TOWN OF WINDSOR

TRANSPORTATION MASTER PLAN

WINDSOR TOWN BOARD| JULY 22, 2019

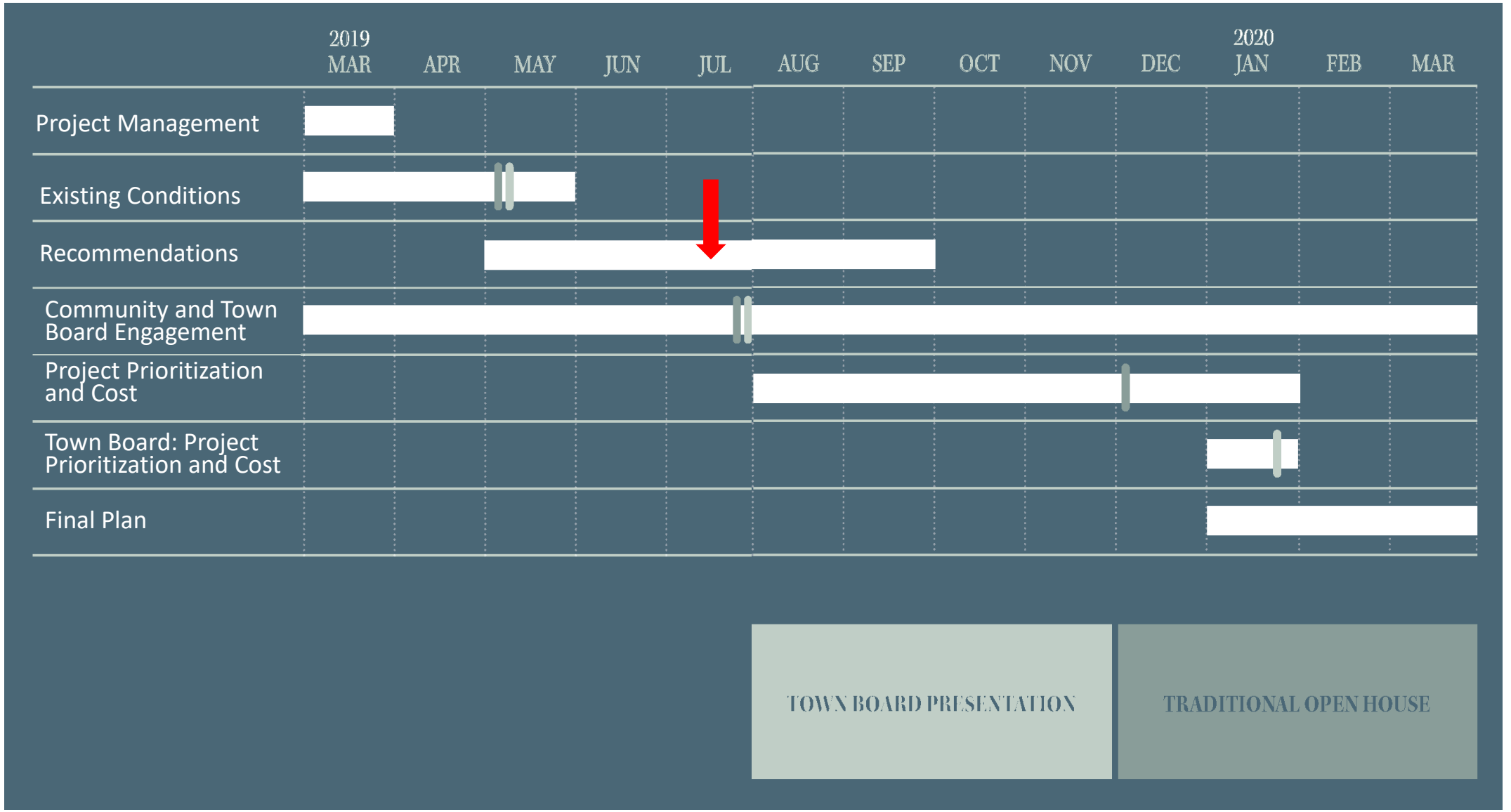
FEHR PEERS

FOX TUTTLE HERNANDEZ

AGENDA

- Overview of Public Outreach Process and Results
- Vision
- Goals
- 2020 CIP Quick Win Recommendations

Timeline


2019
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
2020
JAN
FEB
MAR
Project Management
Existing Conditions
Recommendations
Community and Town Board Engagement
Project Prioritization and Cost
Town Board: Project Prioritization and Cost
Final Plan
TOWN BOARD PRESENTATION
TRADITIONAL OPEN HOUSE

