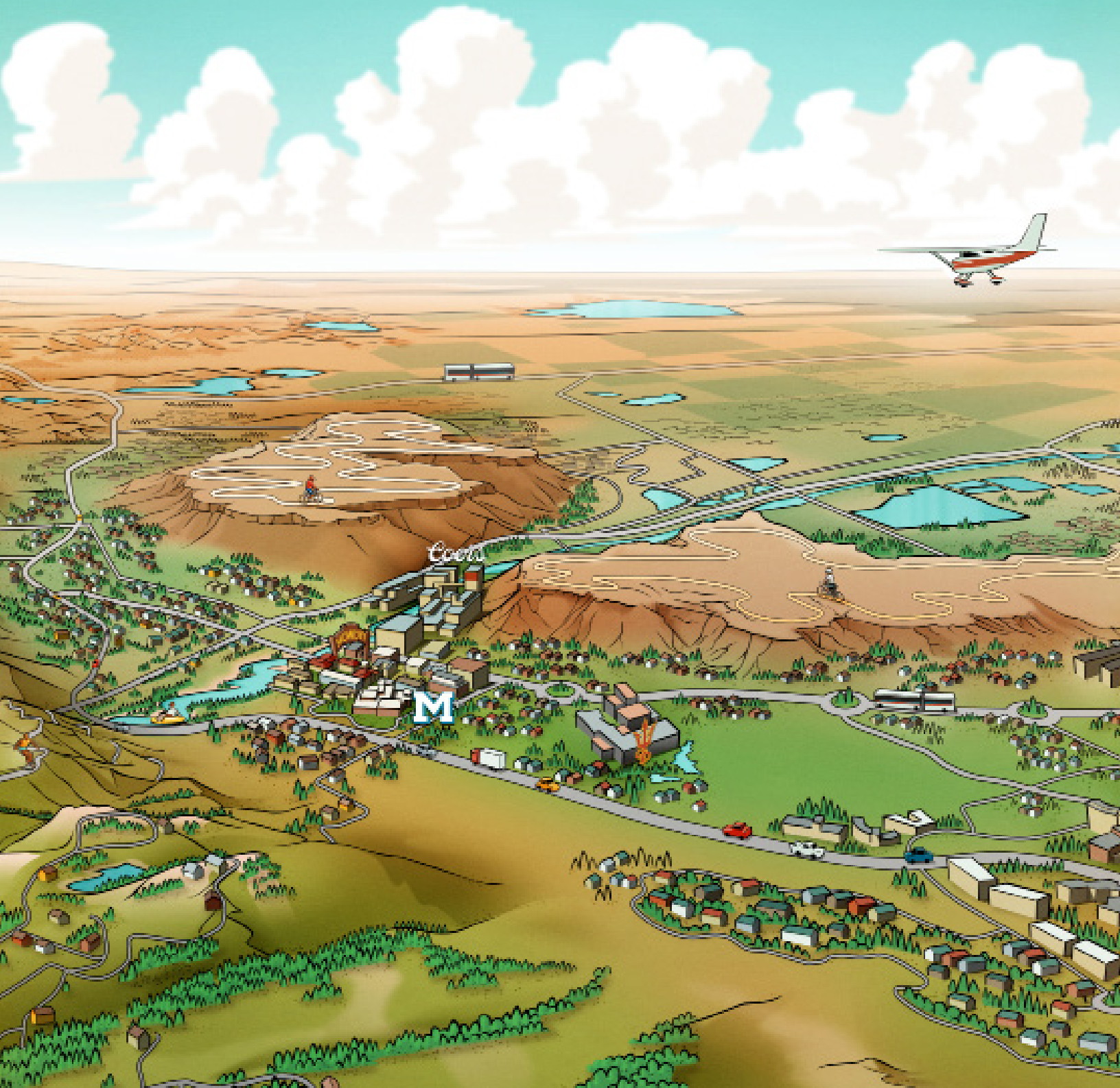
GOLDEN
Colorado

Transportation Master Plan
Community Mobility Assessment

DRAFT - March 15, 2019



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INTRODUCTION

Community Mobility Assessment

Land use and transportation are intrinsically linked. Land use decisions affect transportation decisions and in turn, transportation investments powerfully affect land use decisions.

At times, transportation investments lead land use changes, but in many situations, transportation investments lag behind land use changes. Many of the challenges associated with land use and transportation coordination occur because the decisions are often made by different actors, at different geographic scales, and in different time frames.

The City of Golden (City) is developing its first Transportation Master Plan (TMP) to provide the City a multimodal transportation vision that will function as a transparent five- to seven-year roadmap for future transportation investments. The TMP is based on foundational values from Golden Vision 2030 (GV 2030)—a two-year visioning process completed with the Community. The TMP will be a strategic document to guide transportation decisions within the fiscal constraints of the City's budget and limited state and federal funding. The TMP will be coordinated with regional plans and investments, striking a balance between Community livability and improving mobility and providing access for all modes of travel in a way that is safe and convenient.

The first phase of the TMP is the development of a Community Mobility Assessment. The goal of this initial document is to establish an operational baseline for the City and initiate the TMP's conversation regarding the City transportation vision and core values. These will ultimately translate into success measures and criteria to guide future transportation decisions and investments.

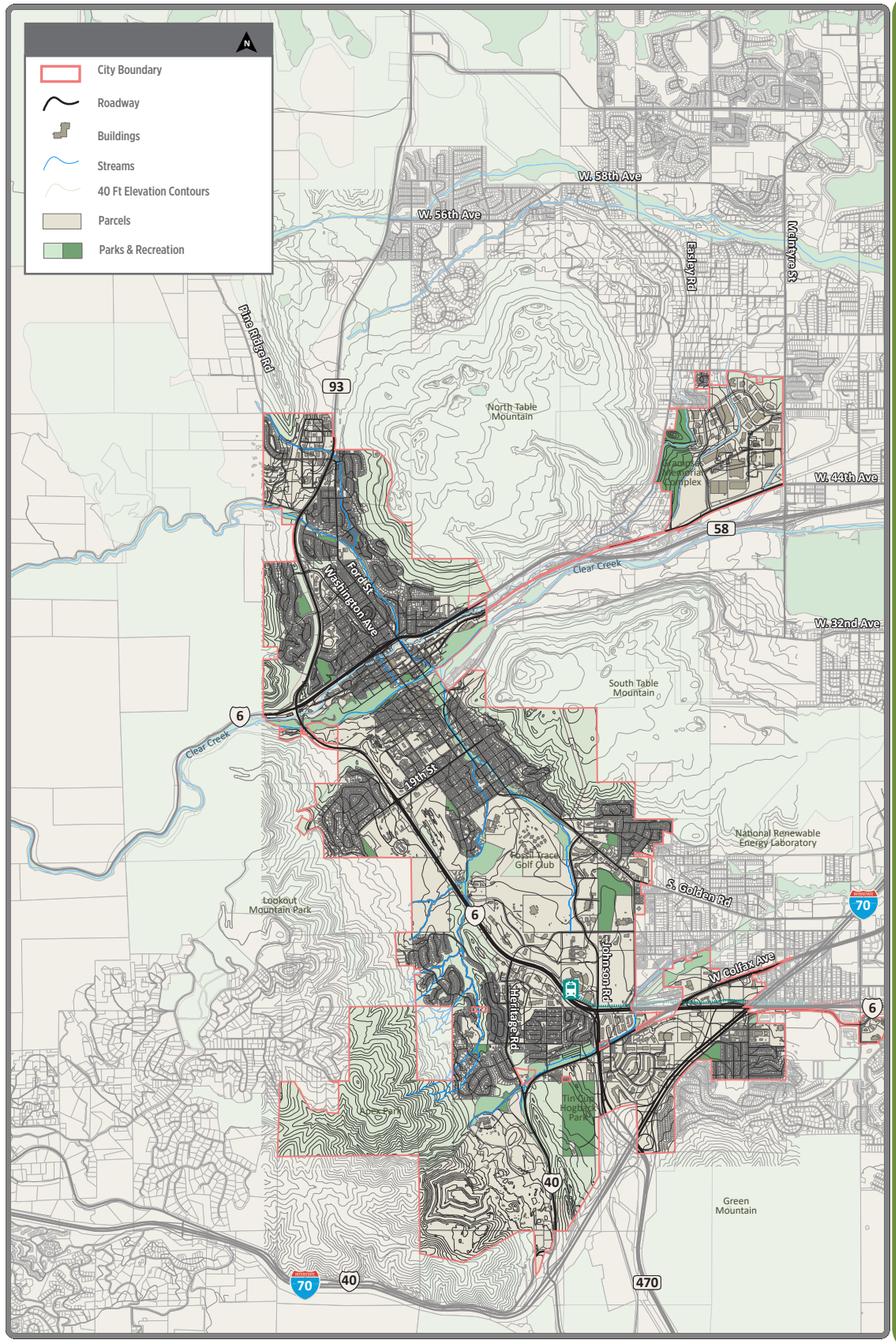
The purpose of this document is to illustrate how well the City's transportation network is meeting the mobility demands of the people who live, work, and visit the City of Golden. The Community Mobility Assessment provides the technical foundation for the TMP and offers an assessment of the transportation challenges the City should overcome.

Organization

The Community Mobility Assessment is divided into five sections. The report starts with Community Demographics and Mobility Trends Evaluation. This section describes key socioeconomic characteristics of those who the TMP is intended to serve and documents their mobility patterns within the City and throughout the region. The second section, Local and Regional Growth Assessments, documents what the TMP should accommodate in terms of anticipated growth and associated land use changes in the City and across the Front Range.

The Mobility Assessment, section three, evaluates the performance and safety of each mode of travel within the City. This integrated assessment identifies the strengths and weaknesses of the City's transportation network in meeting the mobility demands of the Community. The fourth section, Transportation Policies and Community Initiatives Assessment, reviews the history of transportation planning in the City and recent budgeting priorities that have influenced the evolution of the City's mobility investments. Master Plan Outreach Efforts and Feedback Gathered, presented in section five, identifies where the Community believes the City transportation priorities and investments are succeeding and where they can be improved through an overview of the outreach. A draft of the transportation vision and core values is also included in this section. The goal of the draft vision statement and core values is to begin a conversation with the Community on establishing measures of success and evaluation criteria which increases the transparency of the City's planning processes and decisions.

The Key Findings of the Community Mobility Assessment in this Introduction section provides an executive summary overview of how the City's first TMP should fit within the City's Community planning structure.



City of Golden

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Key Findings

The City of Golden is a maturing municipality in which growth trends and traffic patterns are shifting from an expansion focus to more of an infill orientation. While the Denver Region is growing rapidly, Golden is surrounded to the east and south by largely stable communities. Only the City of Arvada, to the north and northeast is growing rapidly. Growth in Boulder County, to the far north, and in the mountains, to the west, is generally limited by open space and natural topography.

Downtown Golden During an On-Street Event

Golden is situated at a regional east/west and north/south crossroads. Located at the mouth of Clear Creek Canyon (Hwy 6), one of only 4 major corridors serving the mountain resorts to the west and the is primary auxiliary corridor to Interstate 70. Golden is also located at center of the major regional north/south corridor serving the western portion of the Denver Region with Hwy 93 and the proposed Jefferson Parkway connection to C-470 and Interstate 70.

City leaders have recognized Golden's and the surrounding communities' growth patterns and their impact on transportation within the City for many years. The City has been proactive and successful in separating regional traffic from local traffic and balancing community livability and economic growth while managing congestion. The key findings of this mobility assessment are presented below:

Population and Employment Growth

The City of Golden is largely built-out. This means the amount of growth anticipates within the City will largely come from redevelopment and not come from significant greenfield growth, or expansion. The City's Comprehensive Plan concentrates this grown largely to four areas of change within the City: North Golden, Downtown, Macintyre, and south Golden.

DRCOG anticipates approximately 1,800 homes and 6,800 Jobs will occur in these areas by the year 2040. The socio economic and demographic make-up of the community is continuing to diversify and needs quality equitable access to all forms of transportation to serve the community and for the City's employers to remain economically competitive.

Transportation Safety

Significant safety concerns are concentrated along the US6 and Hwy 93 Corridor. Improving these corridors' safety concerns will take time as improvements to these facilities will require funding partnerships with the State. Internal to the City there are a number of intersections which require safety attention. While the majority of the crash reporting is vehicular focused, nearly 20% of sever collisions also involve pedestrian and bicyclists. Please note, pedestrian and bicycle near misses are notoriously under reported.

Golden's Citizen Police Academy

Prioritizing between Regional Investments and Local Livability

Many of the City's transportation challenges come from both local and regional traffic utilizing the regional roadways and the resulting congestion creating a domino of impacts on the City's local streets and their livability. Nearly 50% of all trips is the City have either an origin or destination within Golden. These trips represent residents of Golden traveling to the region for employment and shopping along with employees working in Golden traveling to and from their home outside of the City.

Linking Lookout, 19th St and US 6 Interchange

As new development continues in surrounding jurisdictions, Golden will also experience a decreasing share of local traffic on its street network, which currently accounts for about 25% of the traffic.

The City has done exceptional work in balancing regional traffic needs with local livability and cut-through traffic concerns. This will need to continue. Future transportation investments in the City will continue to be challenged to balance regional mobility while at the same time addressing livability and economic viability concerns within Golden.

Improvements to regional facilities are costly and require local participation which, when funding opportunities arise, will likely limit local resources for livability improvements. However, investment in these regional facilities, like the 19th Avenue and US 6 interchange, significantly improve both regional mobility and local livability.

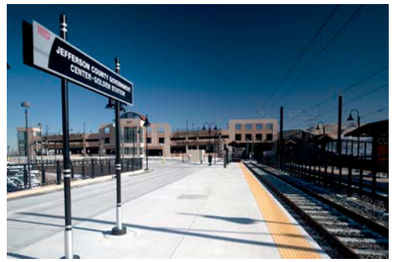
Our traffic analysis shows Hwy 93, north of US 6 along with the US 6 and Heritage Road intersection will continue to experience significant of which the City and State should prioritize their improvements to minimize impacts on Golden's local street network.

Transit Service and Access

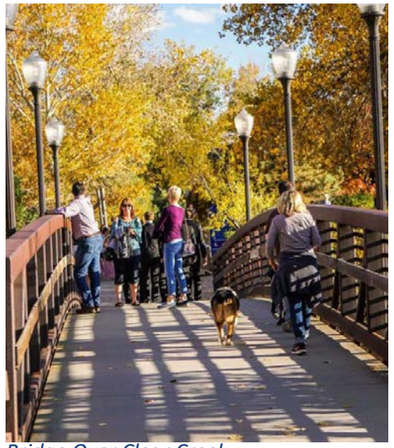
Golden and RTD operate a quality transit system within the City. Approximately 25% of the City is within a 10-minute walk of a transit route. This service includes regional access to Boulder and Downtown Denver and the RTD hub at Denver's Union Station through RTD's west line.

That said, there are gaps in the system where the City's transit service needs to be improved to better serve the community. East Golden and the Macintyre employment area is not served by transit. This lack of transit service, according to area business leaders, is challenging local employers' ability to attract employees and stay competitive. Further, if golden residents want to take transit to get RTD's Gold Line, they need to travel out of their way to get to RTD's west line and then go to Union station before returning on the Gold line to Arvada and Wheatridge.

The City of Golden should explore ways to reintroduce the old RTD Route 44 to serve East Golden and West Arvada or evaluate introducing a new transit route that connects RTD's west line station, at the Jefferson County Government Center, to the Ward Road Station on the Gold Line. This connection would significantly improve Golden's connection to the northern Front Range.



Jefferson County Government Center Station Transit Station



Bridge Over Clear Creek

Pedestrian Facilities

The City is doing a great job in developing a complete street network with safe pedestrian facilities throughout Golden. However, more can be done to improve pedestrian connectivity in the City. Specifically, the City needs to continue to: 1) provide sidewalks in South Golden and the underserved neighborhoods along and south of Colfax; 2) add pedestrian facilities and sidewalks in three of the four employment areas of the City (Only Downtown Golden maintains a comprehensive network sidewalks); and, 3) focus on improving pedestrian crossings at intersections and crossing of arterials like: Hwy 93, Colfax and South Golden Road.

An example of one such arterial crossing improvement needed is Hwy 93 in North Golden near the Pine Ridge intersection. An improve pedestrian crossing would improve the accessibility of north Golden to the rest of the City as well as make transit to and from Boulder more effective. Employers in North Golden mentioned that many of their employees are from the Boulder area; but, they do not take transit because they cannot safety cross Hwy 93 to use transit on their return to Boulder.

