

Mineral Mobility East Improvements Project **Frequently Asked Questions (5/14/2025)**

What is the purpose of the project?

The Mineral Mobility East Improvements Project will provide safety and mobility upgrades to transportation facilities that provide first and last mile access between the Regional Transportation District (RTD) Mineral Light Rail Station and existing and planned residential and commercial development in the area. These improvements are part of a larger multimodal transportation program of projects around the Mineral Light Rail Station to improve the safety and accessibility for all users.

Why is the project being implemented in phases?

The Mineral Mobility East Improvements Project is being implemented in two phases. This allowed for the design of the funded Phase 1 to move forward as additional funding was being pursued and secured for Phase 2. All state, federal and local funding for both project phases are now secured. Phase 1 design was completed in late 2024. Phase 1 construction starts in late spring 2025 and with projected completion in fall 2025. Phase 2 design is underway with anticipated completion by the end of 2025. Phase 2 construction is expected to start in early 2026.

How is the project being funded?

The project is funded by several sources. A total of over \$4.4 million of the project funding will be provided by external project partners, including a Colorado Department of Transportation Safer Main Streets grant, a Denver Regional Council of Governments Transportation Improvement Program grant, an Arapahoe County Open Space grant, and a South Suburban Parks and Recreation District funding contribution. The required local match for the grants will be funded by the city. It is important to note that Safer Main Streets grant expenditure deadline is December 31, 2025.

How was the community engaged during the evaluation and design of the project improvements?

The project team engaged with the community four times during the project's alternative evaluation and design. Input gathered during community engagement informed the evaluation of the project's alternatives and Phase 1 design. Several outreach tools were used to notify the community about the project goals and input opportunities. These tools included handouts, signs within the project area with links to the project webpage, email notifications, a project website, Littleton Report articles, and social media. Documents from each of these outreach activities are available on the project website.



The following summarizes the four community engagement activities during the project alternative evaluation and design:

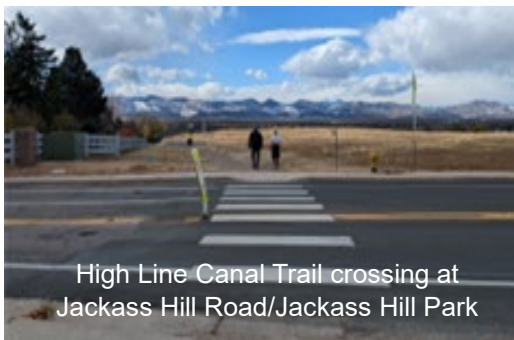
- *Dec 2021-Jan 2022:* Project goals and proposed elements were shared. Input was gathered over two months through an online survey and comment map about active transportation concerns and desired improvements. Information was posted on the project website and input gathered on an online map.
- *February 2022:* A video conference was held with a focus group to present the results of a preliminary evaluation of alternatives and to gather feedback on the alternatives. The focus group was comprised of people who live nearby or regularly travel through the project area.
- *June-July 2022:* A virtual open house meeting was held on June 22, 2022 to present the highest scoring alternatives. Community input and comments were gathered during and following the open house and were used to inform preliminary design.
- *July 2023:* A self-guided online public meeting was hosted providing information about the project's planned improvements in conjunction with other transportation improvements in the Santa Fe/Mineral area. There was an opportunity for attendees to provide comments and ask questions.

What are the project improvements?

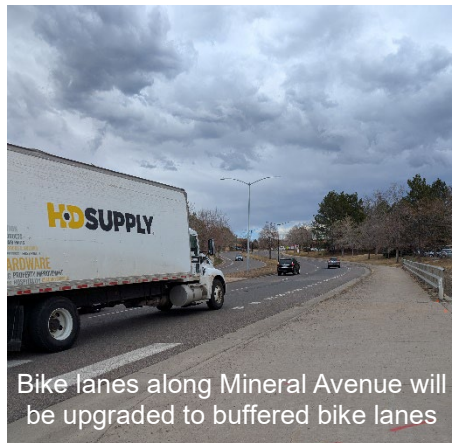
The following is an overview of the key Phase 1 and 2 improvements. A map of the improvements is shown on page 4. Alternative development, analysis, and design of the improvements were informed by community and stakeholder engagement conducted between late 2021 and mid-2023.