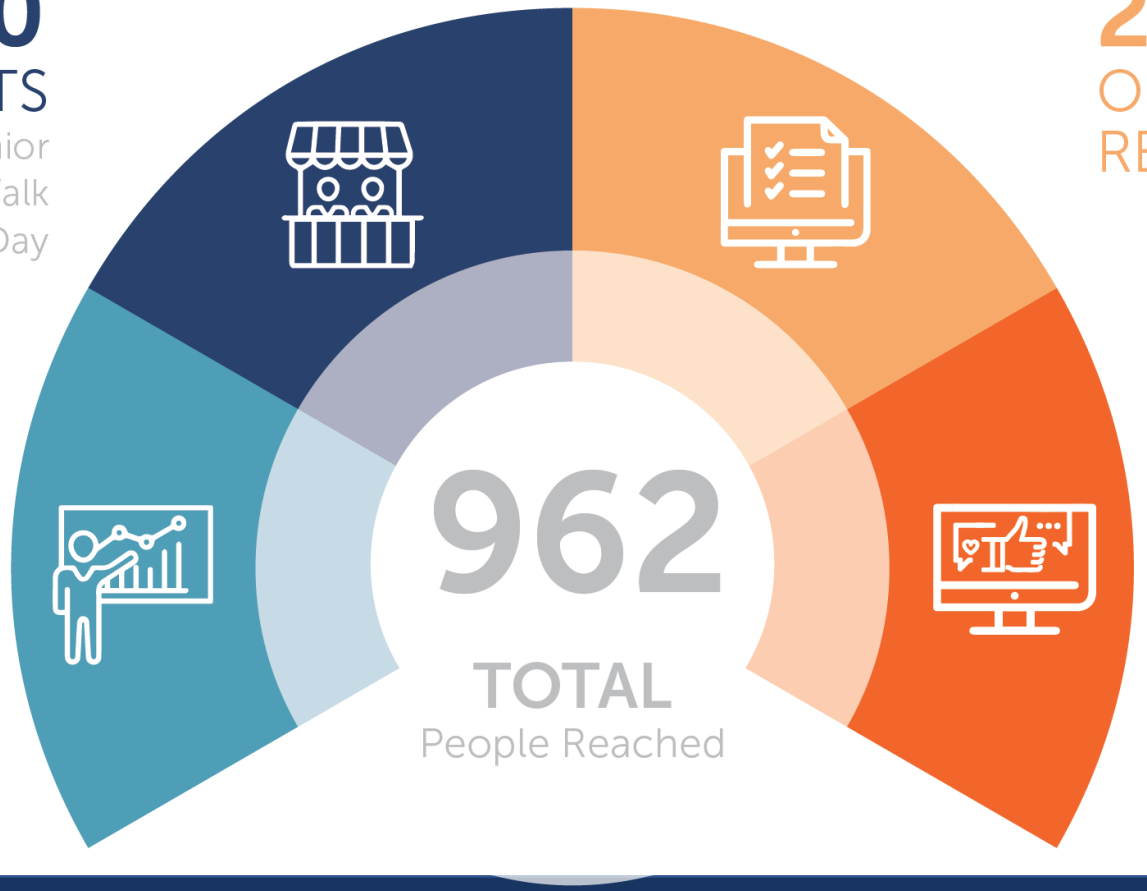
PUBLIC OUTREACH PROCESS AND RESULTS

TOWN OF WINDSOR COLORADO

WHO DID WE HEAR FROM?

570
INTERCEPT EVENTS
100 Summer Concert, 40 Senior Lunch, 30 Bike Night, 400 Walk and Bike to School Day

202
ONLINE SURVEY RESPONSES



50
OPEN HOUSE
Notified developers, local taxing agencies, DDA, etc

140
SOCIAL MEDIA RESPONSES
Twitter, NextDoor and Facebook

When asked about **current** transportation in Windsor…

When asked about vision for the **future** of transportation in Windsor…

Attendees from the open house, intercept events, online survey, and social media contributed over 1,000 words

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Top destinations respondents would like to walk or bike to:

Historic Downtown

Grocery Store

Parks, Recreation & Open Space

Windsor Community Rec Center

Poudre River or Great Western Trails

Responses from summer concert, open house, and social media (250 Responses)

Top themes from all public outreach:

Bike/Ped Crossings

Truck Traffic

Access to Trails

Congestion

High Speeds

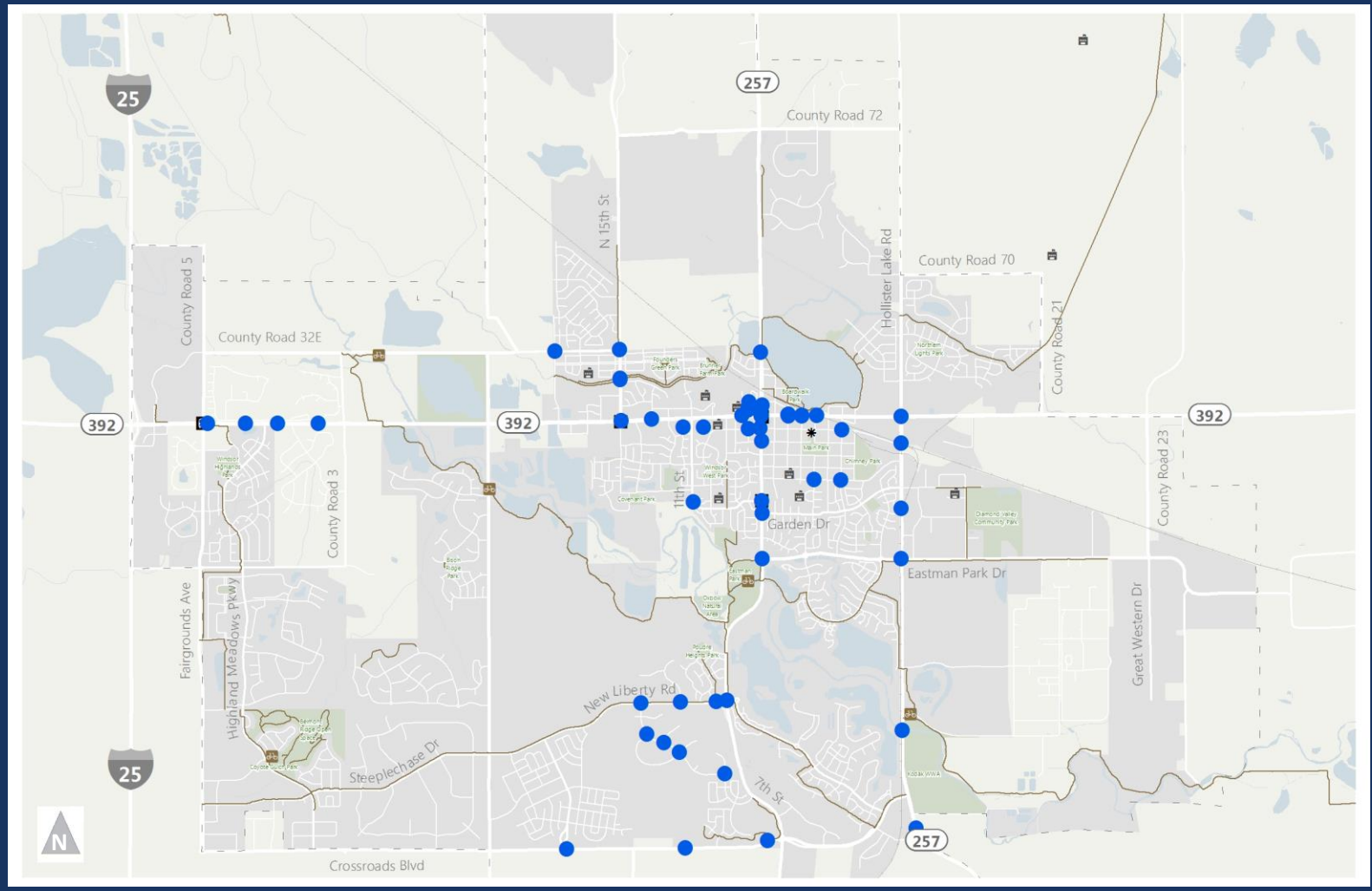
Multimodal Connectivity

Driver Infractions

Responses from comment forms and online survey

PUBLIC INPUT

! I don't feel safe **walking** here



Responses from summer concert, open house, senior lunch, Bike Night, Walk and Bike to School Day (340 Responses)