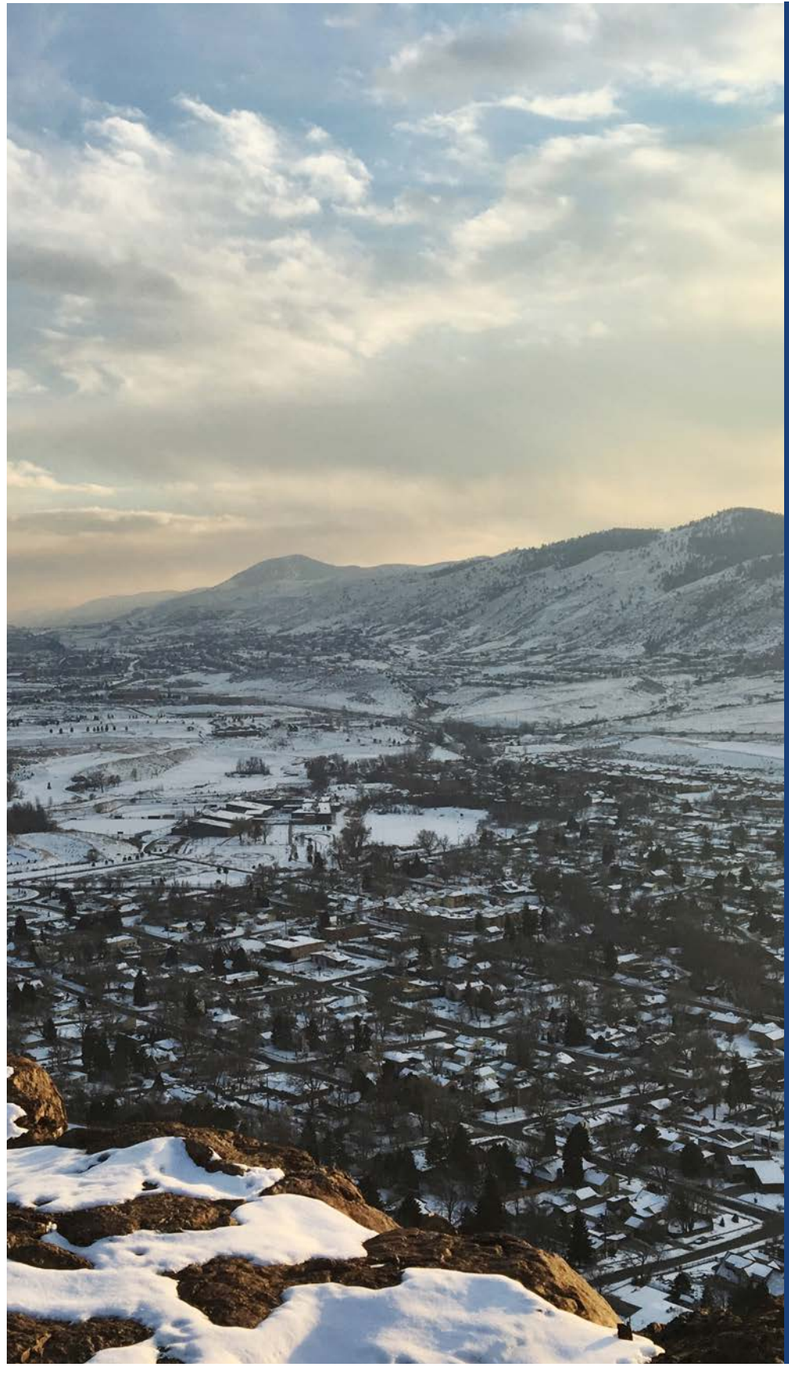
Bicycle Facilities

The City has implemented most to the recommended bicycle improvements suggested by the City's Bicycle Task force in 2008. More work can be done. High bicycle stress levels were identified on the City's collector and arterial network and intersection improvements are needed for better interconnecting the bicycle network. Lastly, better coordination between the Parker and Recreation Departments of the City and Jefferson County's off-road trails and trails heads, with the City's and the County's on-street bicycle facilities.

Transportation Vision, Communication and Stewardship

Few Cities in the Front Range have accomplished as many transportation investments which balance regional mobility with local livability better that the City of Golden. There is great alignment in the transportation goals and expectations between City Council, staff, and the residents and employers of Golden. However, the lack of community-wide TPM outlining how these goals and expectations were established and how they are prioritized and equitably implemented, challenges the community's stewardship of each investment.

Golden City Hall



DEMOGRAPHICS AND MOBILTIY TRENDS

Community Demographics

A crucial step in local transportation planning is to understand the demographic makeup of the Community, the patterns of population and employment, and the forces that will drive regional change over the coming years.

Community members use the transportation system every day to connect to education, jobs, cultural resources, recreational activities, and more. Making sure population trends are reflected in the TMP allows the system to adjust to underserved transportation needs, anticipated changes, and accommodate future demands and changing lifestyles.

Like most communities, Golden's population is diverse in age, income, and housing mix – characteristics that also lead to diverse transportation needs. Some important Community demographic trends that should be considered when evaluating future transportation improvements are:

Resident Age

- 16.5% are under 18 years old
- 10.8% are 65 years and over

The younger population is without access to a personal vehicle and is often dependent on carpooling, walking, or other modes of transportation to get to most destinations. Aging communities can present even more significant mobility challenges. Many older persons live in neighborhoods that are designed to be vehicle dependent, which can make it difficult for these residents to "age in place." The Colorado State Demography Office projects that the percentage of the population over 65 years old in Jefferson County will continue to increase, from 16% in 2017 to 25% by 2050.

Household Income

- 19.7% of Golden residents have income levels below the poverty line

Households with lower incomes tend to have less access to reliable transportation options and longer commutes. These factors combined with a lack of efficient transportation are often a huge barrier to upward social mobility.

Vehicle Ownership

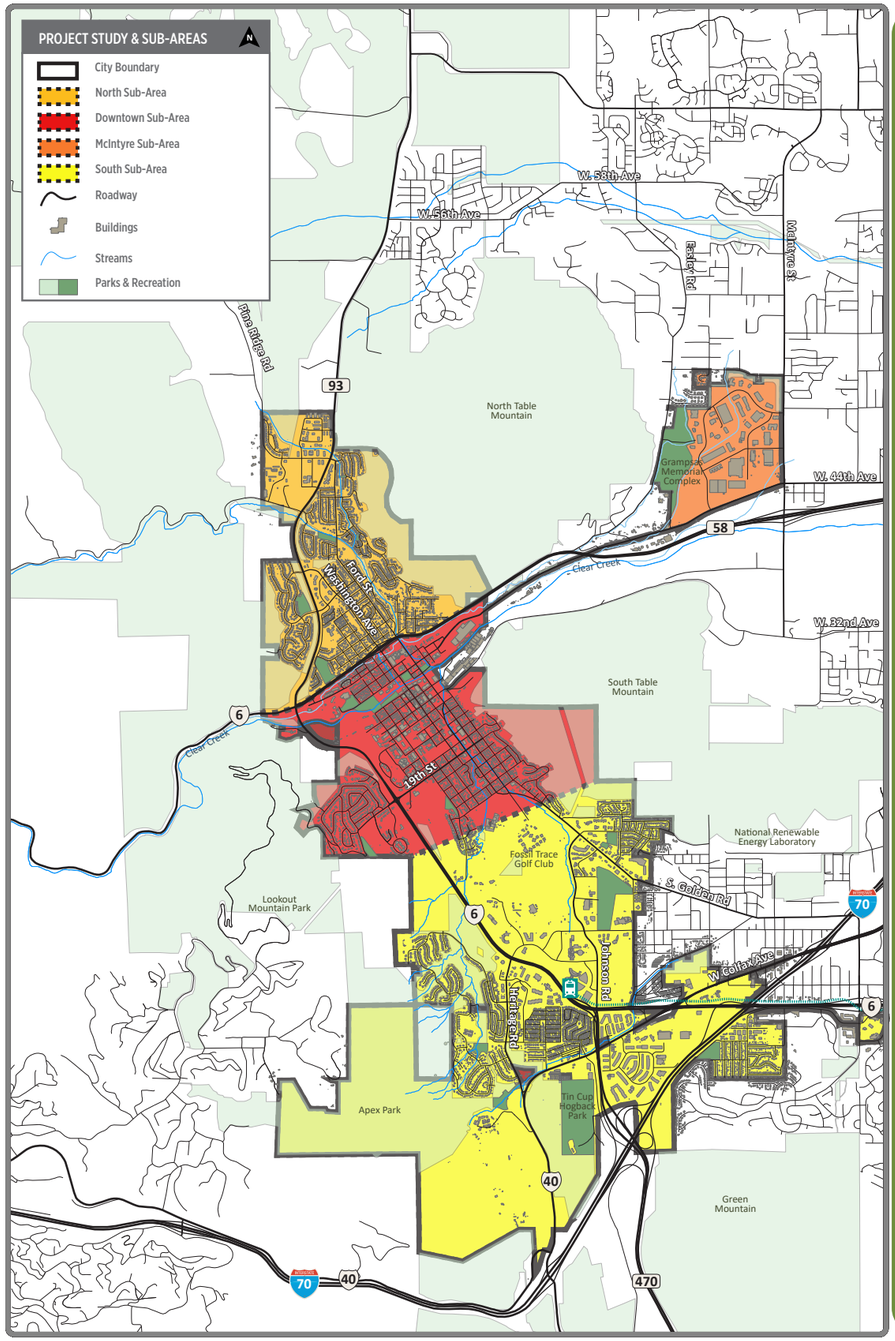
While below the national average of 9% zero-vehicle households, the City of Golden is above the state average, and national statistics indicate that the count of zero-vehicle households is increasing. Factors that contribute to this trend may include an aging population, the economy, and increased availability of alternate travel options, including rideshare technology

- 7% of Golden households have no vehicle available
- 34% have 1 vehicle available
- 59% have 2 or more vehicles available

Housing Ownership

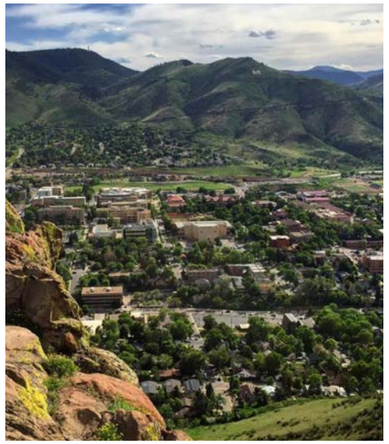
- 46% of Golden housing units are renter-occupied

Renter-occupied units have always been important component of a city's housing mix, but trends are show an increasing desire to rent for increased lifestyle mobility. Millennials are increasingly choosing to rent for job location flexibility, and many older homeowners, especially retired couples or those with older children who have moved out of the house, are opting to downsize from traditional single-family homes. Convenience and transportation options are a large part of this housing decision, and rental units located in urban, mixed-use environments can provide the walkable or transit-oriented lifestyle that many desires.



Subareas

Golden city limit area was broken out into four sub-area sections which include North, Downtown, South, and McIntyre areas for summarizing demographic and travel pattern trends at a local level. The general boundaries of these sub-areas were selected based on a combination of major transportation corridors, common development characteristics, and Denver Regional Council of Governments (DRCOG) Traffic Analysis Zones. These four sub-areas were used to understand mobility trends and trip patterns, both for local trips and trips between Golden and the surrounding region.



Subarea Demographics

Each of the sub-areas were examined utilizing Census data for both residential and employment characteristics with the Census' "On the Map" tool. The "Area Profile" analysis tool was used for home and work as well as the "Inflow/Outflow" for all jobs. Residential characteristics includes age, household earnings, access to a vehicle, and employment destinations. Employment characteristics include age, earnings, and worker origin location. These characteristics create a general understanding of how the residents and workers of Golden move around the City and provide the comparisons between sub-areas.

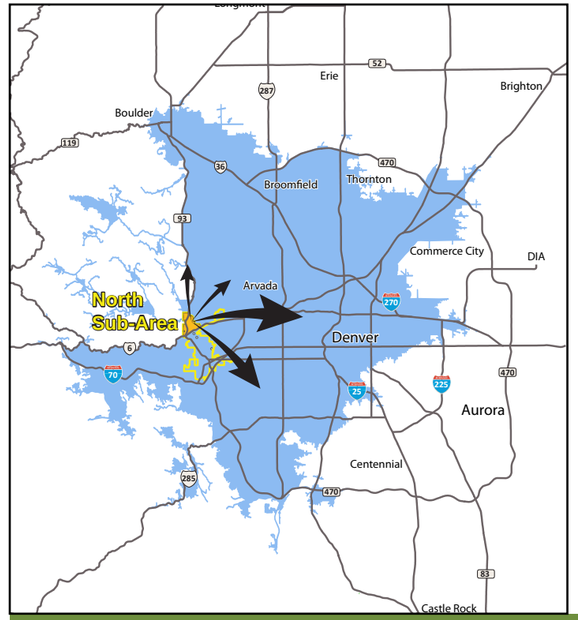
In addition to these demographic values, the tool was used to provide an estimate for the distance and direction of commuter travel. This distance and direction information provides an in depth look at how residents and employees are moving around the region. The results of this data are shown for each sub-area on the maps on the next page.

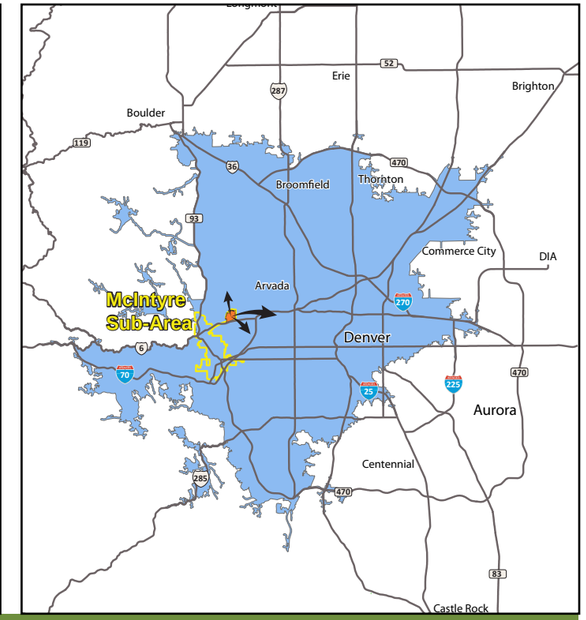
Vehicle Accessibility was also investigated for Golden residents, utilizing block group data for vehicle ownership. This data is broken down by percentage of the block group are zero vehicle households. Since block groups that are not defined by jurisdictional boundaries, and are larger than the study area, they were clipped to each of the four City sub-areas. They were then compared, by area, to the corresponding part of town. For instance, the Downtown profile shows roughly 50% of the area is covered by block groups with more than 10% zero vehicle households.

Community Profile by Subarea*

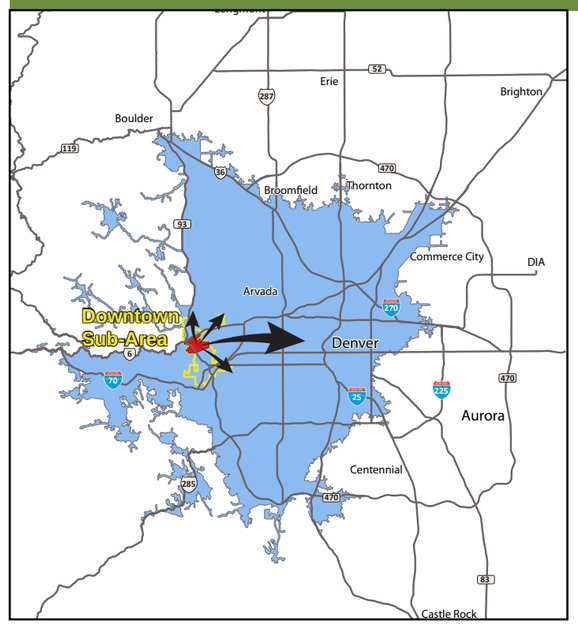
Metric	North	McIntyre	Downtown	South
Residents Commuting Out	2,455	34	2,559	3,081
Live & Work Within Subarea	41	0	189	168
Employees Commuting In	978	1,236	7,742	7,513
Percent of Employees with Below Average Income	17.6%	20.6%	21.6%	24.0%
Percent of Employees with Below Average Income	17.2%	6.4%	15.3%	13.1%

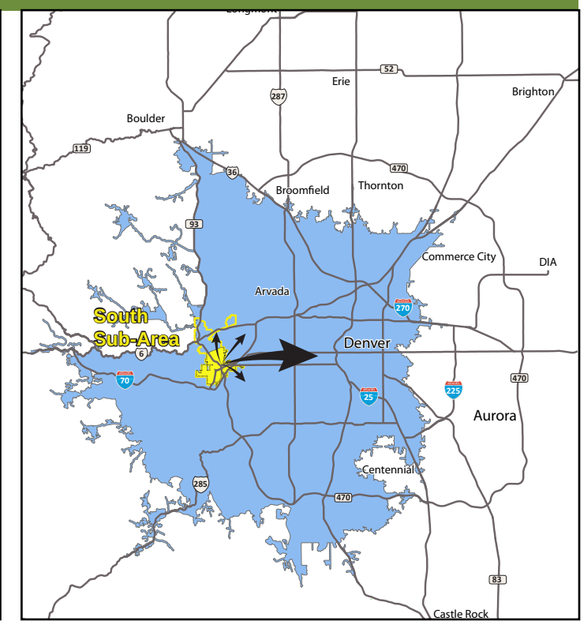
*All numbers are estimates based upon 2015 American Community Survey (ACS) as determined by the "On the Map" tool.