Phase 1 (*Analysis and Design in 2021-2024, Construction in 2025*)

- Two High Line Canal Trail roadway crossings will be improved with new crosswalk pavement markings. Mineral Avenue and Peninsula Drive will also receive upgraded traffic and pedestrian signals. Jackass Hill Road at Jackass Hill Park will receive rectangular rapid flashing beacons alerting drivers of the presence of a pedestrian or bicyclist at the crossing.
- On Jackass Hill Road between Mineral Avenue and the High Line Canal Trail, the existing bike lanes will be upgraded to buffered bike lanes to add space between the bike lanes and adjacent traffic. Jackass Hill Road will also receive a mill and overlay (removal and replacement of existing asphalt) in addition to intersection safety and accessibility improvements at the Jackass Hill Road and Curtice Court/Jamison Way intersection.

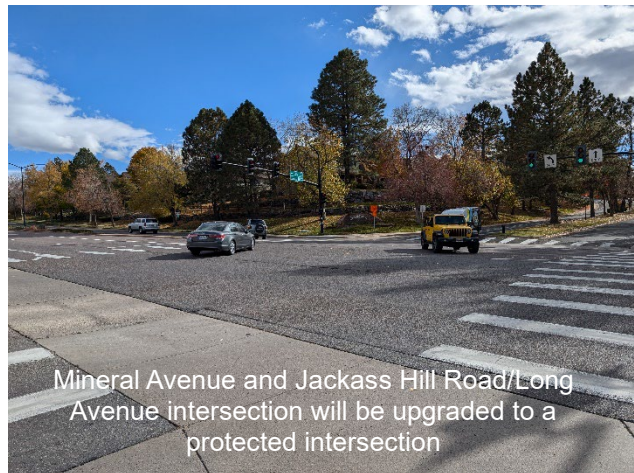


- On Mineral Avenue between Jackass Hill Road and Windermere Street, the existing bike lanes will be upgraded to buffered bike lanes.
- The Mineral Avenue Trail (eastern segment) between Jackass Hill Road and Peninsula Drive/High Line Canal Trail will be paved to become a year-round accessible trail with designated space to provide separation between bicyclists and pedestrians.