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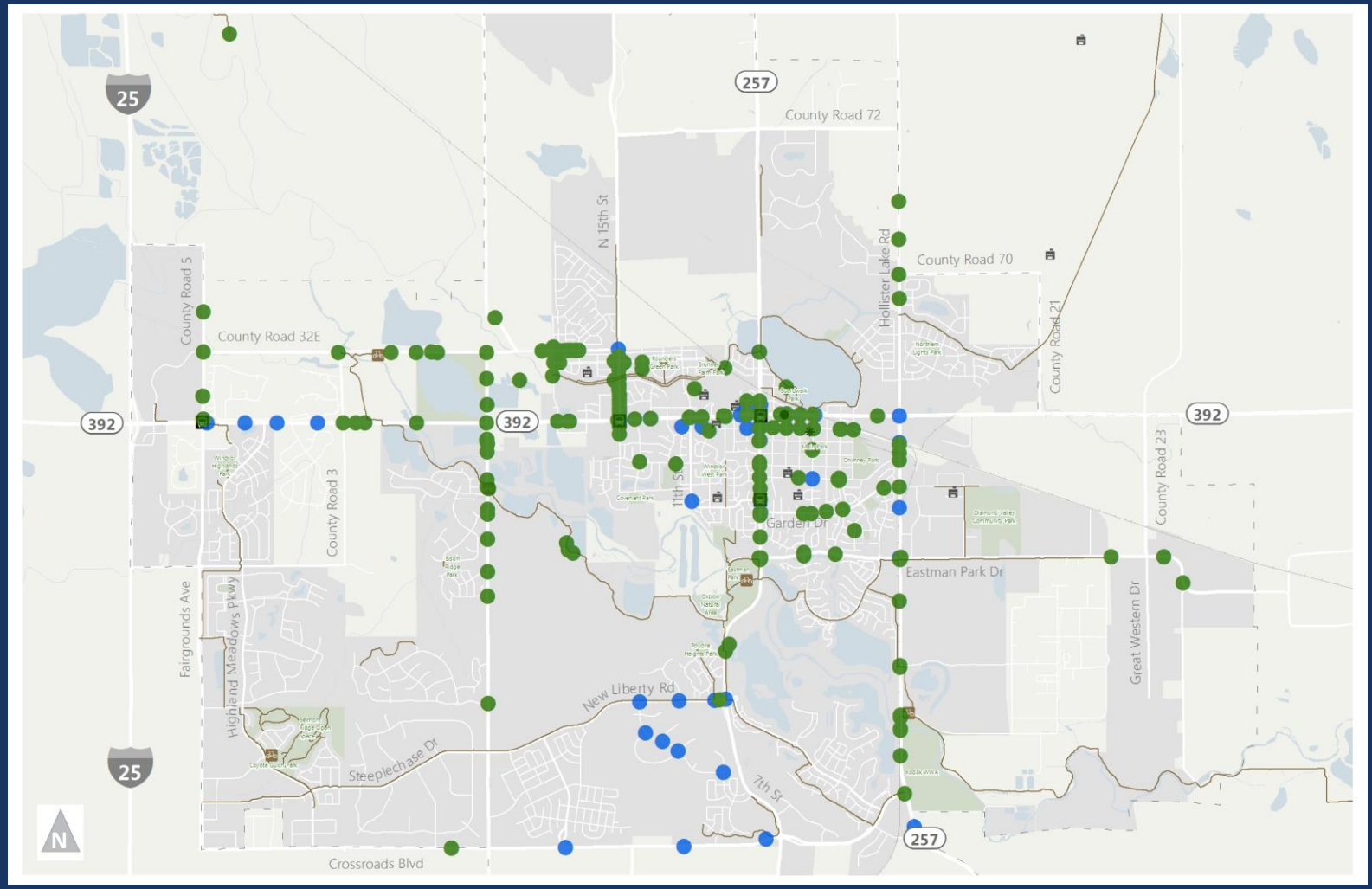
PUBLIC INPUT

- I don't feel safe walking here
- I don't feel safe **biking** here



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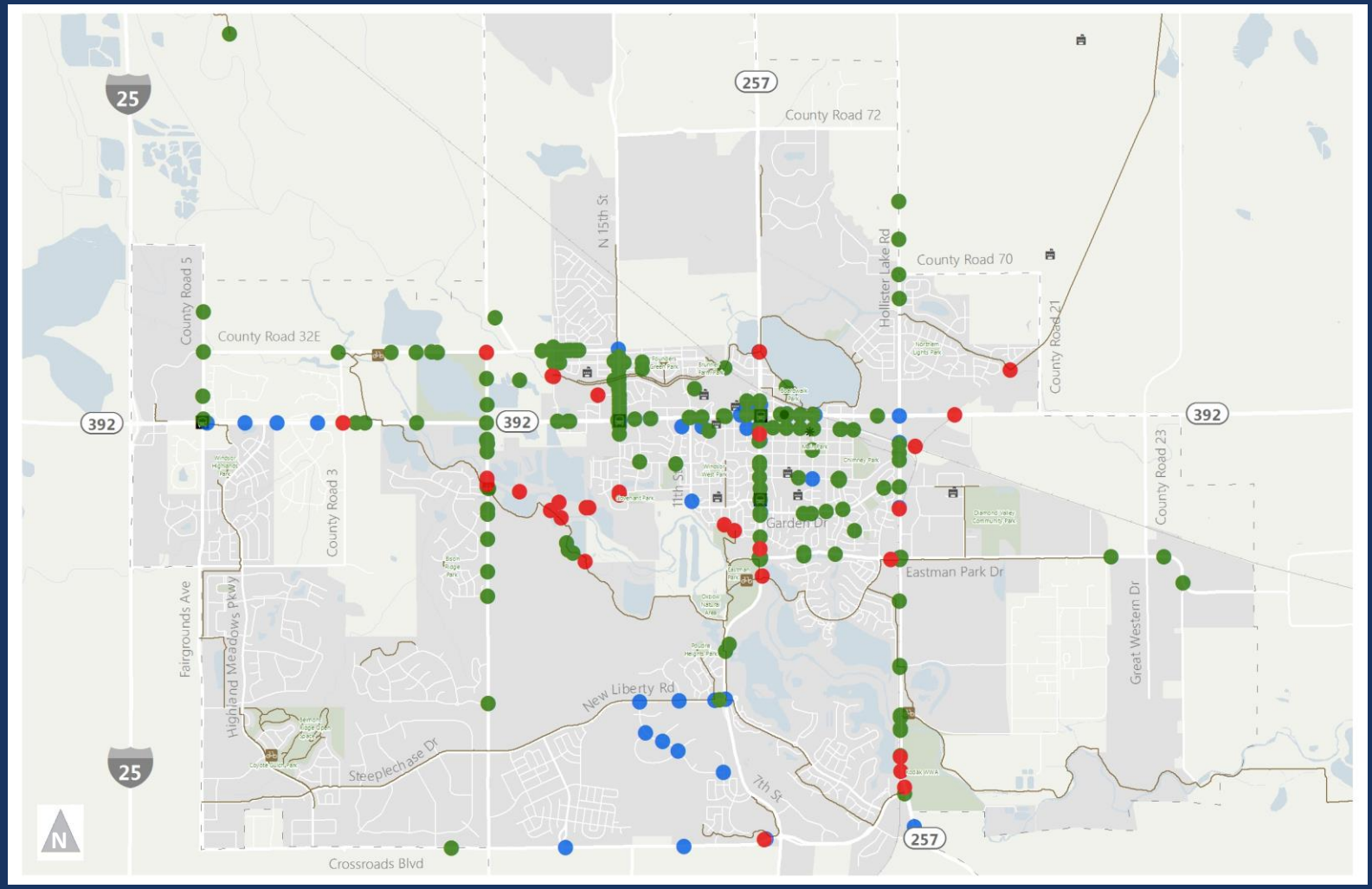
PUBLIC INPUT