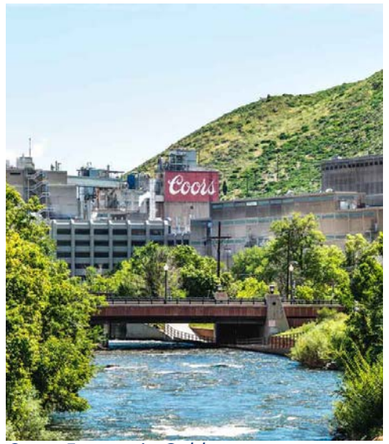


The graphics show the relative direction and intensity of residents' commute from each subarea.





Buffalo Bill Cody's Gravesite, Regional Attraction



Coors Factory in Golden

Golden Accessibility

An important characteristic of any transportation system is how well it connects people to the places they want to go. In order to understand how connected the street, transit, and non-automobile networks are, a spatial analysis was performed for the Local and Regional Reach for each of the four character areas.

Regional Reach

Regional reach gives a graphical representation of the accessibility f each of the areas. This accessibility is important to the long-term success of the City, as it shows how easily people can get to or from jobs as well as regional amenities and opportunities.

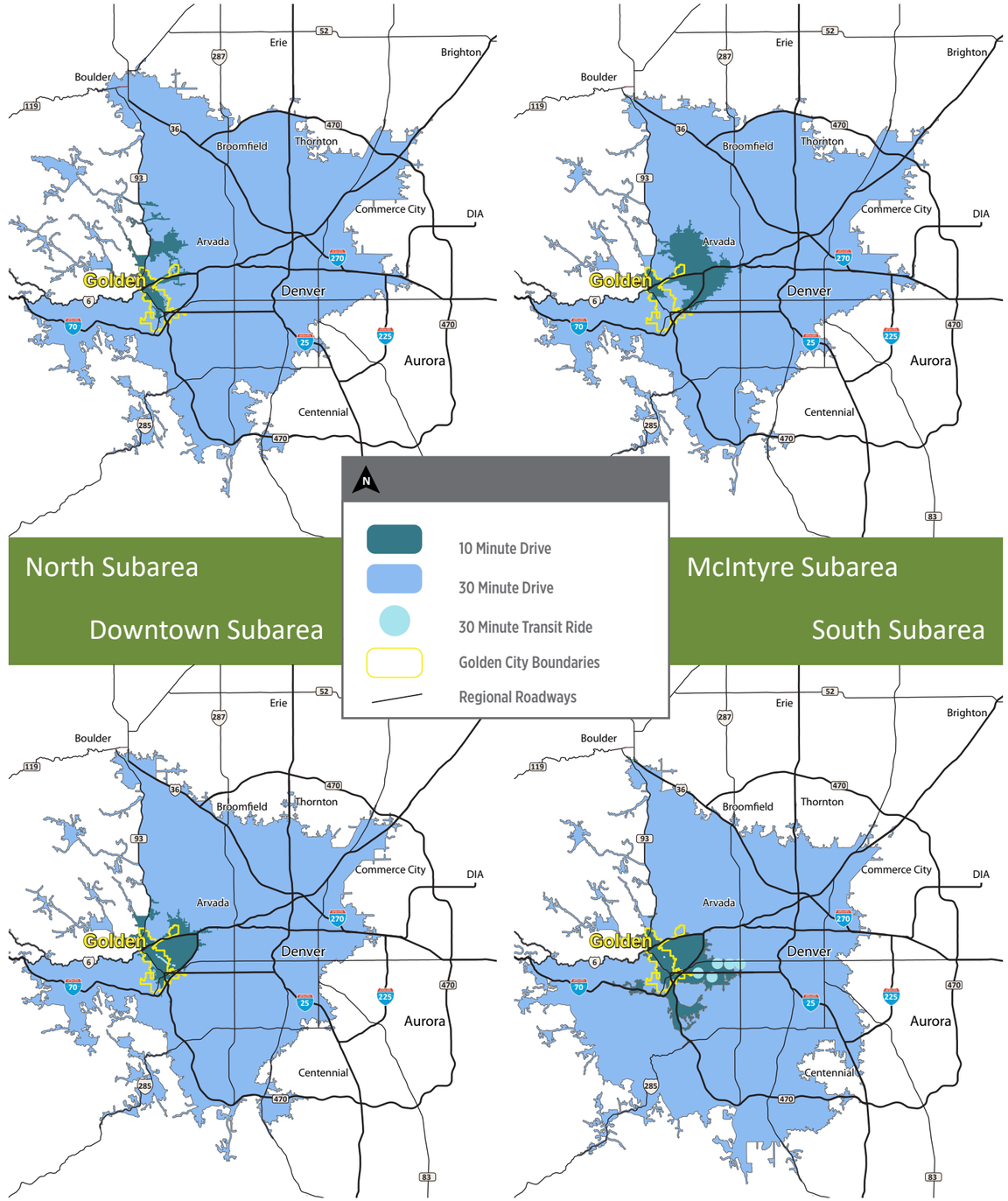
The graphic compares how far a traveler can get with a 10-minute drive, a 30-minute drive, 30-minute bus ride, and 30 minutes on the light-rail. A 10-minute drive represents a short commute or the ideal distance for everyday personal errands or recreational travel. The 30-minute drive, bus, and light rail ride is representative of the average commute for Americans, with Jefferson County having an average commute time of 27.3 minutes according to the 2016 5-year American Community Survey. The coverage area for these modes for each sub-area are compared and contrasted in the Table below.

Considering that 64% of Golden residents work outside of the City and 38% commute to another county, improving regional transportation options and efficiency continues to be important to connect Golden to the region and reduce traffic congestion

Regional Mobility Coverage by Subarea

Mode Choice	North	McIntyre	Downtown	South
Driving *(10-Minute)*	17.86	29.70	23.35	35.18
Driving *(30-Minute)*	505.64	565.28	519.19	610.45
Bus *(30-Minute, 500' buffer around stations & stops)*	1.34	0.00	1.58	0.28
Light Rail *(30-Minute, 1/2 Mile buffer around stations)*	0	0	0	4.70

Table Values are Square Miles



Light rail W-Line opening

Local Accessibility

Local accessibility through providing equitable and healthy transportation choices to workers and residents is also vitally important to the health of a city. The ability to forgo an automobile trip in favor of walking, biking, or taking transit (which almost always includes a walking) has significant benefits to the traveler and helps relieve stress put on roadways by short trips.

Land use patterns often dictate the opportunities for short trips. Areas with concentrations of a variety of destinations increase the ability for people to choose walking or bicycling over driving a personal vehicle. However, land use decisions alone are not the only influence to improving local accessibility. Connected multimodal networks, reliability of transit, and the safety and comfort of streets are just a few infrastructure factors that influence local travel decisions.

Local accessibility includes a 10-minute walk, bike ride, bus ride, and light rail ride. The Table provides a comparison for the portion of the City covered by each sub-area's modal accessibility. The data shows both the impact of available infrastructure along with location of the sub-area.

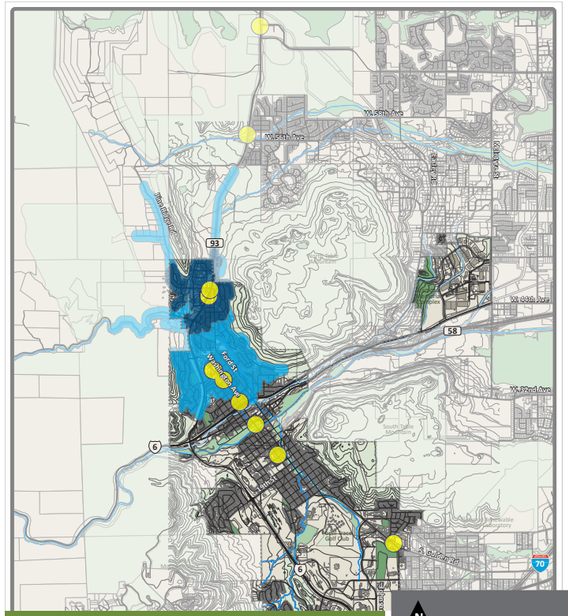
Bike and bus capabilities enhance accessibility

Local Accessibility by Subarea

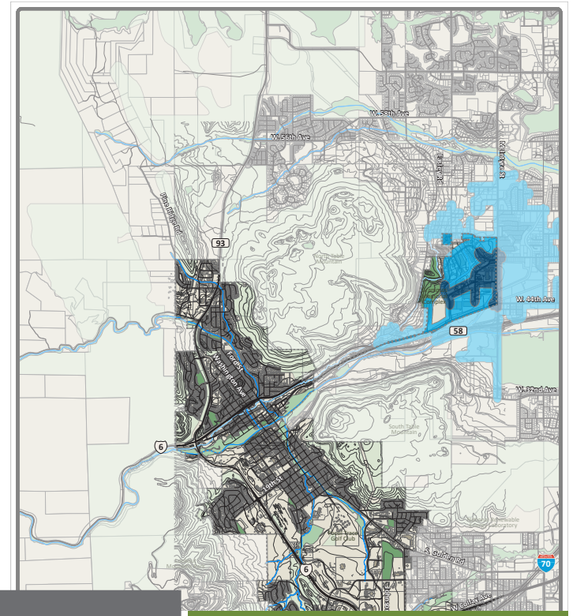
Mode Choice	North	McIntyre	Downtown	South
Walking *(10-Minute)*	3.8%	1.9%	5.5%	3.3%
Biking *(10-Minute)*	12.0%	5.2%	27.4%	22.5%
Driving *(10-Minute)*	54.2%	38.0%	75.3%	74.3%
Bus *(30-Minute, 500' buffer around stations & stops)*	2.3%	0%	3.1%	0.6%
Light Rail *(30-Minute, 1/2 Mile buffer around stations)*	0%	0%	0%	7.7%

Table values are percentage of Golden area covered

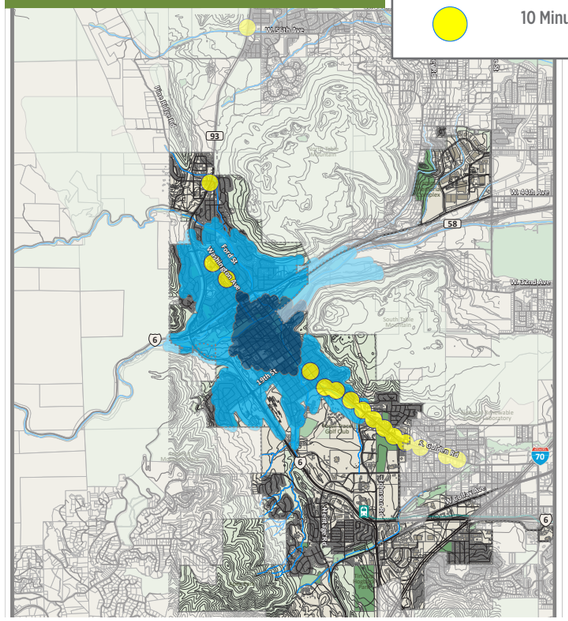
North Subarea



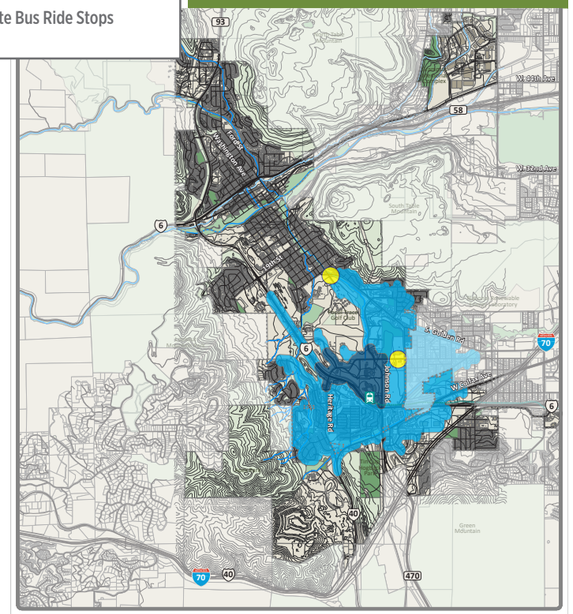
McIntyre Subarea

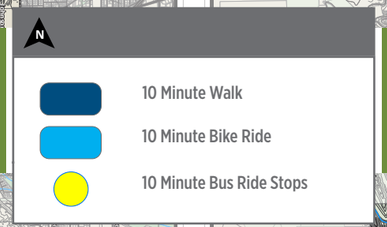


Downtown Subarea



South Subarea





Example of regional arterial, US 6

Travel Characteristics

While making financial decisions that will impact the City for the foreseeable future, it is also important to understand the users and the demographics of the roadway.

It is obvious, yet difficult to remember that there are different use patterns for long, regional trips compared to short local trips. Regional trips are best served by limited interruptions, free flowing traffic, and high speed while local trips need connectivity, slower traffic, and increased visibility for businesses and local economy. These two very different facility treatments are in conflict when every street is often required, or at least desired, to serve both types of trips.

An analysis of 16 major road gateways around the city of Golden was conducted to determine its user split utilizing Streetlight data. Streetlight data is cellphone-based location data, collected anonymously as devices come in and out of the study area. There were 8 internal roadways, which were assumed to serve primarily local trips, and 8 peripheral gateways that were expected to serve regional and pass-through trips. The region was analyzed as multiple zones, similar to the City of Golden subareas, to provide a better understanding of municipalities and road users that are currently utilizing the road network. Regional zones were created using county lines, traffic analysis zones, and logical break points.

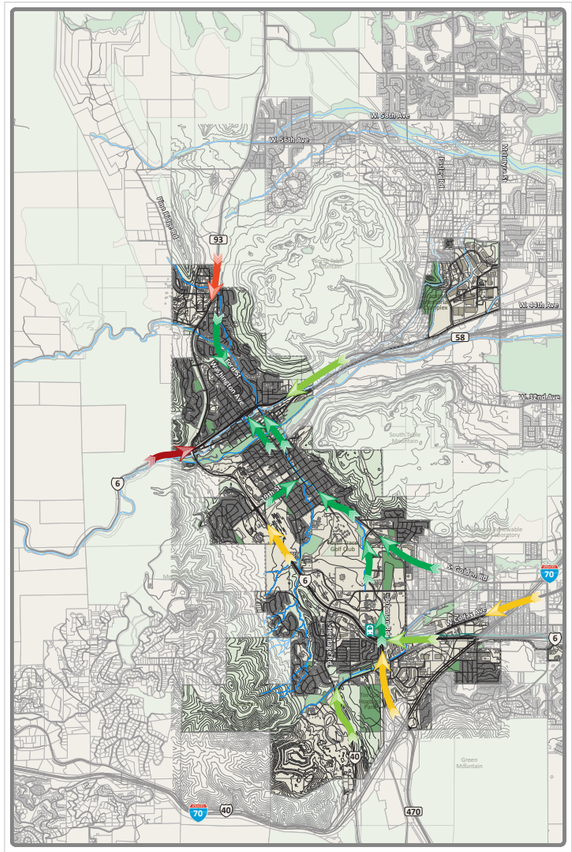
Example of a aocal arterial, Washington Avenue

This data allows the City and its decision makers to compare what users are expected on the roadways versus the actual users.

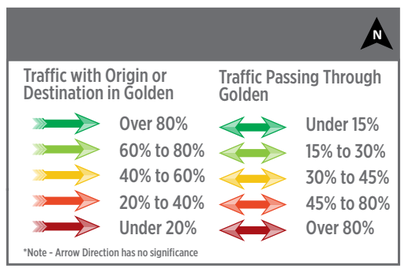
The charts below show a comparison of these travel patterns for the AM Peak hour between 7 & 9am, PM Peak hour between 4 & 6pm, and an average of the whole day. Larger portion of the trips being taken during the peak periods are regional access trips while all-day data show a more even balance between the three time periods. This reinforces the heavier employment influence on the City that was evident in the Community Profile.