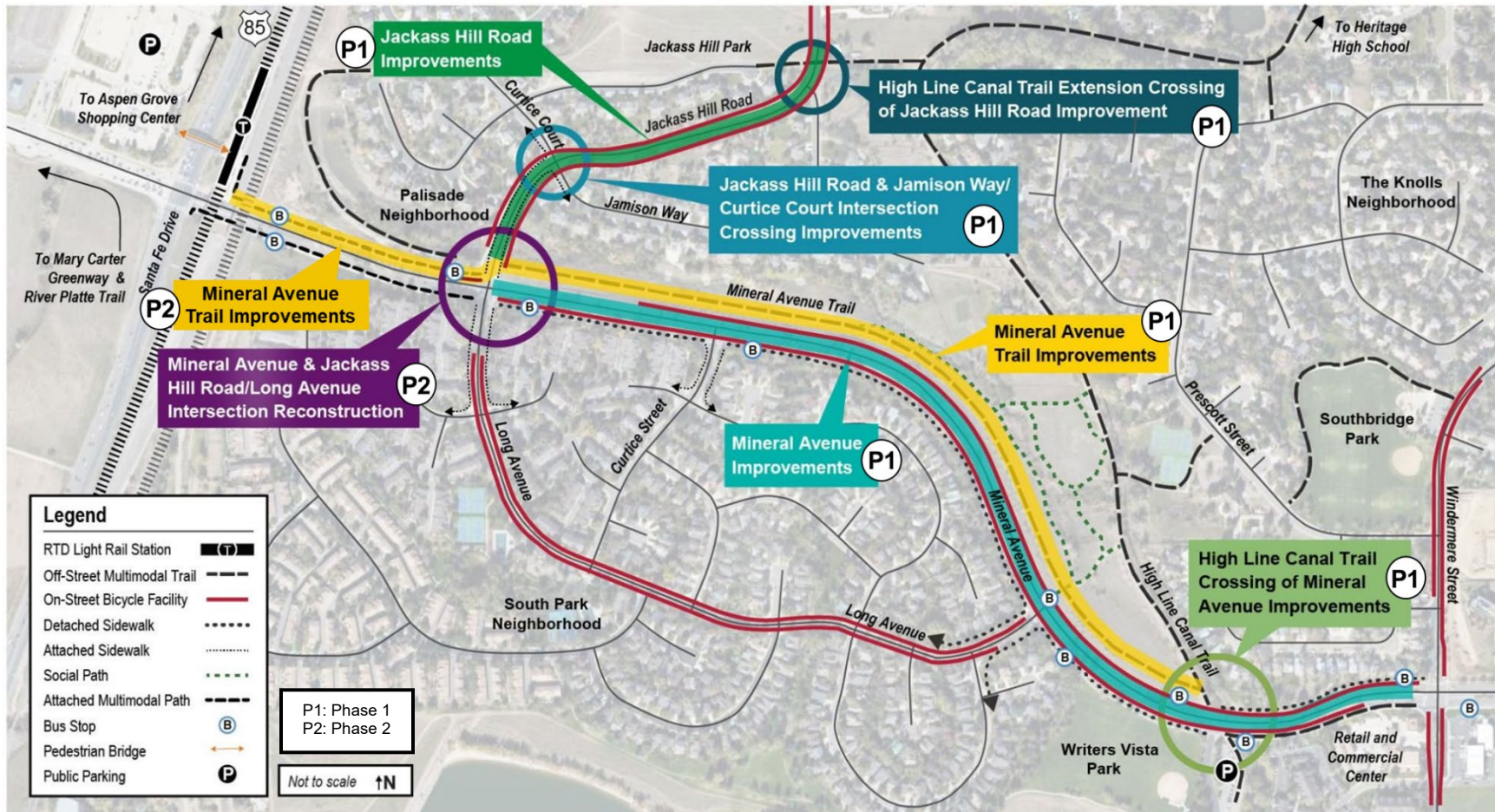


Phase 2 (*Design in 2025; Construction in 2026*)

- The Mineral Avenue and Jackass Hill Road/Long Avenue intersection will be upgraded to a protected intersection with physical separation for bicyclists and pedestrians and modified signal timing to increase safety and access at this intersection.
- The Mineral Avenue Trail (western segment) between Jackass Hill Road and the RTD Mineral Light Rail Station will be widened with similar improvements to those in the eastern trail segment in Phase 1.



Mineral Mobility East Improvements Project – Improvements Overview Map



What modifications to the Mineral Avenue Trail are provided by the project?