- I don't feel safe walking here
- I don't feel safe biking here
- **Trail** is difficult to access here



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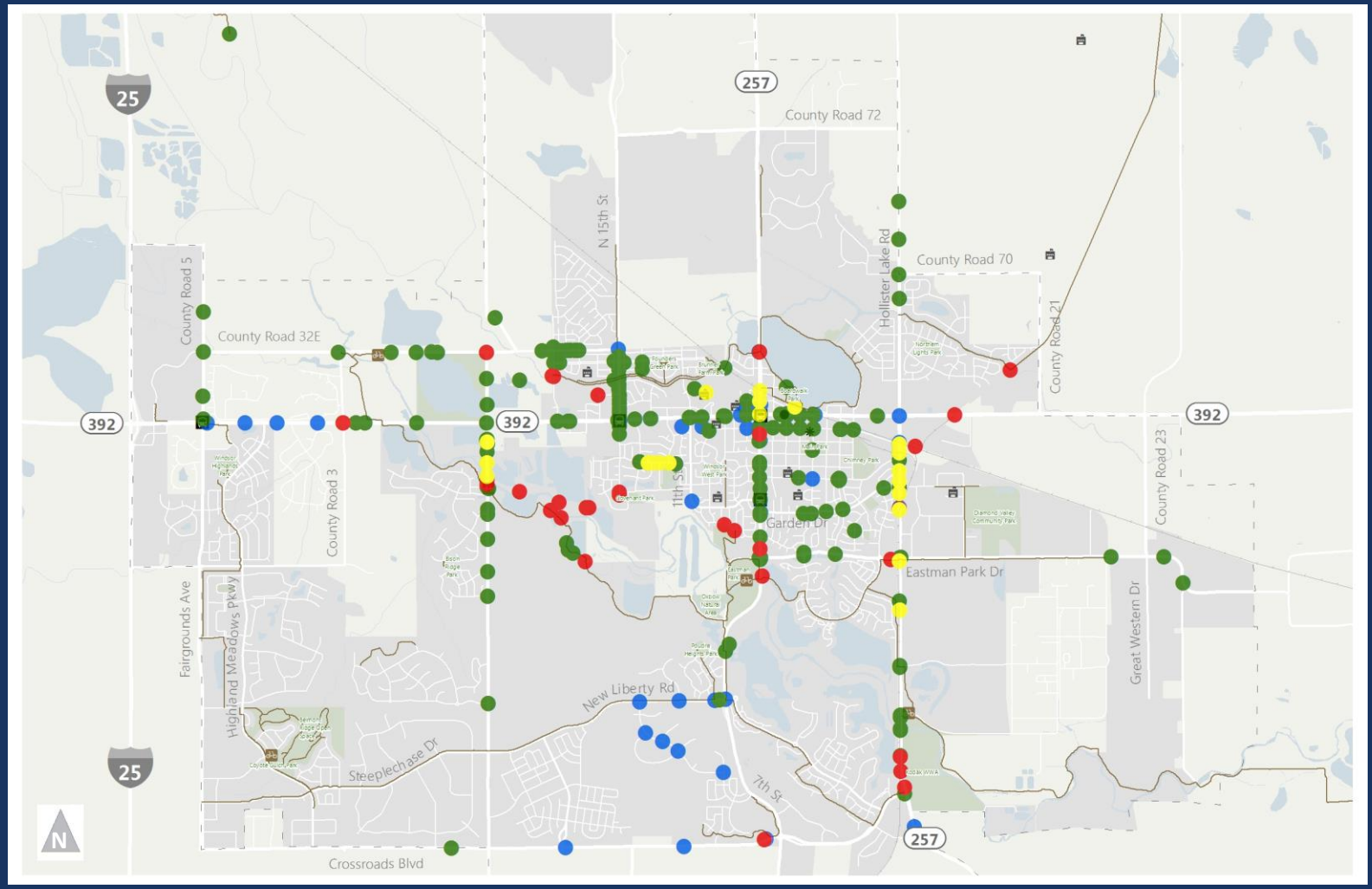
PUBLIC INPUT

- I don't feel safe walking here
- I don't feel safe biking here
- Trail is difficult to access here
- **Maintenance** is needed here