Travel Distribution

Trip Type	Peak AM	Peak PM	All Day
Local Trips *(Internal to Golden)*	15%	19%	24%
Regional Access *(Trips with an origin or destination within Golden)*	61%	57%	46%
Pass-Through Trips	24%	24%	30%
Total	100%	100%	100%



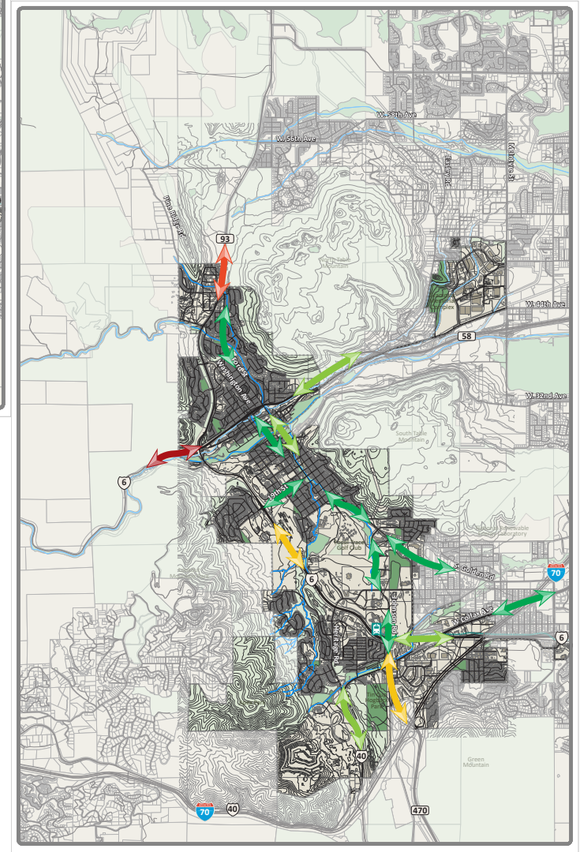
Traffic with origin or destination in Golden



Streetlight Data

Streetlight data was evaluated and showed that approximately 70% of all trips have an origin or destination within the City's boundaries, while roughly 30% of all trips are passing through the Community.

The northern entrance of State Highway 93 and western entrance of US Highway 6 serve a high proportion of regional trips passing through to destinations outside of Golden. By contrast, most internal corridors, such as Washington Ave and Ford Street, serve primarily local trips or commutes to and from local destinations and the surrounding region.



Traffic passing rhrough Golden

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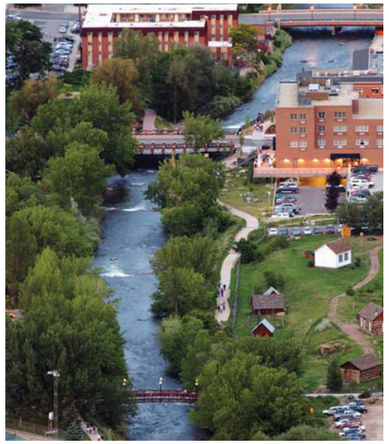
LOCAL AND REGIONAL GROWTH



Development along Clear Creek

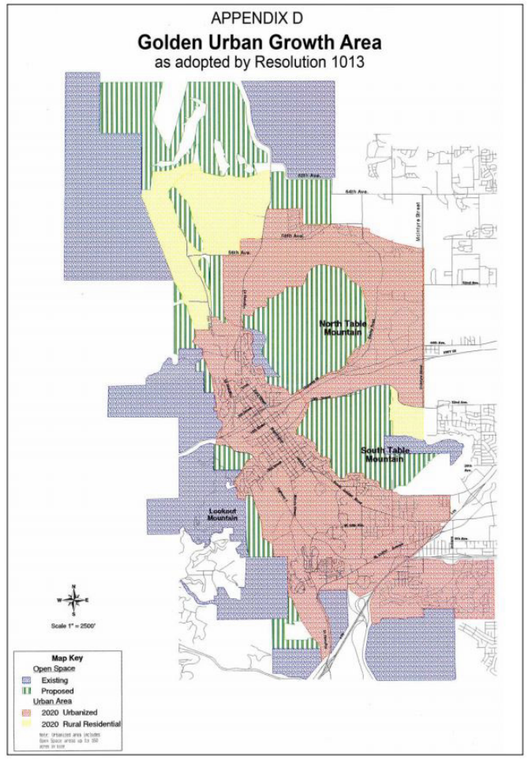
Existing Land Uses And Adopted Zoning

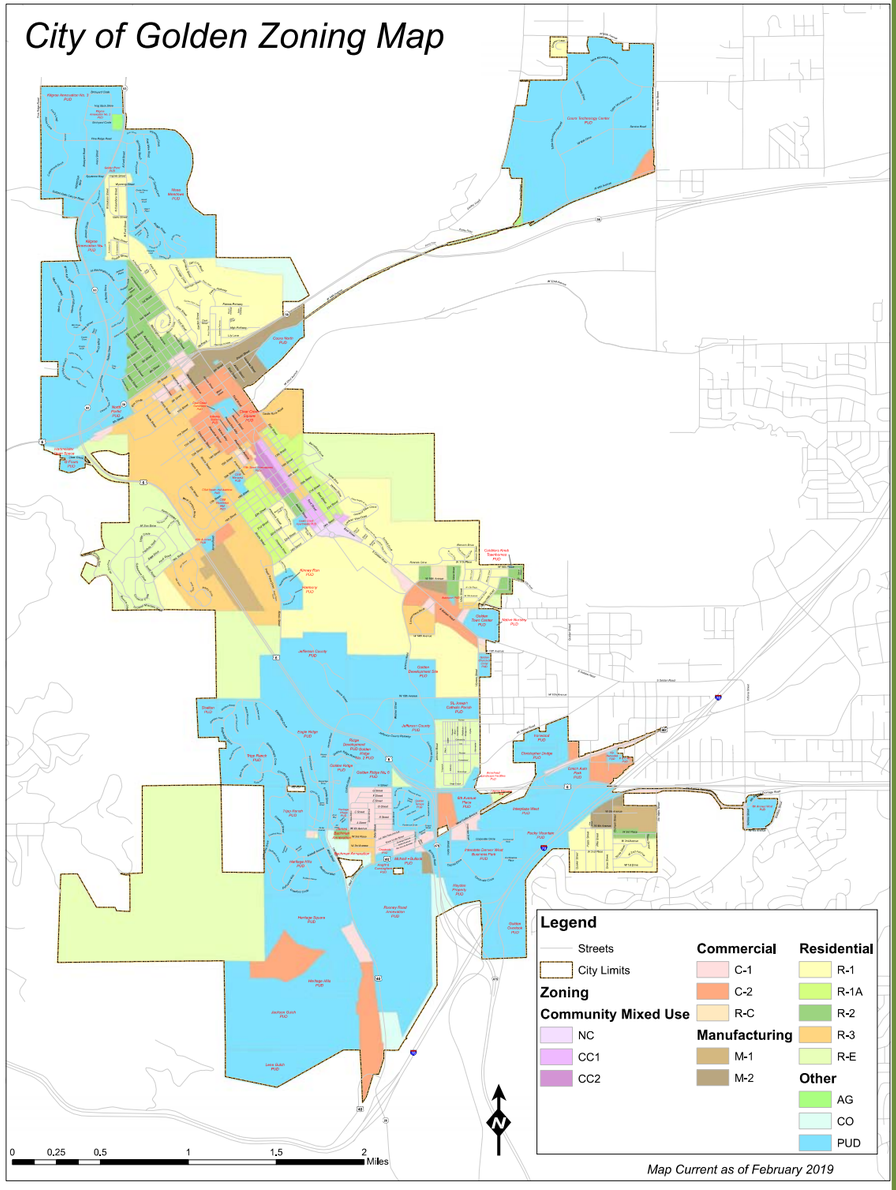
Transportation systems and land use patterns influence each other. The distribution and types of land uses affect travel patterns and the ability to make trip choices using a variety of modes. Alternatively, the street network shapes land use and development and the provision of connected sidewalks, bike paths, or transit routes affects how people choose to access their destinations.

The City of Golden is composed of a few distinct development patterns that influence mobility choices. The Downtown area, the surrounding central neighborhoods, and the Colorado School of Mines have the highest mix of uses, acting as a core activity center for residential, commercial, civic, and institutional uses. This area is primarily laid out on a compact grid of streets that lends itself to shorter trip distances and increased route choices. The north and south neighborhoods further from Downtown have a greater separation of uses with larger areas of single-family residential and commercial uses located along major corridors. Lower density residential, topography, and preserved open space areas along the edges of the City have also influenced how the Community has developed.

The City of Golden has employed a "growth rate cap" style of growth management since 1996. The Golden Planning Commission re-affirmed the City's current 1% residential growth policies in 2012.

Golden Urban Growth as detailed in the 2017 Comprehensive Plan

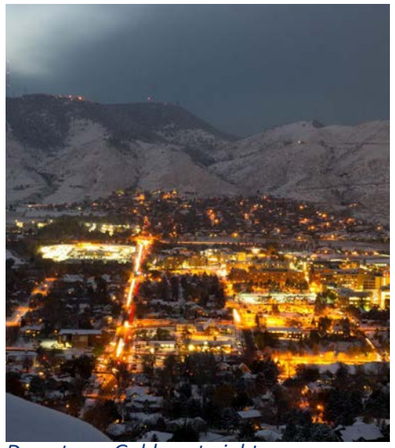




Zoning

The City of Golden's zoning ordinance and map permits and regulates land uses within zoning districts. These include a variety of residential, commercial, manufacturing, and mixed-use district types. The City's Comprehensive Plan recommends various zoning and land use strategies to support convenient and affordable transportation options. These include:

- Promoting development along existing transit corridors through zoning changes and available incentives
- Reviewing land use cases for accessibility via walking, biking and transit, as well as the automobile
- Rezoning strategic locations within the Community for mixed use and neighborhood retail to improve convenience and access to services



Downtown Golden at night

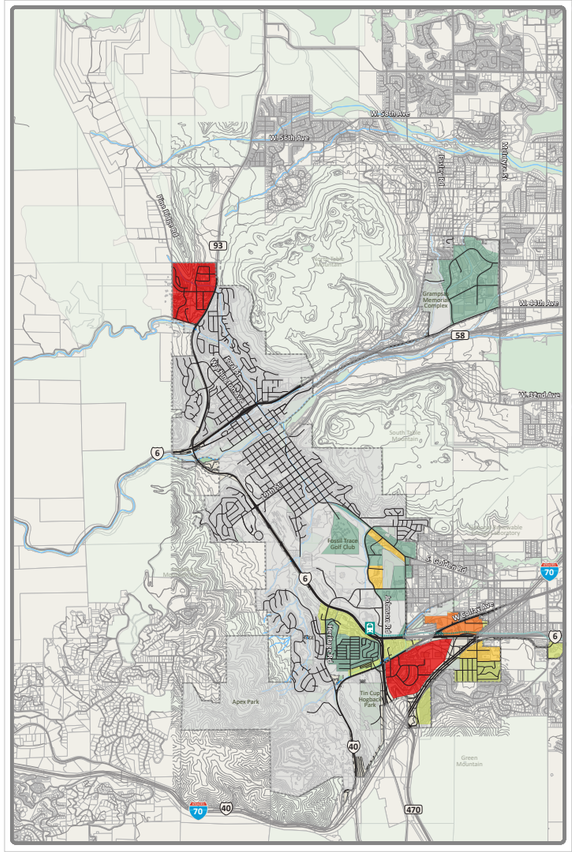
Areas of Change and Local Growth Potential

The US Census estimates that the City of Golden has increased its population by 8.8% from 2010 to 2017, adding an additional 1,600 residents.

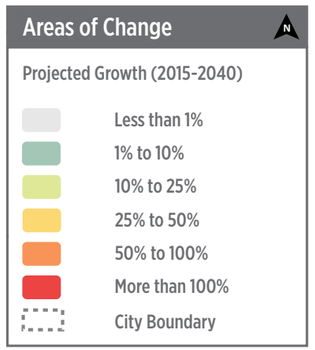
Most developable land within the existing City limits has established uses, so significant change in land uses is not expected in future years. The City's Comprehensive Plan guides the character and intensity of future land uses, and most change is expected to occur as rezonings and redevelopment within strategic opportunity areas identified as "Areas of Change". Some of these areas may see significant change where large portions could be re-imagined with greater intensities and mixes of uses. Accordingly, corridors that serve these significant Areas of Change also have the opportunity to be transformed into "complete streets" that offer a wider range of mode choices. Areas not designated as a significant Area of Change, such as in the Downtown area and many of the established residential neighborhoods, may only see small, incremental redevelopment and thus considered areas of stability and expected to see the least amount of change. Yet, even in the established neighborhoods, opportunities exist to strengthen local connectivity between neighborhoods and major Community destinations.

The DRCOG regularly forecasts future growth for the region for the purpose of assessing changes in travel demand. Based on the regional forecasts of population and employment growth through 2040, the Golden area could see an additional 1,800 households and 6,800 jobs. It is important to note that local policies concerning housing and land use decisions will largely guide the pace and location of this potential future growth. This includes the City's 1% residential growth ordinance which is intended to keep the amount of annual growth in line with Community goals.

Community Mobility Assessment



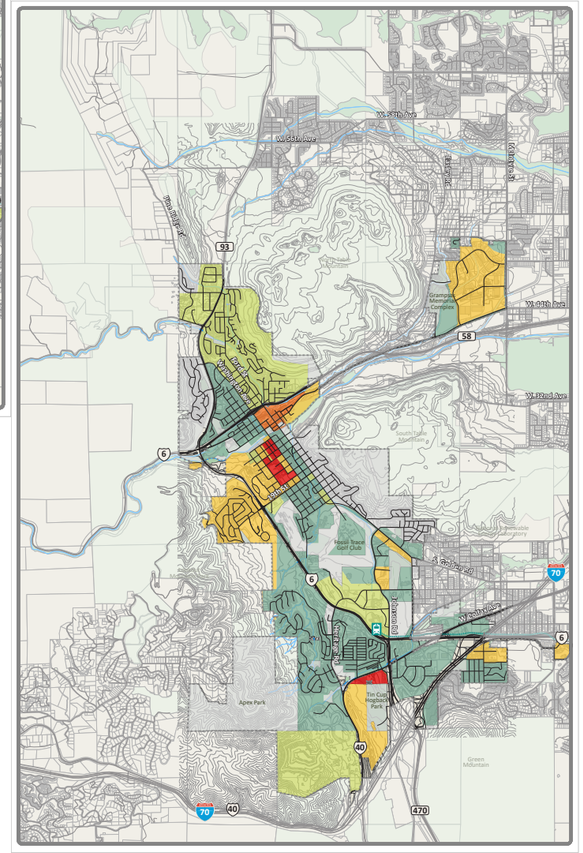
Identified areas of household growth



Local Growth

The maps show percentage of projected growth in Golden, as compared to 2015. Data reveals that there is Household growth anticipated in the North and South sub-areas, while Employment growth is expected to some extent throughout Golden.

The City of Golden's Comprehensive Plan guides the character and intensity of future land uses and development through areas it refers to as "Areas of Stability and Change." The population and employment growth estimates shown in these exhibits are based on the DRCOG 2040 regional forecasts of jobs and households and are proportionally allocated to the City's Areas of Change and Stability to indicate likely future growth opportunities.