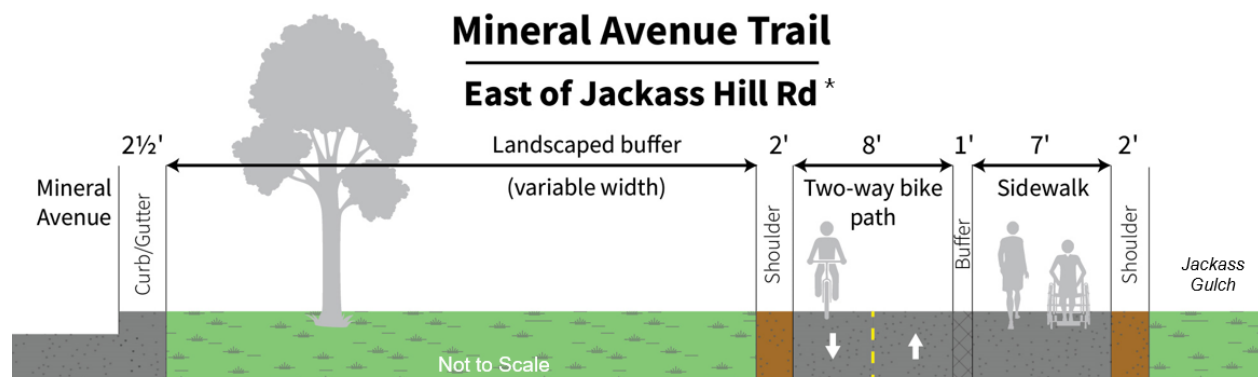
Phase 1 of the project will provide safety and accessibility improvements to the eastern 0.7-mile portion of the Mineral Avenue Trail, running parallel to and north of Mineral Avenue, between Jackass Hill Road and Peninsula Drive/High Line Canal Trail crossing. This segment of the trail is the only remaining unpaved section along the entire 2.5-mile long Mineral Avenue Trail.



- The existing trail will be paved as a 16-foot-wide trail, while providing designated space for bicyclists (8-foot, two-way bike path) and pedestrians (7-foot sidewalk), with a one-foot buffer separation between these facilities to reduce conflicts between modes. A conceptual cross-section of the Mineral Avenue Trail is shown below.
- As required of the city, this path will meet Americans with Disabilities Act (ADA) standards and provide year-round access between the RTD Mineral Light Rail Station and neighborhoods to the east.
- The trail was also designed to reduce impacts to the surrounding environment including the terrain and unique species of existing maturing trees along the trail.
- Funding contributions from South Suburban Parks and Recreation District and Arapahoe County Open Space grants are funding the construction of the Phase 1 Mineral Avenue Trail improvements.

In Phase 2 of the project, the western segment of the Mineral Avenue Trail (between Jackass Hill Road and the RTD Mineral Light Rail Station) will be widened to a 16-foot paved trail with a similar configuration to the Phase 1 modifications to the eastern trail segment described previously.

Conceptual Cross-Section of the Mineral Avenue Trail Modifications



* The trail cross-section will be similar for the Phase 2 Mineral Avenue Trail modifications (west of Jackass Hill Road)

Why is the Mineral Avenue Trail being paved?

Why are crusher fines not used?

By providing a paved facility, the multimodal trail will provide ADA-compliant and year-round accessibility for trail users of all ages and abilities. Additionally, the paved trail provides a low-stress, high-comfort facility for cyclists that connects more residents to the RTD Mineral Light Rail Station. The 0.7-mile trail segment between Jackass Hill Road and Peninsula Drive/High Line Canal Trail is the only remaining unpaved section of the 2.5-mile Mineral Avenue Trail.



South Suburban Parks and Recreation District (SSPRD) maintains the Mineral Avenue Trail. Creating a paved trail allows SSPRD's service vehicles to access and clear snow and debris from the trail, therefore supporting a year-round accessible facility for trail users. Paving the last section of the trail creates a consistent surface for operations and maintenance throughout the extent of the Mineral Avenue Trail.

During inclement wet weather, a dirt or crusher fines trail can experience erosion of the trail materials and rutting, resulting in less desirable trail conditions for users.

If the trail was designed and constructed with both crusher fines and paved facilities, a 5-foot buffer between the trail surfaces would be required to meet the SSPRD trail standards and maintenance requirements. This would substantially increase the trail width and costs, while increasing impacts to the surrounding environment such as removal of additional trees and installation of additional retaining walls in the Jackass Gulch open space.

Where can I find out more about the project?

Visit the project website: <https://www.littletonco.gov/Government/Departments/Public-Works-Engineering/Public-Works-Projects/Mineral-Mobility-East-Improvements>