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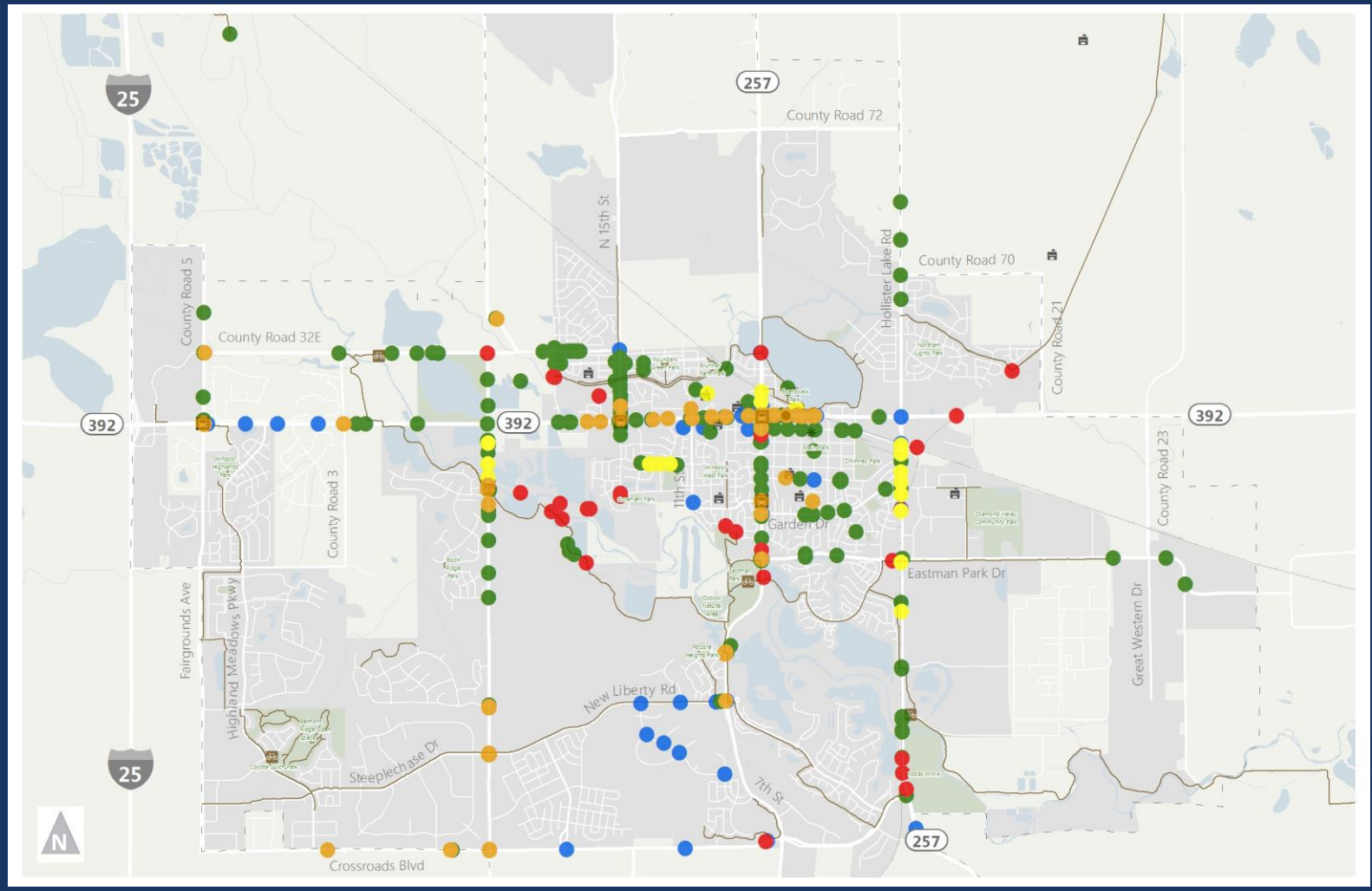
PUBLIC INPUT

- I don't feel safe walking here
- I don't feel safe biking here
- Trail is difficult to access here
- Maintenance is needed here
- **Driving** is challenging here



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VISION, GOALS, AND PERFORMANCE MEASURES

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VISION

Windsor's transportation system will serve people of all ages and abilities through a connected, multimodal network that is safe, equitable, comfortable, sustainable, and intuitive.

SAFETY

Goal: *A **safe** multimodal transportation system that reduces stress, injury, and conflict*

EFFICIENCY

Goal: *A multimodal network that **efficiently** moves people and goods*

PUBLIC HEALTH

Goal: *Build a multimodal transportation system that improves **public health** and **quality of life** for everyone*

TRANSPORTATION OPTIONS

Goal: *A multimodal network of connected complete streets and routes that expands* ***transportation options***

REGIONAL COLLABORATION

Goal: *A regionally connected multimodal network developed through* ***collaboration with regional partners***

MAINTENANCE

Goal: *Provide continued **maintenance** of transportation infrastructure to minimize capital costs*

FISCAL-RESPONSIBILITY

Goal: *Ensure transportation investments are cost-effective and* ***fiscally responsible for all modes of travel***

CIP QUICK WIN RECOMMENDATIONS

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PROCESS SNAPSHOT

Goals	Performance Measures and Metrics	Signing and Striping: Garden Drive from SH 257 to cul de sac	Intersection Capacity: Northbound Right Turn Lane at SH 257 and Garden	Traffic Control Study: New Liberty and Crossroads
Staff Support		1	1	1
Public Support		3	4	2
1. Safety: A safe multimodal transportation system that reduces stress, injury, and conflict	a. Reduction in the annual crash rate (number of crashes/volume)	✔		✔
	b. Maintain zero fatal crashes on an annual basis			✔
	c. Buildout the low-stress multimodal network	✔	✔	
	d. Remove conflicts from high crash rate intersections			✔
2. Efficient: A multimodal network that efficiently moves people and goods	a. Plan and build complete streets for all modes of travel	✔		✔
	b. Balance the needs of roadway users with Multimodal Level of Service (MMLOS)	✔	✔	✔
	c. Designate corridors for freight and trucks			
	d. Consider projects that impact changes in travel time on key corridors over time			✔
	e. Monitor intersection and corridor volume/capacity ratios over time		✔	✔
3. Public health: Build a multimodal transportation system that improves public health and quality of life for everyone	a. Build safer intersections to encourage more walking and bicycling			✔
	b. Design complete streets (i.e. low stress bicycle and pedestrian facilities that meet national standards and best practices) that provide choices and options for walking/bicycling	✔		
	c. Enhance the safety and comfort of those walking and biking to school			

Public Outreach *Staff Input* *Qualitative Assessment*

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QUALITATIVE ASSESSMENT

- Because we are early in the TMP process, only a qualitative assessment has been performed to inform recommendations
- These projects should be further vetted before being implemented