Identified areas of employment growth

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MOBILITY ASSESSMENT

Linking Lookout, 19th Street Interchange with US 6

Photo Credit: Colorado Department of Transportation (CDOT)

Golden Mobility

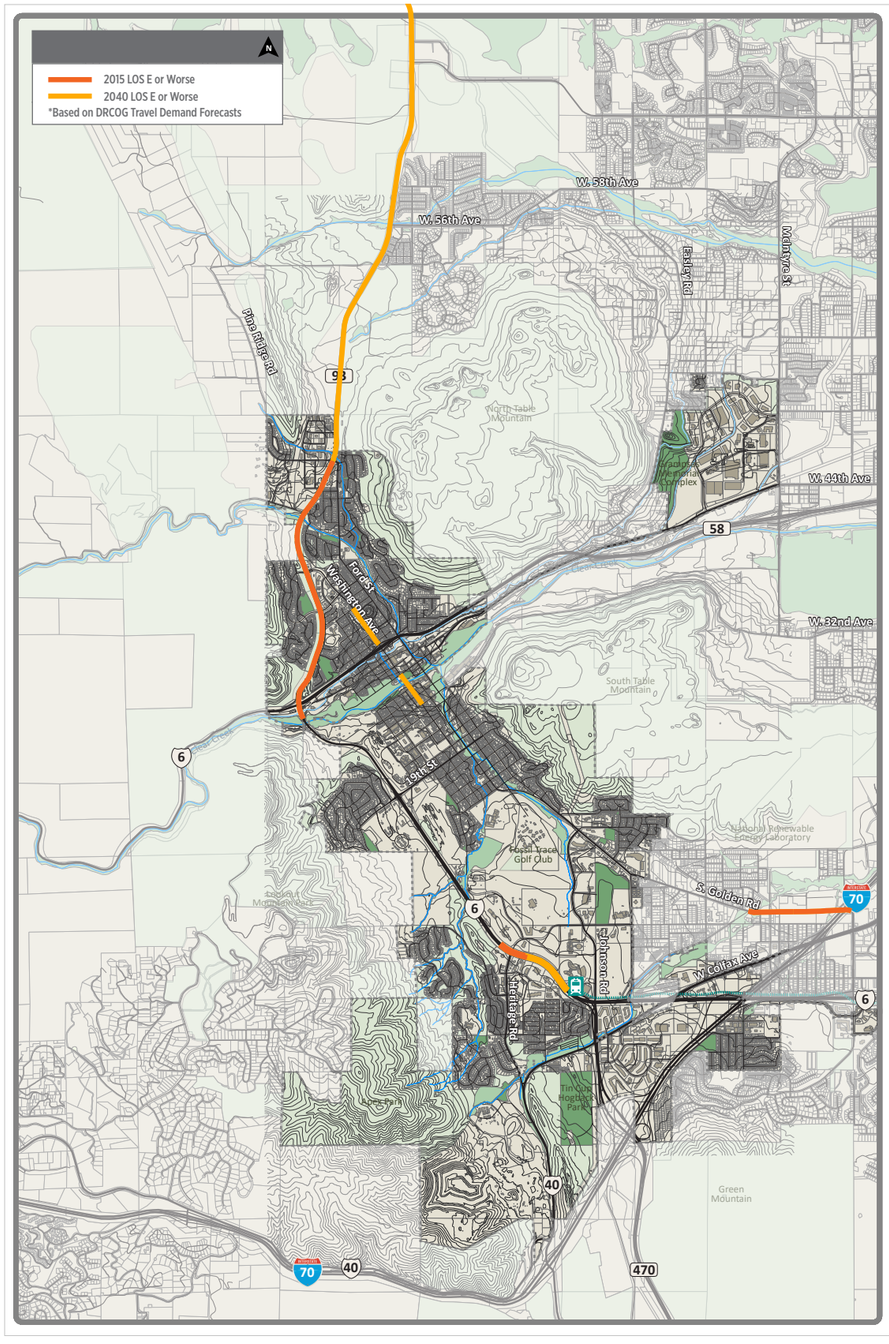
The transportation system serving the City of Golden and surrounding region must strike a balance between serving the current mobility needs of existing residents, businesses and visitors and planning for the region's growth and economic wellbeing. Certain corridors in the Golden area will face increased travel demand, placing pressure on the roadway network to accommodate more trips each year. A comprehensive mobility plan must not only consider vehicular capacity needs, but also access, operational, and active transportation improvements that increase safety and travel efficiency for all users.

Vehicular Travel Demand Assessment

An understanding of how well the roadways are performing for users now, and how will they perform in the future is critical input to the TMP. Engineers grade roadways based upon Level of Service (LOS) which ranges from LOS A, which is has minimal delay and almost no congestion, to LOS F that indicates heavier delay and common congestion. While it is important to understand that congestion is not always negative and is often associated with a thriving and desirable Community, it does have negative impacts on economic productivity and quality of life.

To gauge how the existing roadway configuration will perform in the future, current roadway configurations for major arterials and collectors were compared to regional growth forecasts. This comparison was completed utilizing a generalized LOS chart, which compares the traffic volumes against LOS of roadways around the nation to calculate an assumed LOS threshold. For instance, a four-lane state highway with a center median, left and right turn lanes at stop lights, and speed limit of 35 mph is assumed to perform better than LOS E if the volumes are less than 35,500 vehicles per day.

The results of this comparison are shown in the Figure on the next page. This analysis methodology can only be performed for segments of a roadway and is not representative of intersections, which require more specialized analysis.



Travel Demand

Regional travel demand forecasting shows Highway 93, in its current configuration, will not be capable of handling future travel demands (year 2040). The intersection of Highway 6 and Jefferson County Parkway currently fails (LOS E or lower) and will need significant improvements to accomodate future demands.

Jefferson County Government Center Light Rail Station

Photo Credit: Jeffrey Beall

Bus Shelter and Benches on 10th Street

Transit Network Assessment

Golden is served by light rail (W Line), Golden FlexRide (previously called Call-n-Ride), as well as local and regional buses operated by the Regional Transportation District (RTD). The W Line provides regional service between Golden and Downtown Denver. The FlexRide circulates Downtown Golden and provides service to the Jefferson County Government Center- Golden Station. The local and regional bus routes are summarized in the Table below. Additionally, there are several regional bus routes outside the City limits that provide residents with supplementary transit options if residents choose to travel and connect with those routes at the Federal Center Station.

Approximately 25% of Golden is within a quarter mile of a transit stop. The types and quality of transit stops in Golden vary from a full-service station to a simple sign stop. The Jefferson County Government Station provides light rail service for the W Line and provides full amenities including a Park-n-Ride with 705 parking spaces, shelters, benches, as well as bike racks and lockers. Typically, higher ridership stops are set back from the roadway and include amenities such as a shelter, benches, trash receptacles, and bike racks. These amenities provide comfort to people waiting for a bus to arrive. Transit stops with lower ridership may have more limited amenities, such as a bench or just a sign that marks the stop.

The highest ridership stop in Golden is the Jefferson County Government Center Station which services the light rail W Line with almost 1,200 average weekday boardings. The bus stops in Golden with the highest ridership include 10th St & Washington Ave bus routes and the Jackson St & 17th Avenue stop; both stops are serviced by the 16, 16L, and GS bus routes.

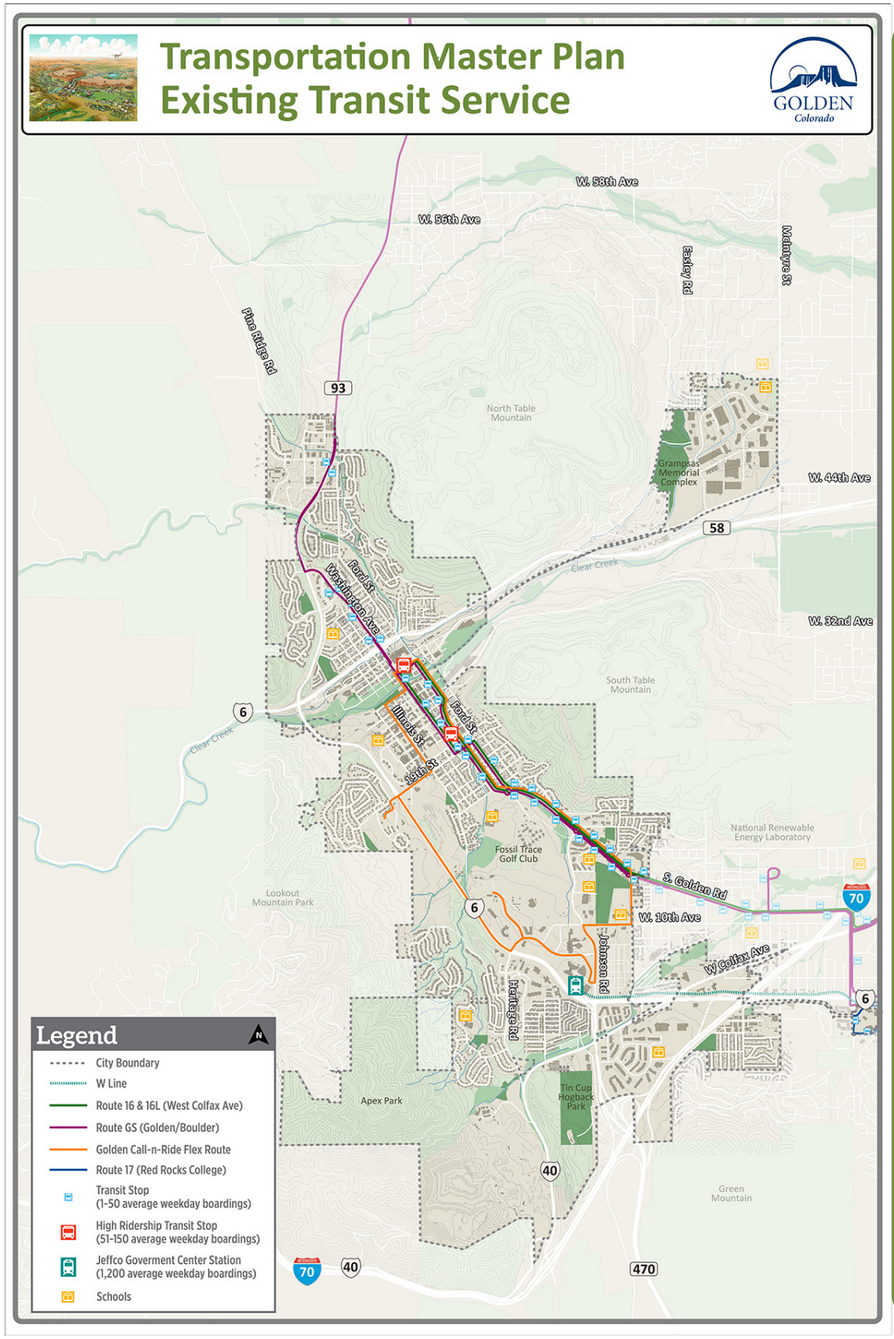
Increasing options for transit allows people to choose how they travel. However, transit operators must balance increasing geographic coverage and service frequency with limited available resources. Various regional or local policy-based strategies and system-level service improvements can further enhance access and mobility for area residents. Community feedback was collected to identify some of the issues and gaps with the existing transit network.

Existing Transit Service

Route	Transit Type	Average Weekday Boardings*	Days of Operation	Peak Weekday Frequency	Peak Saturday Frequency	Peak Sunday Frequency
W Line	Light Rail	1,200	Monday - Sunday	15 Min	15 Min	30 Min
16 West Colfax Avenue	Local Bus	60	Monday - Sunday	30 Min	30 Min	30 Min
16L West Colfax Limited	Limited Bus	370	Monday - Friday	15 Min	-	-
GS Golden/ Boulder	Regional Bus	90	Monday - Friday	30 Min	-	-
Golden FlexRide	FlexRide	310**	Monday - Saturday	15 Min & On-Call	-	-

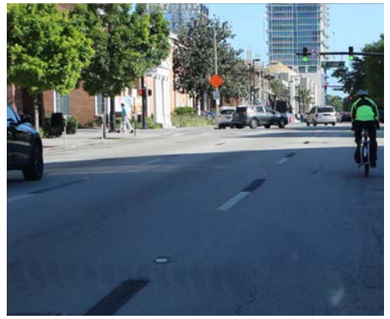
*Average boardings from RTD August 2017 runboard

**2017 average weekday boardings from 2018 Special Services Report



Initial Community Feedback

- Need consistent GS route service
- W-line needs an express route
- FlexRide needs a fixed route that stops near the senior housing parking lot
- Extend the hours of FlexRide
- Need a public bus service to Golden High School
- Need additional weekend service
- Interested in Chariot and other first/final mile solutions
- Need better wayfinding
- Need a transit connection to/from Applewood



Multi-lane roadways increase stress of bike cycling

Bicycle and Pedestrian Network Assessment

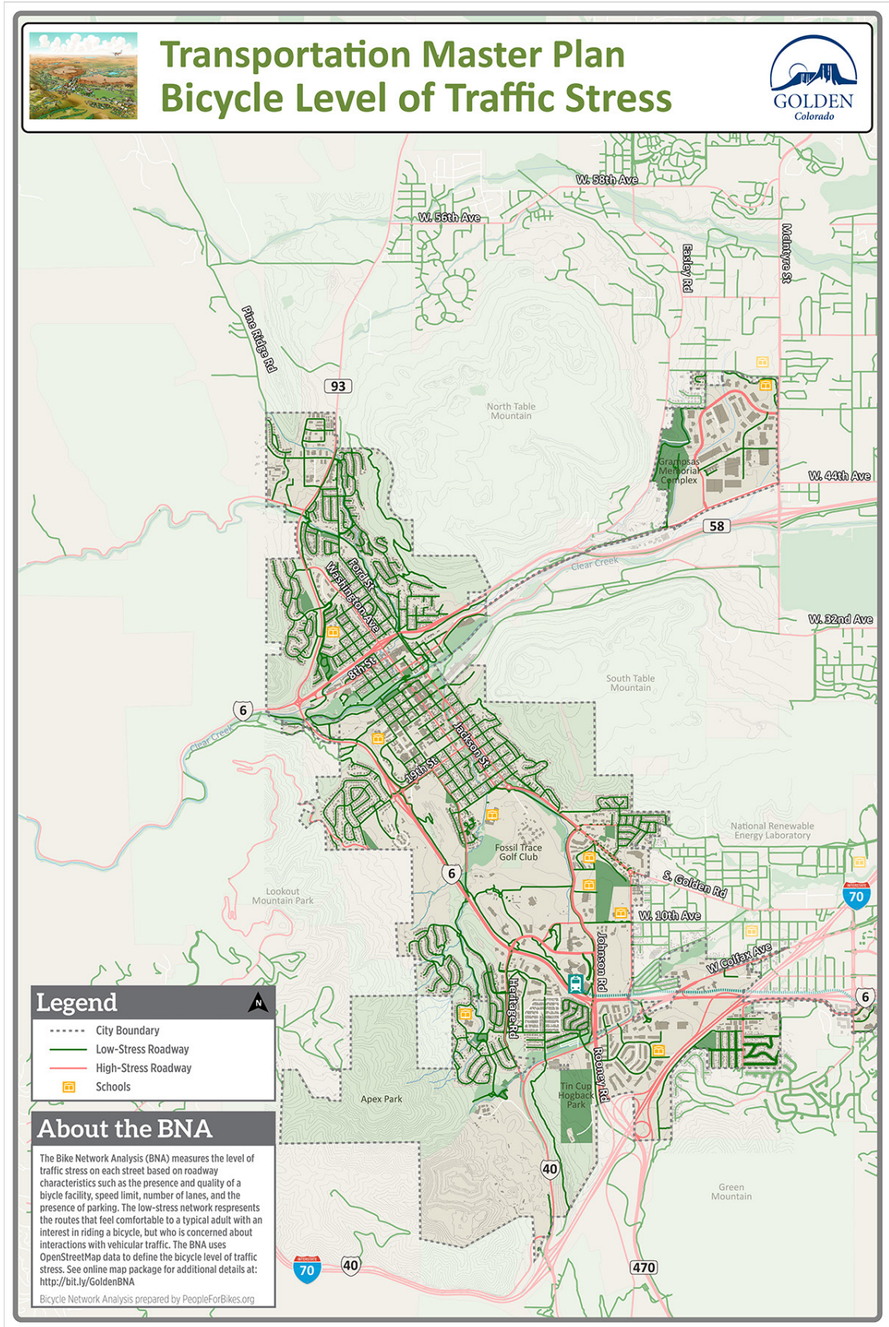
The City of Golden is committed to providing safe, convenient, and well-maintained biking and walking facilities appropriate for all ages and ability levels. In 2010, the Golden City Council adopted a Complete Streets Policy to ensure the accommodation of all modes of travel when redesigning the public right-of-way. In addition to the policy, a "Priority Complete Street Corridors" map was created to prioritize street improvements as resources become available.

One of the challenges in Golden is the presence of several highways and regional arterials that create barriers for pedestrians and bicyclists traveling through and around the City. Golden has mitigated these challenges by constructing a number of underpasses and overpasses as well as a robust off-street trail network. For example, Highway 58, the 'Golden Freeway' presents a barrier connecting North Golden to the Downtown area. Golden has mitigated this barrier by constructing multimodal crossing points along this corridor including:

- Pedestrian bridge east of 6th Ave
- Bridge at Washington Avenue
- Multi-use underpass near Ford St.
- Multi-use underpass near 44th Ave and Easley Rd

The Bike Network Analysis (BNA) measures the level of traffic stress on each street based on roadway characteristics such as the presence and quality of a bicycle facility, speed limit, number of lanes, and the presence of parking. The low-stress network represents the routes that feel comfortable to a typical adult with an interest in riding a bicycle, but who is concerned about interactions with vehicular traffic. The BNA uses OpenStreetMap data to define the bicycle level of traffic stress.

Washington Plaza Bridge and pedestrian underpass at Clear Creek



Bicycle Stress

About 70% of the roads within Golden are considered "low-stress" facilities for the average adult bicyclist. The majority of residential streets in Golden are considered low-stress for bicyclists due to lower traffic volumes and speeds. The BNA assigns most arterial or collector streets are considered high-stress for bicyclists even if there is a bicycle lane present.

An online version of this BNA map is available for additional details at:

http://bit.ly/GoldenBNA

Note, this link is capitalization sensitive.

Downtown Golden

Photo Credit: InGoodTasteDenver.com

Whitewater Park and Clear Creek Trail

Photo Credit: Jenna Vandenberg

Pedestrian Network

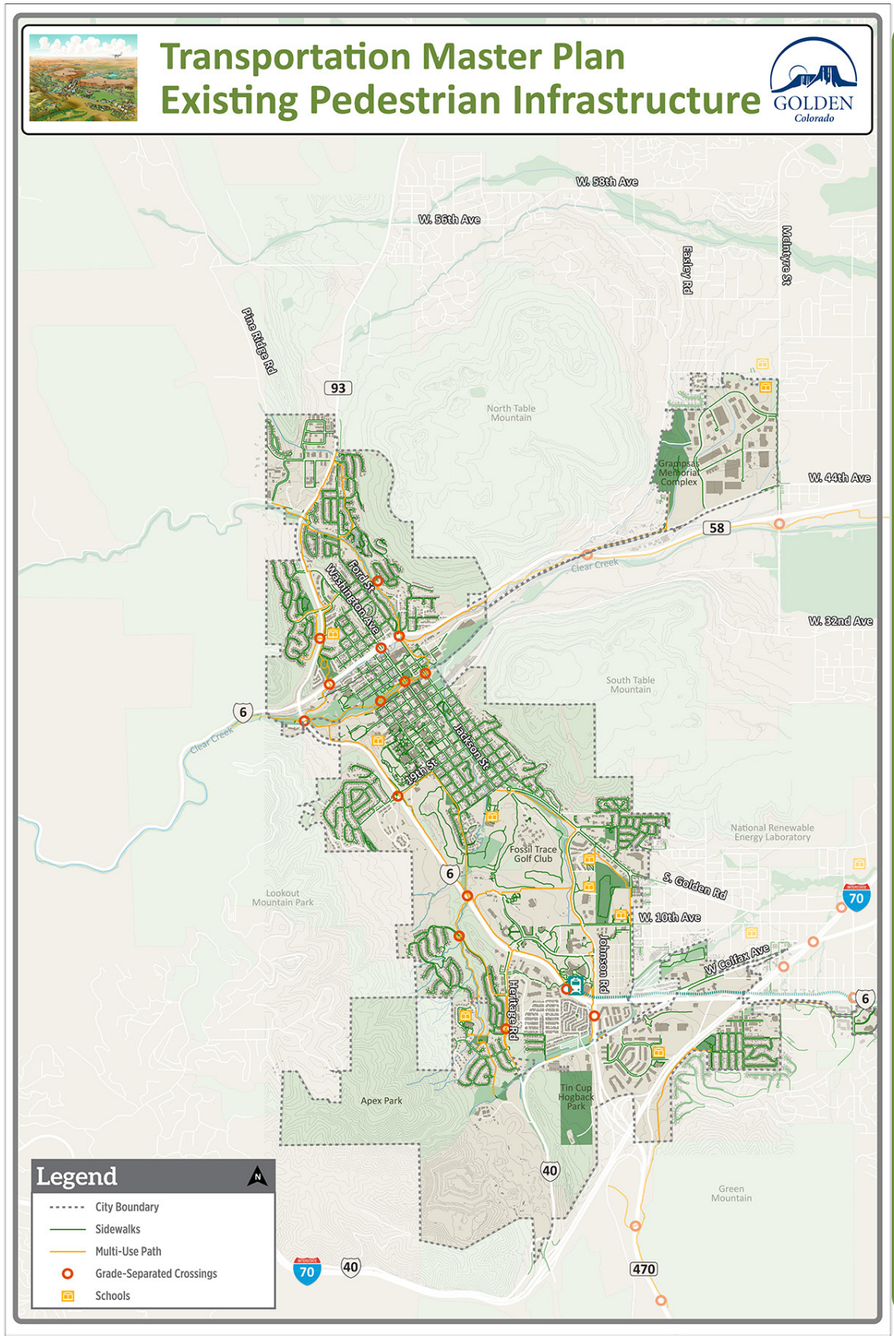
Golden is generally a pedestrian-friendly and walkable City with an expansive sidewalk network supplemented with multi-use paths. Sidewalks are present on the majority of the Golden's Downtown streets and residential areas as well as approximately 3/4 of the non-highway streets within Golden. In Downtown, sidewalks range from 4 to 10 feet in width compared to a range of 3 to 6 feet in residential neighborhoods.

Overall, residential neighborhoods have good sidewalk coverage. Some neighborhoods, however, have limited connectivity to the City's sidewalk network with only one or two connections that are often located along an arterial roadway. The Figure on the next page shows the existing pedestrian network including sidewalks, multi-use paths, and grade-separated crossings.

In 2008, the Walkability Task Force identified and prioritized approximately 15 projects to enhance pedestrian comfort and safety. The City has completed the majority of the projects. Some key areas that have not yet been addressed include, creating safer crossings where multi-use paths intersect with major streets, pedestrian crossings at roundabouts, and replacing sidewalks and curb ramps to comply with ADA requirements.

While Golden generally has good quality pedestrian network coverage, additional facilities and design enhancements can further create places that encourage walking as a common part of everyday life. In addition to the Community feedback that was collected, intersection crossings and regional arterials were pointed out as areas for pedestrian infrastructure improvement.

Pedestrian Bridge over Highway 6 at JeffCo Light Rail Station



Initial Community Feedback

- Many safety concerns near Mitchell Elementary School
- Need additional pedestrian connections to transit, especially light rail station
- Need complete and wider sidewalks, especially to Lookout Mountain
- Safety concerns along Ford Street
- Safety concerns crossing Iowa Street
- Multiple requests for safer crossings across South Golden Road, near Golden High School
- Need interventions to ensure compliance with "yield to pedestrians"
- Downtown traffic lights should default to a pedestrian crossing phase and not require people to push the button to cross
- Would like more raised crosswalks
- Need more complete/ better connections in Southwest Golden

Bicycle Network

Golden's bicycle network consists of multi-use paths, bicycle lanes, bicycle routes, separated bike lanes, and shouldered roadways. In 2018, Golden was recognized by the League of American Bicyclists as a Silver bicycle-friendly Community as a result of the City's efforts to improve bicycle infrastructure and implement a "complete streets" policy. The bicycle-friendly Community program provides guidance on how a Community can provide safe accommodations for bicycling and encourage people to bike for transportation and recreation (The League of American Bicyclists www.bikeleague.org). The Figure on the next page shows the existing bicycle infrastructure.

Level of Traffic Stress Analysis

Shown previously on page 31, a BNA was completed by People for Bikes to better understand the bicycle network in Golden. The analysis examined the street types and bicycle facilities available to assign either a high or low stress rating to street segments.

On-Street Network

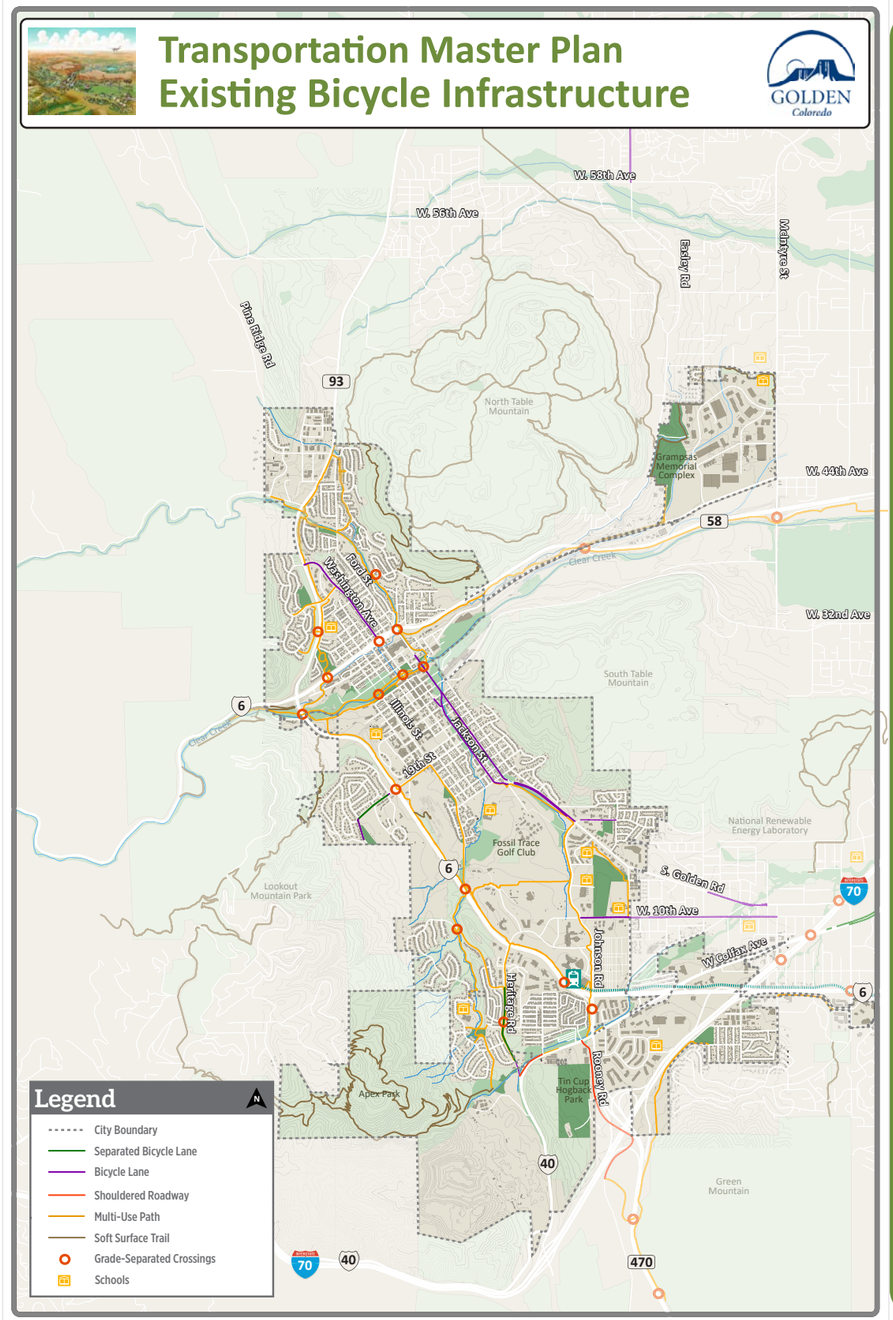
There are about 6 miles of on-street bike lanes within City limits. The Downtown area is served by north-south bicycle lanes on Jackson Street and Ford Street, however, on-street facilities within the City are generally lacking. There are gaps in the network on the west side of the Downtown sub-area and there is a lack of network connectivity in the North and South sub-areas. The McIntyre sub-area also currently has minimal on-street facilities.

Trail and Off-Street Network

To address some of the challenges caused by the surrounding highways and regional arterials, Golden has developed an extensive off-street network of facilities. There are approximately 18 miles of paved multi-use paths within City limits. This network of multi-use paths provide both local and regional access to area destinations for City residents.

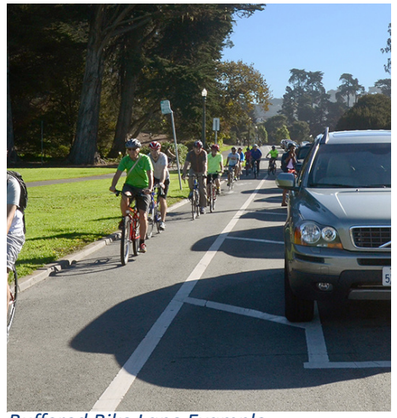
Golden has high quality bicycle network and has done very well to accomplish and build the infrastructure called out in the Bike Master Plan, additional facility types and design enhancements will encourage biking as a common part of everyday life and as a potential commute mode. Community feedback was collected and is shown next to the Figure on the next page.

Buffered Bike Lanes and Pedestrian Bridge over Heritage Road



Initial Community Feedback

- Bikes need better facilities to get through roundabouts
- Soft trails are okay, and sometimes preferred
- Need safer crossings at Ford Street
- Add more separated bike lanes to the network, use parked cars as a buffer
- If facilities are not going to be complete, would rather have no facility
- Would prefer separated facilities to shared lane markings (sharrows)
- Consider a bicycle connection to Denver West
- Desire for additional multimodal connections to Apex Park
- Provide a better bike facility on Hwy 93that connects to 64th Ave
- Need trail connections, especially between Mesa Meadows and North Table Mountain
- Safety concerns at Jackson Street and South Golden Road
- Need "real" trails through Mesa Meadows
- Safety concerns near schools; especially Shelton and Mitchell
- Need more crossings across Hwy 93
- Need education campaign



Buffered Bike Lane Example

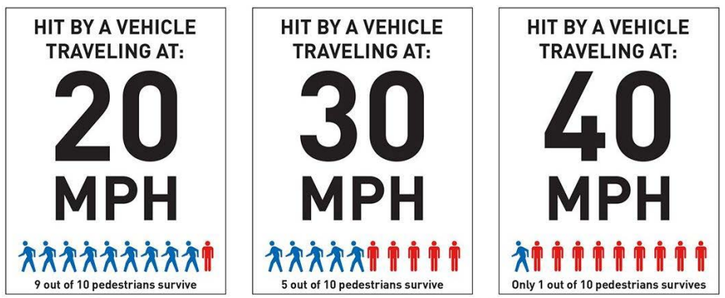
Crash History and Multimodal Safety Assessment

The City of Golden works closely with regional and state partners to create safe travel conditions. Between 2012 and 2016, approximately 2,750 crashes occurred on roadways in Golden, with 61 resulting in a severe injury or fatality. Analysis of the data shows that the number of crashes has grown in last five years from 467 in 2012 to 611 in 2016, although the annual growth in crashes has slowed from 10% between 2012 and 2014 to about 4% between 2014 and 2016.

Between 2012 and 2016, about 2% of total crashes resulted in severe injuries or fatalities. The number of severe and fatal crashes grew between 2012 and 2015 from nine to 17. In 2016, this number dropped to ten but included three fatalities, the highest number since 2012. There have been a total of nine fatalities and 52 severe injuries during the five-year period.

The majority of collisions occurred on state highways. Rear end collisions were the most common crash type, followed by drivers hitting fixed objects, and vehicle-vehicle sideswipe collisions.

Certain collisions types are overrepresented, meaning there is a higher proportion of incidents that result in a severe injury. Community feedback on safety and crash history can be found next to the graphic on the next page which shows the overrepresentation in injury severity for bicycle, pedestrian, and impaired driver collisions.



Crash research completed by the Federal Highway Administration (FHWA) shows the correlation between driver speed and pedestrian safety

Transportation Master Plan Crash Analysis

Summary

Five years of crash data, from 2012-2016, was analyzed for this study. The number of crashes has grown in last 5 years from 467 in 2012 to 611 in 2016. The annual growth in crashes has slowed from 10% between 2012-2014 to about 4% in the last two years.

Over the 5 year period, about 2% of total crashes result in severe injuries or fatalities. The number of severe and fatal injuries grew between 2012-2015 from 9 to 17. In 2016, this number dropped to 10 but included 3 fatalities, the highest number since 2012. There have been a total of 9 fatalities and 52 severe injuries during the 5 year period.

Key Facts

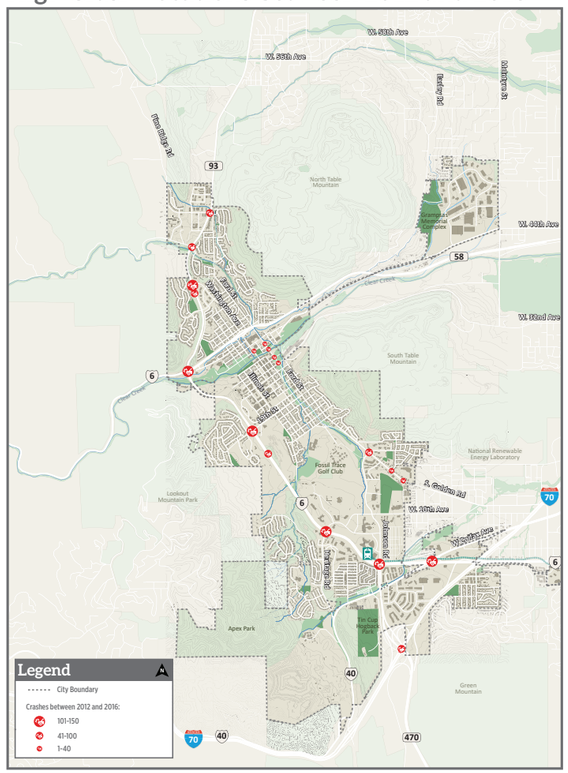
- In 2016, there were over 600 traffic crashes in the City of Golden. On average, that is about 12 traffic collisions each week.
- Between 2012-2016, there were a total of 9 fatalities and 52 incapacitating injuries. The majority of collisions occur on state highways.
- Rear end collisions are the most common crash type, followed by drivers hitting fixed objects and vehicle-vehicle sideswipe collisions.