7TH STREET: MULTIMODAL CORRIDOR IMPROVEMENTS

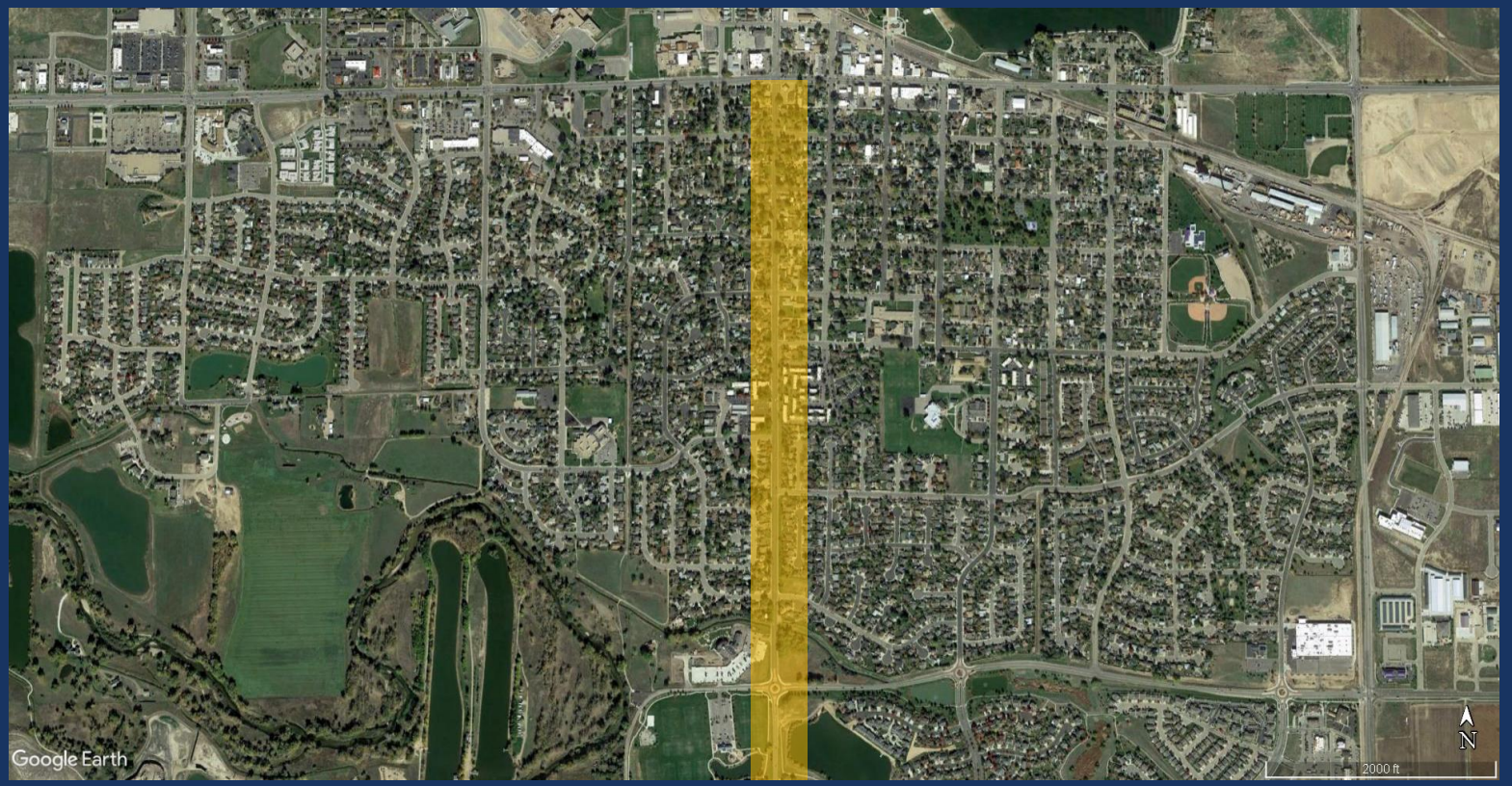
Project Description: 7th Street Improvements could include:

- pedestrian improvements such as landscaped bulbouts at Garden Drive and Stone Mountain Drive
- striped bike lane
- a connection to the Poudre River Trail
- safety enhancements for cyclists around the roundabout at Eastman Park Drive

Extents: From SH 392 to Poudre River Trail

Planning-level Cost Phase I- Study and 100% Design: $150,000

Planning-level Cost Phase II- Construction: $1,000,000



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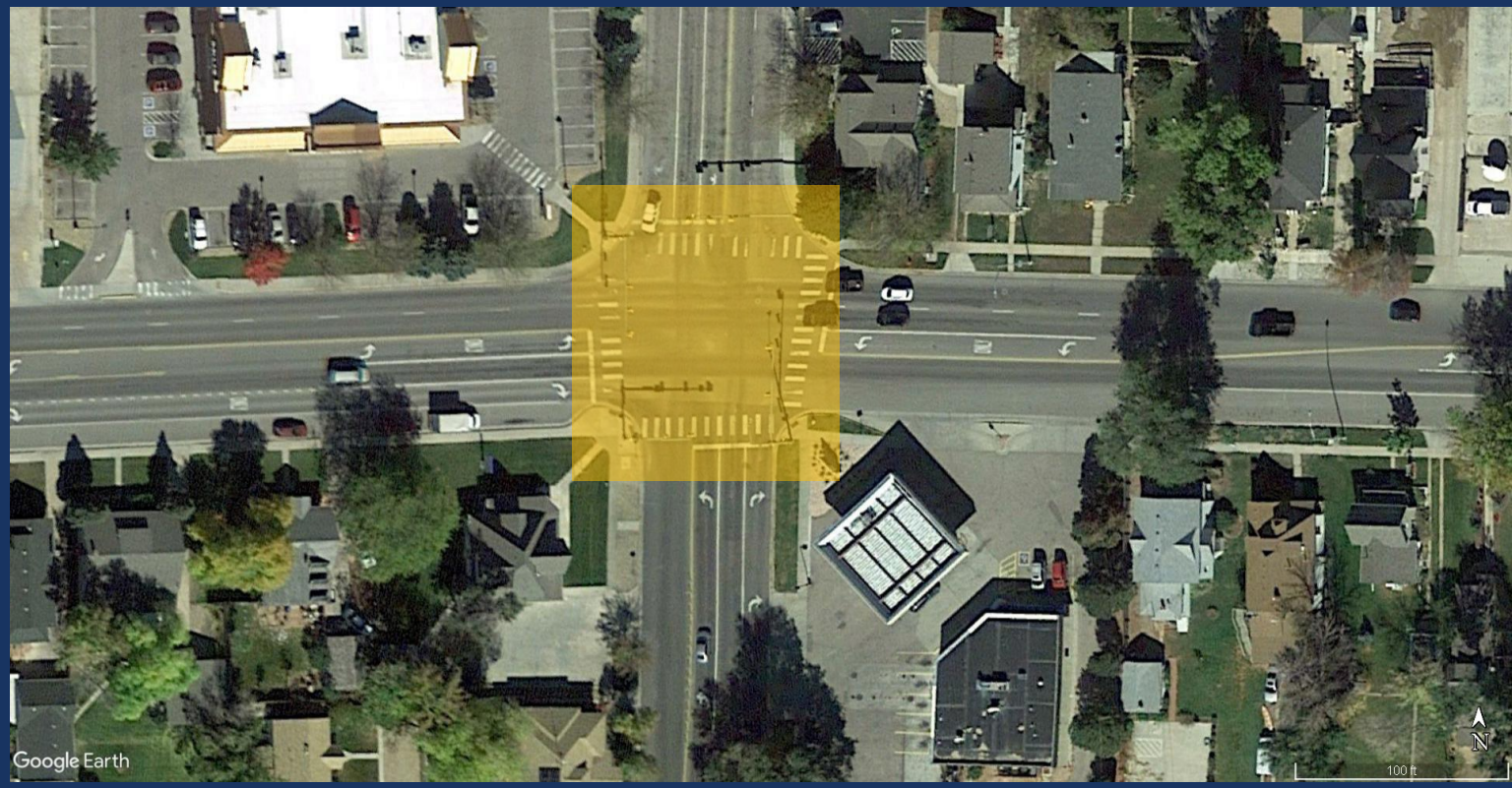
SH 392 AND 7TH STREET INTERSECTION MULTIMODAL SAFETY IMPROVEMENTS

Project Description: SH 392 and 7th Street intersection improvements based on national standards/guidelines (e.g. NACTO) to improve safety for all users

Extents: All legs of the intersection of SH 392 and 7th Street

Planning-level Cost: $325,000
Study/Design: $50,000

Construction: $275,000



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WALNUT STREET BIKEWAY

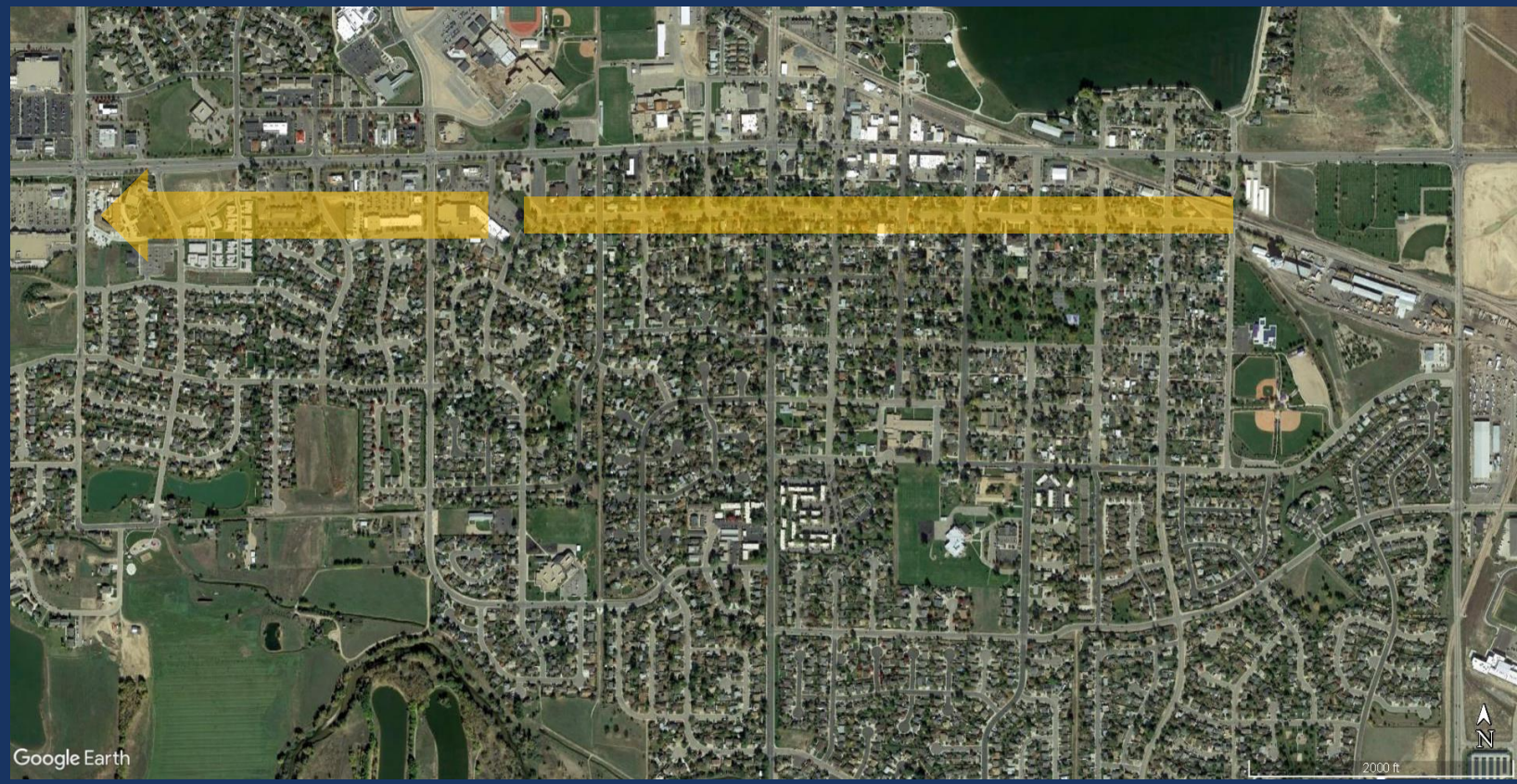
Project Description: A Walnut Street Bikeway project includes:

- a study to determine appropriate bicycle facility type
- Neighborhood greenway and routing west of 10th Street
- Signing and striping of on-street bicycle facility with appropriate crossing treatments to provide a low-stress east-west bicycle alternative to SH 392

Extents: Walnut Street from SH 257 to 15th

Planning-level Cost Phase I- Study and 100% Design: $75,000

Planning-level Cost Phase II- Construction: $550,000



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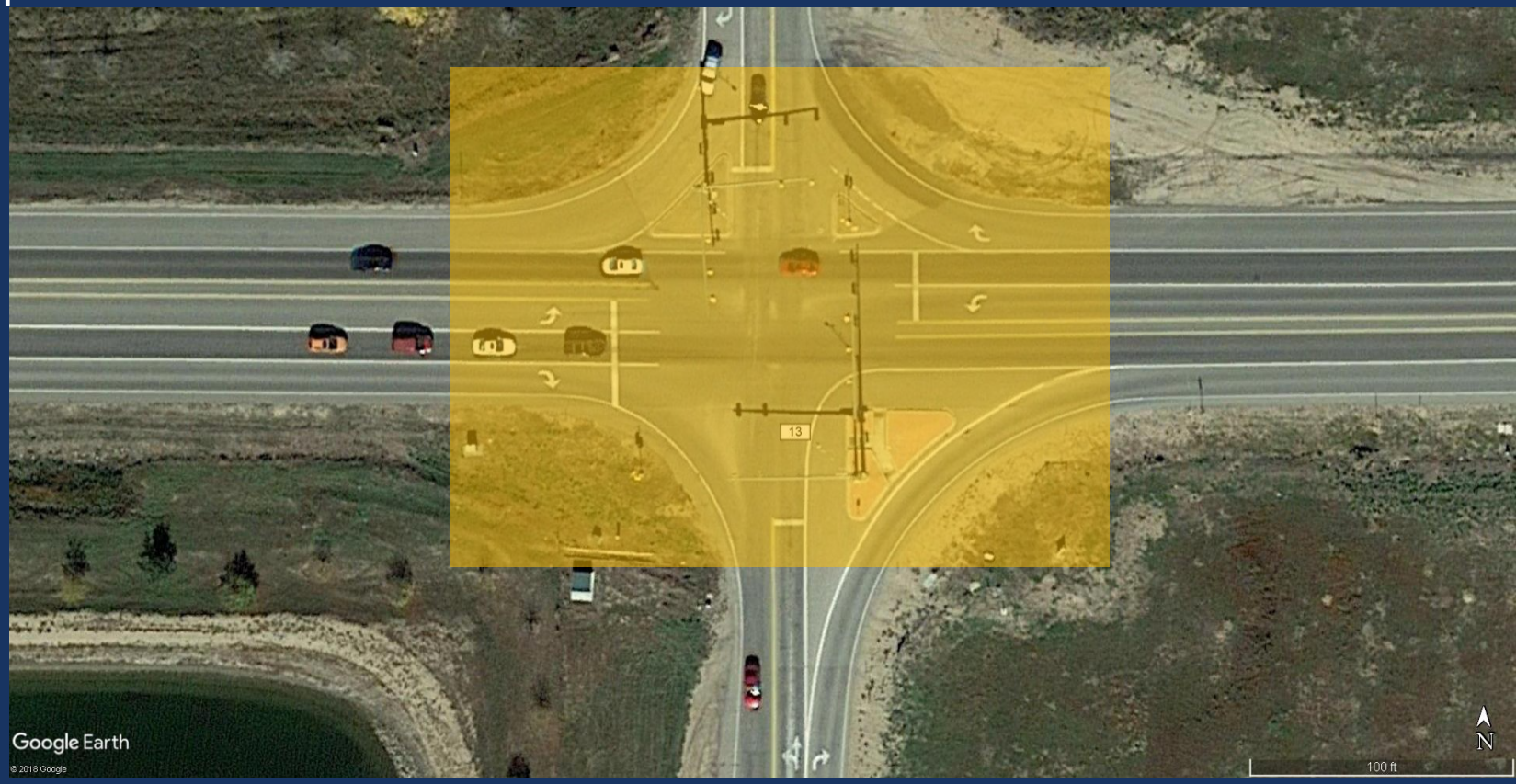
LEFT TURN TREATMENT ANALYSIS AT CR 13 AND SH 392