Bicycle collisions are 3% of all collisions and 12% of severe collisions.

Pedestrian collisions are 1% of all collisions and 5% of severe collisions.

Impaired collisions are 4% of all collisions and 15% of severe collisions.

High Crash Locations between 2012 and 2016



Initial Community Feedback

- On-street parking needs to be prohibited at corners, especially Downtown as it impairs sightlines
- Poor configuration at Hwy 6/93/58 & 8th Street creates safety concerns
- Reckless drivers are a general concern
- School zones were expressed as a safety concern due to the potential for harm

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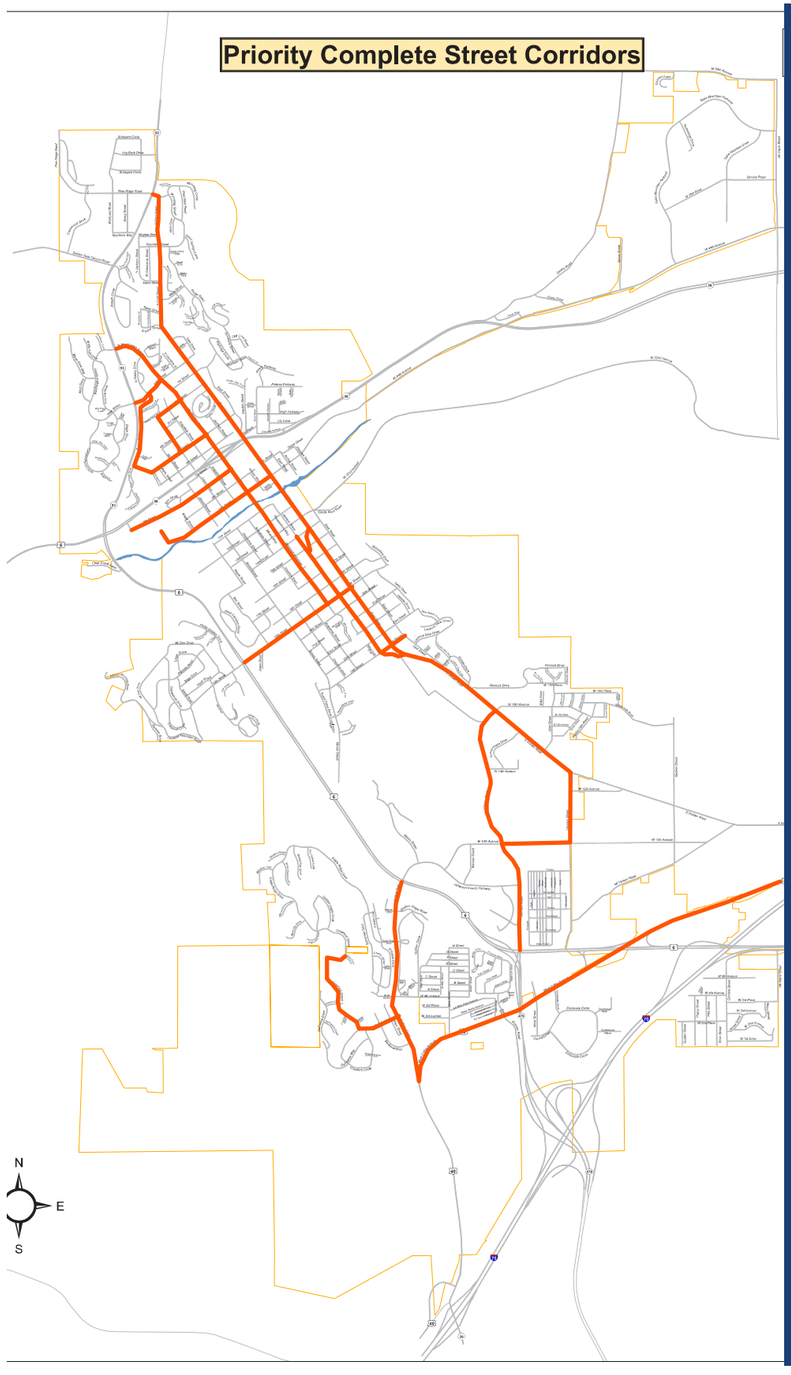


POLICIES, STUDIES, AND INITIATIVES

Review of Previous Transportation Studies, Initiatives & Regional Plans

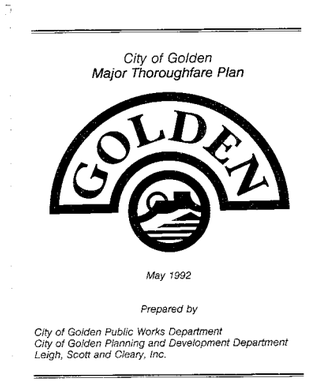
The City of Golden has been a regional leader in developing integrated land use and transportation investments. However, there is no single plan that identifies the City's transportation vision or implementations strategy. This section of the Community mobility assessment summarizes the recent history of transportation planning, Community initiatives and transportation budgeting priorities in the City that have influenced the evolution of the City's mobility investments.

Major Thoroughfare Plan (1992)

The Major Thoroughfare Plan provides automobile recommendations for each roadway type; freeways, principle arterials, minor arterials, and collectors. The Plan recommends constructing highway improvements including the construction of C-470 from I-70 to US 6 as well as interchange improvements. Additionally, several the principle arterials, minor arterials, and collectors are recommended to be widened and upgraded with additional lanes or on-street parking.

City of Golden Bicycle Master Plan (2003)

The purpose of the City of Golden Bicycle Master Plan "is to provide a high quality and safe bicycle system for a wide diversity of users including family oriented recreational riders, commuters, and advanced athletes." Recommendations from this Plan are intended to provide bicyclists with access to key City destinations, adjoining communities, and open space. The Plan identifies gaps in the bicycle system and then identifies roadways with adequate widths to add bike lanes. In addition to on-street facility recommendations, gaps in the paved and unpaved shared use trail networks are identified.



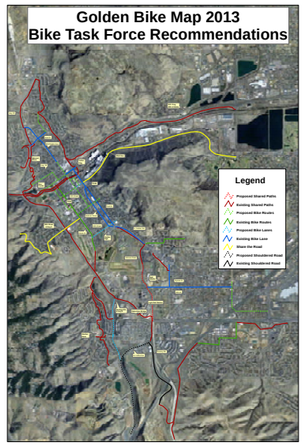
Neighborhood Plans

Neighborhood plans were completed between 2007 and 2014 for the following areas:

- 8th & 9th Street Neighborhood Plan (2007)
- North Neighborhoods Plan (2009)
- Central Neighborhoods Plan (2012)
- South Neighborhoods Plan (2012)
- East Downtown Neighborhood Plan (2013)
- Golden Heights/Golden Hills Neighborhood Plan (2014)
- South Golden Road Neighborhood Plan (2016)
- North Clear Creek Neighborhood Plan (2017)

The primary transportation goals in the neighborhood plans include considering and accommodating pedestrian, bicycle, and vehicular traffic modes. Some neighborhood plans express the need for additional transit service as well as improved bus shelters and other streetscape improvements. Most plans focus on the safety elements for each mode along with specific recommendations to complete the pedestrian and bicycle network. Safety recommendations include traffic calming and crossing safety improvements.

Plans completed after the Complete Streets Policy was adopted in 2010 reference the policy and identify specific corridors to implement Complete Streets improvements. Most neighborhood plans do not address parking with the exception of the Central Neighborhood Plan and the North Clear Creek Neighborhood Plan. The Central Neighborhood Plan recommends locating parking at the rear of buildings to promote a neighborhood commercial area that is pedestrian friendly. The North Clear Creek Neighborhood Plan recommends continuing monitoring on-street parking issues and reevaluate existing parking requirements.



Bicycle Task Force Recommendations (2008)

The Bicycle Task Force Recommendations consist of policy, capital improvements, and program recommendations. Policy recommendations include designating a bicycle coordinator, creating a Bicycle Advisory Committee, becoming a Bicycle Friendly Community, and adopting a Complete Streets Policy.

Capital Improvement First Tier recommendations include:

- School associated bicycle lanes and shared use paths
- Bicycle lanes on Jackson St, Ford St, Ulysses St, W 10th Ave, 13th St, and Heritage Rd
- Signage for bicycle systems and routes
- Bicycle video detection
- Bicycle racks at key city locations
- Shouldered roadway on Colfax Ave
- Paved shared use path along Johnson Rd
- Intersection improvements at 44th Ave & Salvia St, Hwy 6 & 19th St, and Hwy 6 & Heritage Rd

First Tier Program recommendations include:

- Bicycle safety and education
- Safe Routes to School program
- Bicycle system maps
- Bicycle library or bicycle-share program

Walkability Task Force Recommendations (2008)

The Walkability Task Force recommendations include capital improvement and policy recommendations to improve the walking environment in Golden.

Capital Improvement Recommendations include corridor improvements on Jackson St, Ford Street, South Golden Rd, Washington Ave, 24th St, 10th St, and W 10th Ave. Crossing improvements are recommended at the intersection of 19th St and US 6, 12th and Jackson St, and Illinois and 19th St. Additional recommendations include enhancing pedestrian crossings where multi-use trails cross major streets, adding sidewalks on West Colfax Ave and Rooney Rd to soccer field, and completing an overpass at US 6 and Golden Ridge Rd to the new light rail station.

Policy recommendations include ensuring that all new developments are built with complete sidewalks, creating a sidewalk replacement plan, implementing signal timing that prioritizes the pedestrian, improving sidewalk design, snow removal, adding signage to increase driver awareness of pedestrians, creating maps for public distribution, installing double-width crosswalk striping, and implementing bus stop improvements to ensure appropriate sidewalk access and lighting,

Downtown Character Plan (2008)

The Downtown Character Plan was prepared as a supplement to the Golden Comprehensive Plan and includes Downtown design standards and guidelines, walkability and streetscape improvement recommendations, and land use recommendations. Overall recommendations include:

- Improvements to the pedestrian and bicycle environments.
- Encouraging a variety of modes of travel to access Downtown.
- Connecting pedestrian, vehicle, and transit modes from Colorado School of Mines, Coors, and the Clear Creek corridor to Downtown business areas.
- Enhancing access into Downtown from the north and south.
- Providing improved urban parking facilities that accommodate people and vehicles.
- Developing parking strategies to reduce demand for surface parking through construction of parking structures, provision of shuttles, and provision of pedestrian and bike linkages.

Golden Vision 2030 (2010)

Golden Vision 2030 defines the Community values to guide major Community decisions. One of the relevant values is an accessible and walkable Community. The Plan states:

- We will provide safe, convenient and well-maintained biking and walking opportunities appropriate for all ages and ability levels.
- We are committed to providing convenient and affordable public transportation and commuter options.
- We commit ourselves to fostering multi-modal opportunities (trails, paths, pedestrian bridges, roads) that enhance and maintain universal access, mobility and connectivity within and throughout the Community.

Complete Streets Policy (2010)

The Golden City Council chose to adopt a Complete Streets Policy which is intended to accommodate all modes of travel on City streets and meet the transportation needs of all its citizens by providing road networks that are safer, healthier, more livable, and welcoming to everyone.

Complete Streets are defined as roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Complete Streets are typically designed to include wider sidewalks, pedestrian intersection treatments, bicycle facilities, enhanced landscaping, and transit accommodations.

Directive:

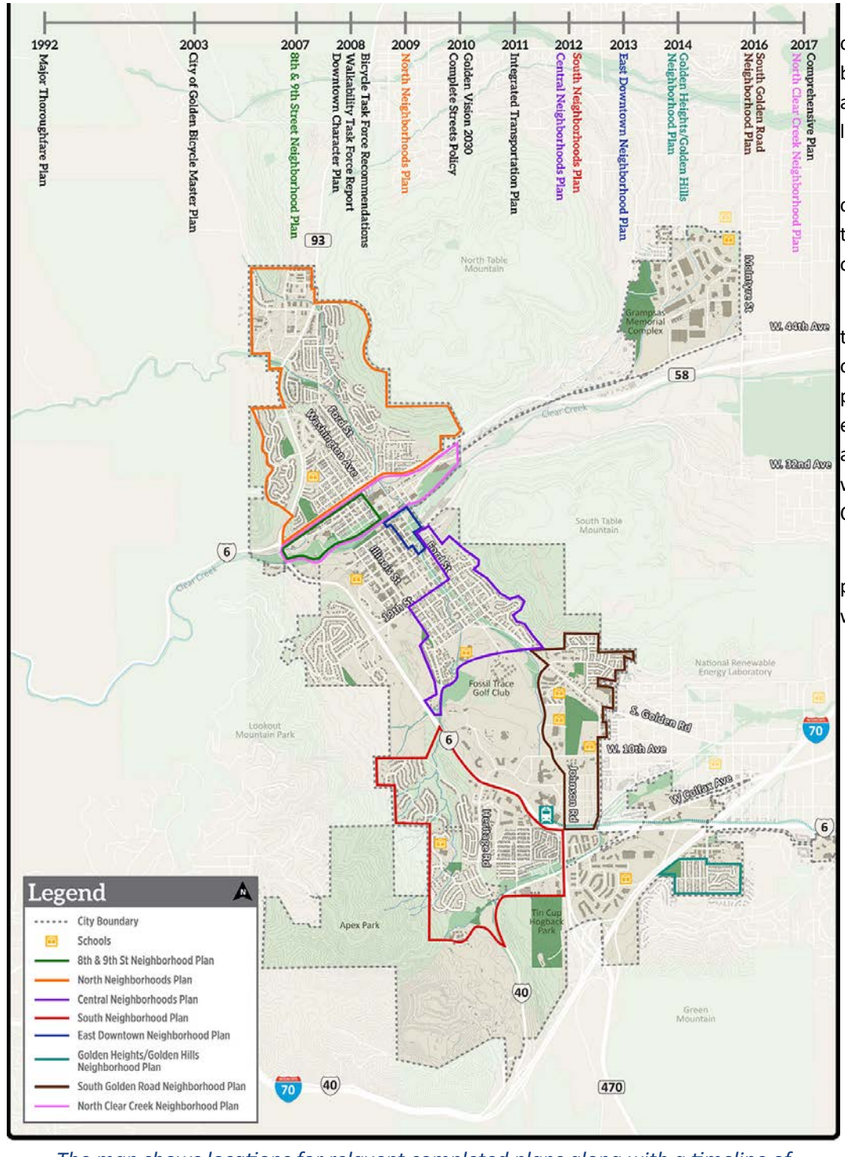
- City staff is directed to accommodate all modes of travel, including pedestrians, cyclists, and transit riders, to the highest degree possible when redesigning the public right-of-way.
- City staff is authorized to employ the approved “Priority Complete Streets Corridors” map as resources become available.

Integrated Transportation Plan (2011)

The Integrated Transportation Plan integrates the Community values and goals developed in Golden Vision 2030 and ties them to specific recommendations in the Plan. The purpose of the Integrated Transportation Plan is to provide guidance for Community transportation decisions that is aligned with both Golden Vision 2030 and the Comprehensive Plan.

Comprehensive Plan (2017)

The Comprehensive Plan integrates the Community values developed in Golden Vision 2030 ties them to specific detailed Community plans, investments, and private developments. The overall values include the following:



The map shows locations for relavent completed plans along with a timeline of completion.

We will provide safe, convenient, and well-maintained biking and walking opportunities appropriate for all ages and ability levels.

We are committed to providing convenient and affordable public transportation and commuter options.

We commit ourselves to fostering multi-modal opportunities (trails, paths, pedestrian bridges, roads) that enhance and maintain universal access, mobility, and connectivity within and throughout the Community.

We value access to public and private transportation options within and beyond the Community.

Mill & Overlay project

Transportation Policy Assessment

The plans referenced above demonstrate the City's commitment to creating livable transportation solutions though a Community engaged planning and design process. However, it is the City's Biennial Budget, its 10-year capital investments and its on-going operation costs, which "sets spending priorities for the year, serves as an important management tool for on-going operations".

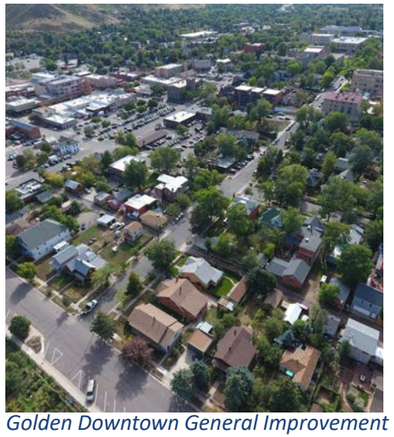
The budget is the most important public policy document within the City. In the budgeting process, the City Council balances the many diverse City-wide expectations and priorities to set its biennial spending allowance in accordance with the fiscal resources of the City.

The City's transportation funding is generated through three revenue funds: the General Fund, the Special Revenue Funds and the Capital Projects Funds.

General Fund

This is the City's primary operating fund and is used to track the financial resources associated with the basic City services that are not required to be accounted for in other funds. Transportation operational funding tends to be relatively constant year over year.

Operational funding for transportation facilities (approximately $1.2 million per year) include: street lighting, pavement (patching and repair), snow and ice removal, street sweeping pavement marking, signs, and signal maintenance. For the last two years, the general fund has also provided enhanced operation funding for the Regional Transportation District's (RTD) FlexRide Service in Golden.



Golden Downtown General Improvement District

FlexRide (formerly RTD's Call-n-Ride) is a personalized bus service that travels within select RTD service areas. Anyone can catch FlexRide to connect to other RTD bus or train services at stations and Park-n-Rides, or get direct access to shopping malls, schools, businesses, recreational centers, libraries and more by booking a trip online or going to a designated stop on one of our flex routes.

Special Revenue

Special Revenue funds account for activities supported by revenues that are received or set aside for a specific purpose that are legally restricted. The City has three Special Revenue funds; Conservation Trust Fund, Golden Downtown General Improvement District (GDGID) and Downtown Development Authority Fund (DDA). Transportation improvements within these specific areas are often funded through these special revenue funds, such as parking and streetscapes in Downtown and recreational trails connecting parks and open spaces.

Capital Projects Funds

These account for financial resources that must be used for the acquisition, improvements or construction of major capital projects. The City has three Capital Projects funds; Sales and Use Tax Capital Improvement Fund (SUT Capital Fund), Capital Programs Funds, and Open Space Fund. The 10-year capital improvements plan lists approved and anticipated capital projects of the City.

Capital investments for transportation facilities are generally divided into categories: 1) capital maintenance (such as asphalt and concrete replacement and signal upgrades); and, 2) new capital investment which is divided into two sub categories: a) complete streets and right of way purchases, and b) new sidewalk and trail construction.

Like general operations funding, capital maintenance funding tends to stay constant year after year. However, new capital investment funding tends to fluctuate based on a project's scale. In many situations, the City has received supplemental funding from the Denver Regional Council of Government (DRCOG), the Colorado Department of Transportation (CDOT), and the RTD for regionally significant projects.

In total, the City spends approximately $5 million dollars a year in transportation operations and capital investments. Recent improvements to Hwy 6 and 19th Avenue interchange and the Washington Avenue corridor received significant supplemental regional funding.

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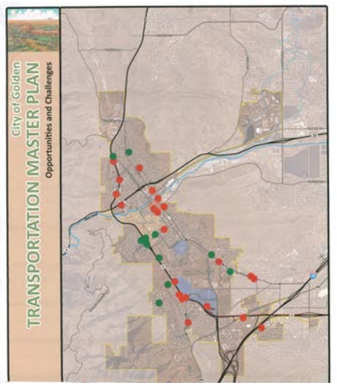
COMMUNITY OUTREACH



Community Outreach and Feedback

The TMP team participated in several local Golden events in 2018 and early 2019 to gather feedback from a variety of Community members and stakeholders. The objective of this outreach was to learn from the Community where transportation is successful in the City and where transportation facilities could be improved.

Community members and stakeholders were also asked to identify their priorities are for Golden's TMP. Included here is a summary of the events attended and the feedback received from the public. In all, nearly 350 people have shared their input related to the Transportation Master Plan.

Farmers Market

The Golden Farmers Market runs every Saturday morning from June to October at the Golden Public Library. About 30 individuals provided input on the TMP priorities at the Farmers Market event in August. All respondents were older than 25 years old. Three-quarters of respondents live in Golden, though 20% of respondents live elsewhere in Jefferson County.

Similar to the results from the Golden Gallup, the most common priority at the Farmers Market event was ***"Pedestrian and Bicycle safety, including safe routes to school."*** The second most common response from this group was to focus on ***"Golden's Community character;"*** and third, focus on ***"Alternate modes of transportation including walking, bicycling, and transit."*** No one at the Farmers Market event indicated that "Adequate infrastrucutre and access for businesses and employment center" should be a priority of the TMP.

Golden Gallup

Golden's annual 5k and 10k race raises money for the Golden Schools Foundation to provide funding for seven articulation schools in Golden.

Nearly 60 individuals provided input on the TMP priorities at the Golden Gallup. Most participants (83%) identified as being 25 – 55 years old.

The most common priority from those who participated at the Golden Gallup was to focus on ***"Pedestrian and Bicycle safety, including safe routes to school"*** followed closely by ***"Neighborhood traffic management, and safety".*** "Adequate infrastrucuture and access for businesses and employment centers" was given the lowest priority among those at the Golden Gallup.

Community Open House #1

On December 6, 2018 the TMP Team hosted a community open house at the Golden Recreation Center. There were 80 people whom attended. In addition to the comment forms that were available at previous outreach events, the Open House included an extensive exhibit of existing conditions for the Community to react to as well as provide additional context to pieces not included in the analysis.

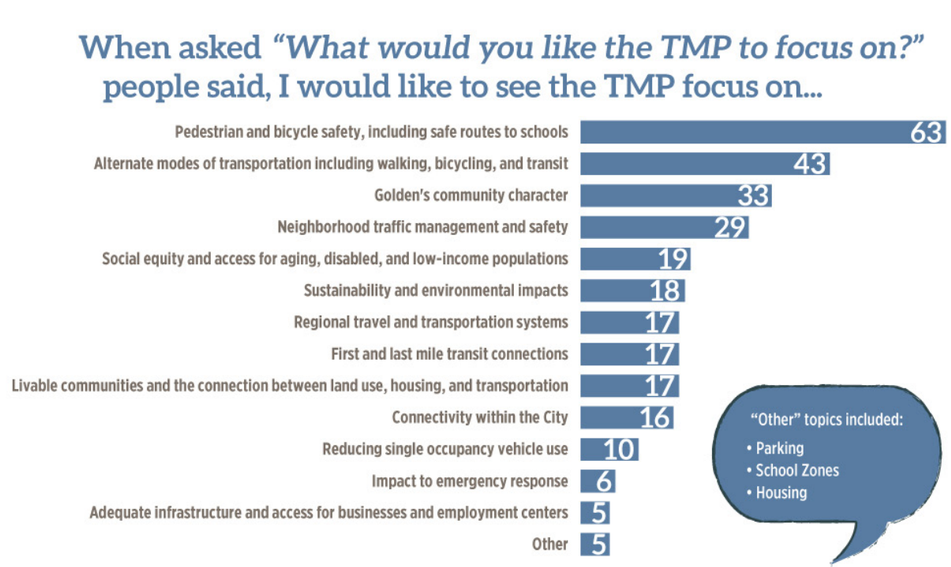
25 people provided feedback regarding TMP priorities. The top three responses varied slightly from the feedback received at both the Golden Gallup and Farmers Markets events. The order of priorities at the open house were:

- Golden's Community character
- Neighborhood traffic management and safety
- Livable communities and the connections between land use, housing, and transportation

Focus Groups and Stakeholder Interviews

The City and the TMP team hosted seven focus group and stakeholder sessions. Groups included North and South Neighborhoods, Golden Urban Renewal Authority, the Downtown Development Authority (DDA), and City of Golden and Jefferson County staff. Many of these stakeholders would like for the TMP present a clear transportation strategy and action plan that is tied to fiscal resources; outline a modal hierarchy so that the transportation system is safe for users of all modes; and, ensure there is an equitable distribution of resources over time, not necessarily year to year.

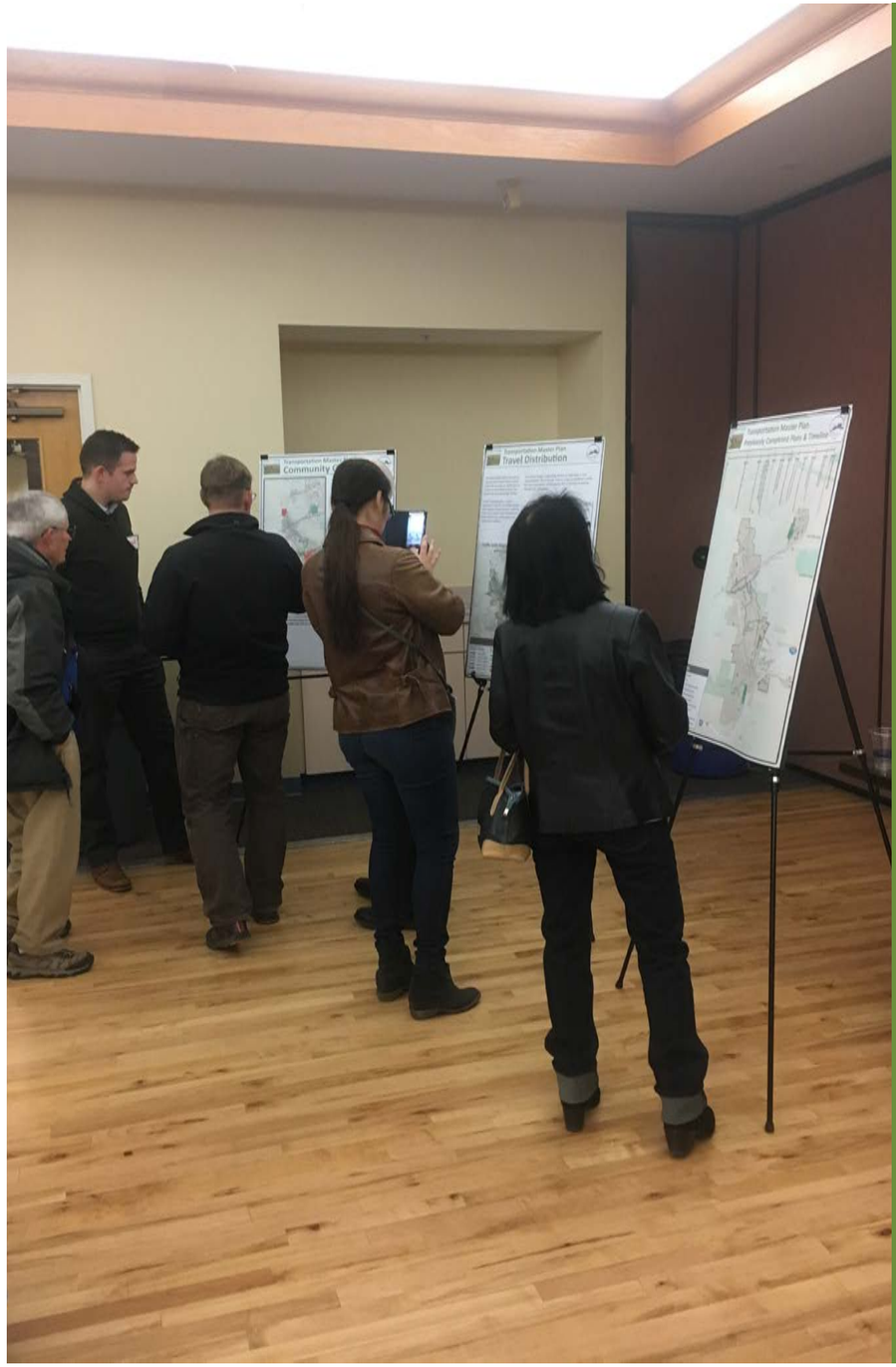
Twelve businesses were also engaged. Businesses included Safeway, CoorsTek, NREL, School of Mines, Yeti Cycles, Baseline Corp., Kong, Power7, Miller Coors, and Origin. Many of the businesses would like to see an emphasis on additional transit service and greater transit connections to and through Golden. They all thought a TMP would be helpful in raising awareness to the integrated nature of transportation investments and help inform City Council of the important tradeoffs that are often necessary when implementing transportation projects.



Guiding Golden Online

Guiding Golden is the City's online platform in which the public can communicate with City staff as well as provide feedback on City projects and/or issues.

Almost 100 people responded to the question regarding TMP priorities online at Guiding Golden's TMP webpage. Overwhelmingly, respondents online want to prioritize ***"Alternate modes of transportation inducing, walking, bicycling, and transit"*** as well as ***"Pedestrian and bicycle safety, including safe routes to school".***



Community Open House

Draft Transportation Vision and Core Values

Developing a TMP for the City of Golden will have two primary components to guide transportation decision and investments. The first key is developing the City's transportation Vision Statement and Core Values which are supported by the second key component, the Transportation Framework Plan.

Golden's Transportation Vision and Core Values should define how the City sees its transportation system and identify characteristics that should be carried into the future. The goal of the draft vision statement and core values is to begin a conversation with the community on establishing measures of success and evaluation criteria which guide the City's transportation decisions, priorities and investments.

Draft Vision Statement:

Golden's mobility network connects our residents, employees, and visitors to the Region, the City, our neighborhoods and open spaces.

Draft Core Values:

The following draft Core Community Values will evolve to become the foundation upon which the City of Golden makes transportation investment decisions to achieve the Community's Transportation Vision. The City will do this by investing in a transportation system according to the following:

- Livable –Our transportation investments ensure Golden is a City where its size, scale, and community character encourage personal and commercial interactions
- Safe/Comfortable – Our transportation investments create sense of comfort where our pedestrian, cyclists, transit riders, and motorists feel at ease with their surroundings and provides a feeling of safety and personal security
- Accessible – Our transportation investments ensure Golden is a City that can be enjoyed by people of all ages and mobility levels
- Reliable - Our transportation investments strive to provide our pedestrian, bicyclists, transit customers and motorists a consistent range of predictable travel times
- Balanced – Our transportation investments make motorists, transit customers, bicyclists and pedestrians of all ages and abilities partners in mobility, where the City creates and maintains a multimodal transportation system to ensure that each user can move in ways that contribute to the economic prosperity, public health, and exceptional quality of life in the City.
- Equitable – Our transportation investments will be distributed equitably throughout the City, ensuring all our residents, employees, and visitors have community-wide access and mobility choices regardless of their income, racial make-up, age, and personal agility
- Resilient - Our transportation investments will provide our pedestrian, bicyclists, transit customers and motorists routing options and alternative transportation choices in anticipation of unforeseen challenges
- Transparent - Our transportation investment decisions will be made based on the Community's Transportation Master Plan's Vision and Core Values within an open, accessible, and predictable process
- Prudent - Our transportation investments will reflect the responsible use of our fiscal resources where we maximize the return on our investments and minimize financial risk to the community

Transportation Decisions Framework

The City's transportation decisions, priorities, and investments will take place at a variety of scales:

- Region
  - Regional investments are made with partners such as CDOT, RTD, and DRCOG
  - Regional investments are larger capital projects on corridors such as SH93, US6, SH58, and Colfax
  - Regional investments include new transit projects and operational improvements to existing transit service (Reintroducing RTD Route 44 is a good example)
  - Regional investments occur only when the projects also support the transportation needs of the City, our Neighborhoods, and our Open Spaces. (US6 and 19th St is a good example of a project that successfully served the needs of the: region, city, our neighborhoods, and our open spaces)
- City
  - City investments may be made with funding partners, or could be made exclusively by the City of Golden
  - City investments are moderate capital projects that help improve connectivity within the City of Golden, or to neighboring cities or counties
  - City investments improve safety and operational efficiencies on our collector or arterial streets
  - City investments include operational improvements to existing transit service (Supporting FlexRide is a good example)
  - City investments are projects that close gaps in the bicycle and pedestrian network and make connections to schools safer
- Neighborhood
  - Neighborhood investments are local projects that are developed through the neighborhood planning process
  - Neighborhood investments are smaller projects include local traffic calming projects that keep speeds at a comfortable neighborhood level
  - Neighborhood investments are bicycle and pedestrian investments that close gaps in the network and make connections to schools safer
- Open Space
  - Open space investments are transportation projects that connect the City of Golden to regional parks, trails and open spaces surrounding the City in the form of trailheads and possible parking, comfortable bicycle facilities, and sidewalk or trails
  - Open space investments are transportation projects that connect our neighborhoods to City of Golden parks, trails and open spaces within and around the City in the form of comfortable bicycle facilities and sidewalk or trails
  - Open space investments may involve partnerships with Jefferson County Open Space