Project Description: Coordinate with CDOT to perform a NB/SB left turn treatment analysis and implement dedicated left turn lane and appropriate signal timing/phasing modifications

Extents: The Northbound and Southbound legs at the intersection of CR 13 and SH 392

Planning-level Cost: $300,000
Study/Design: $25,000
Construction: $275,000

*If additional ROW and pavement width is necessary, will not be eligible for 'quick win'



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CR 17 AND RIVERPLACE DRIVE RRFB

Project Description: Apply the Windsor Pedestrian Crossing Guidelines and, if appropriate, implement a RRFB

Extents: Across CR 17 on the north leg of Riverplace Drive intersection

Planning-level Cost: $125,000
Study/Design: $25,000
Construction: $100,000

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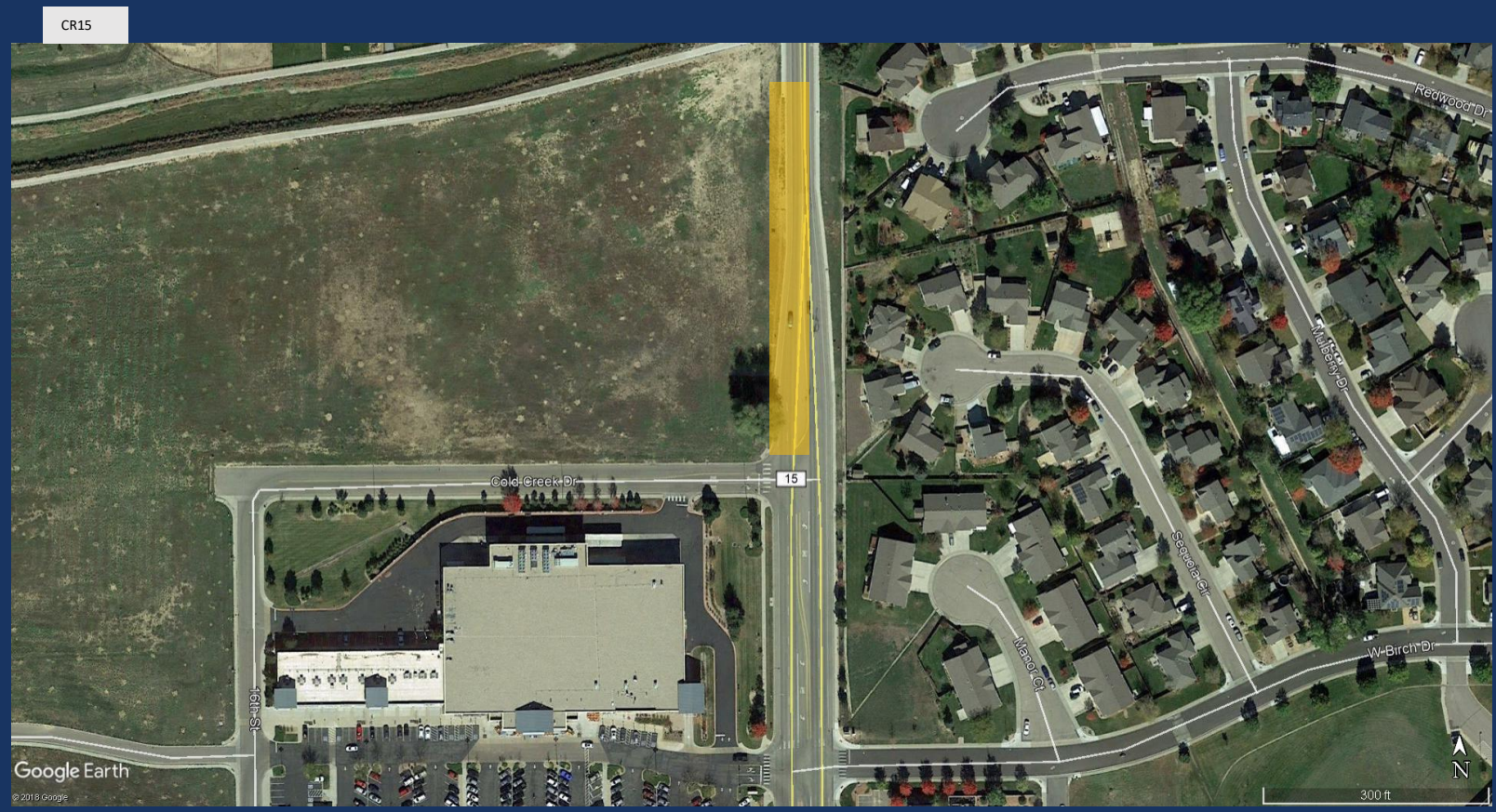
MULTIUSE PATH NEAR KING SOOPERS (ALONG CR 15)

Project Description: Fill in the missing sidewalk gap on the west side of CR 15 between Cold Creek Drive and #2 Ditch Trail with a 10’ multiuse path

Extents: The west side of CR 15 from Cold Creek Drive to the #2 Ditch Trail

Planning-level Cost: $65,000
Study/Design: $10,000
Construction: $55,000



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QUESTIONS?