

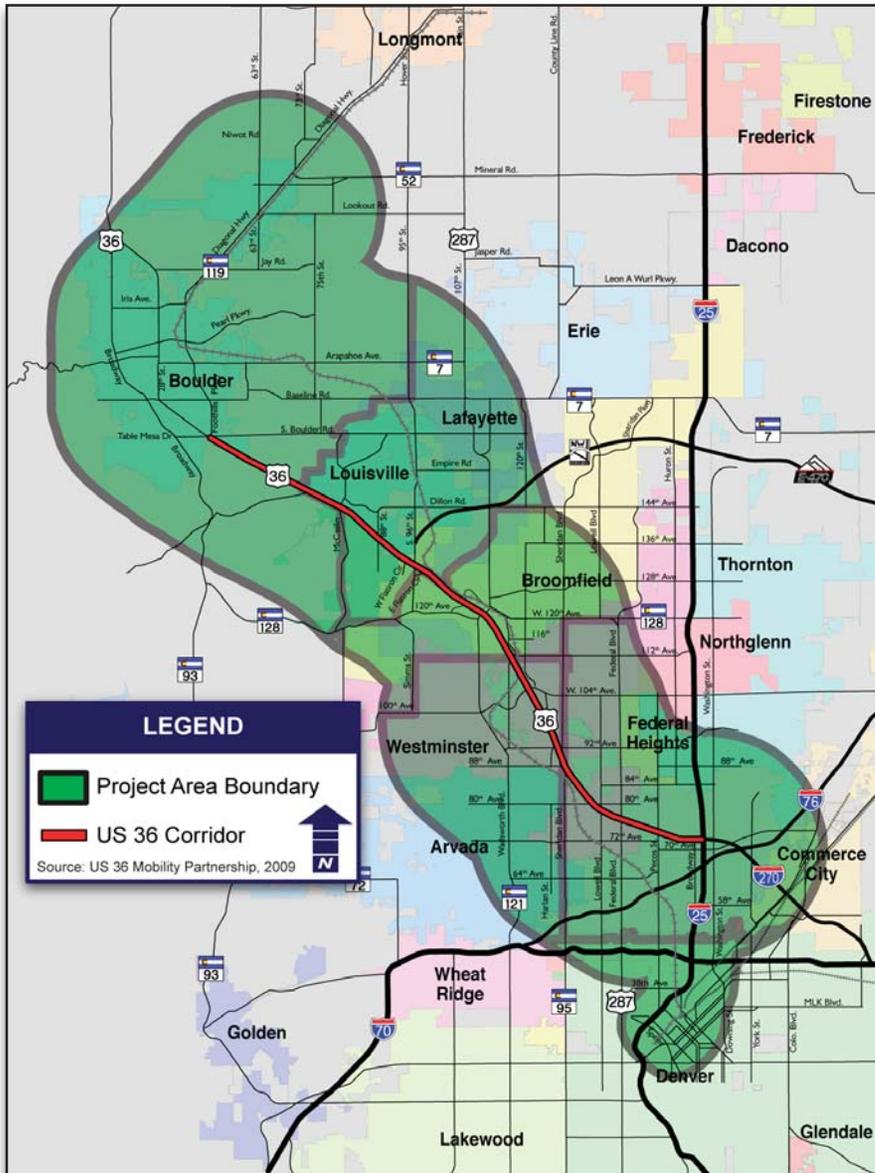


US 36 CORRIDOR
Environmental Impact Statement

WELCOME

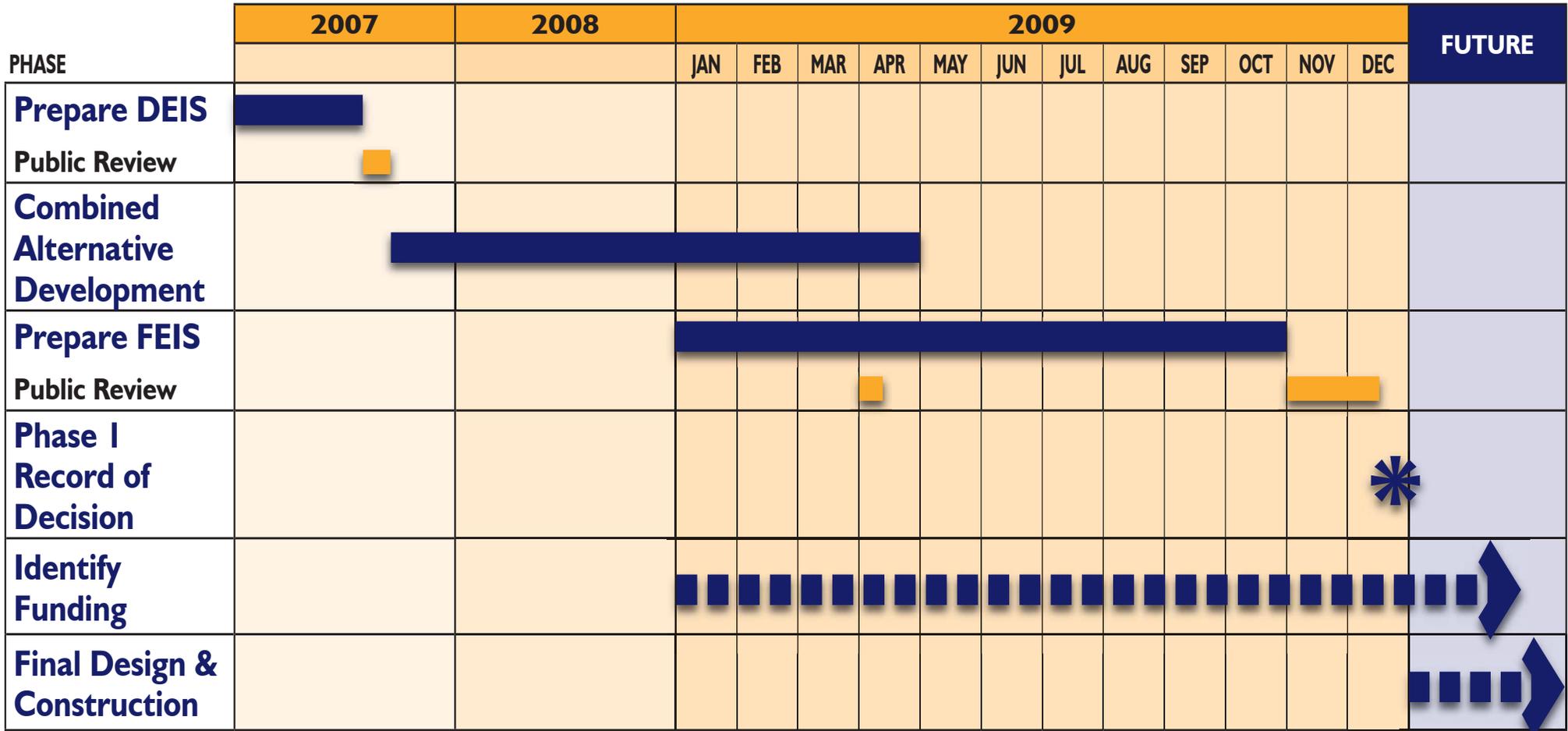
PUBLIC COMMENT STATION

US 36 ENVIRONMENTAL IMPACT STATEMENT

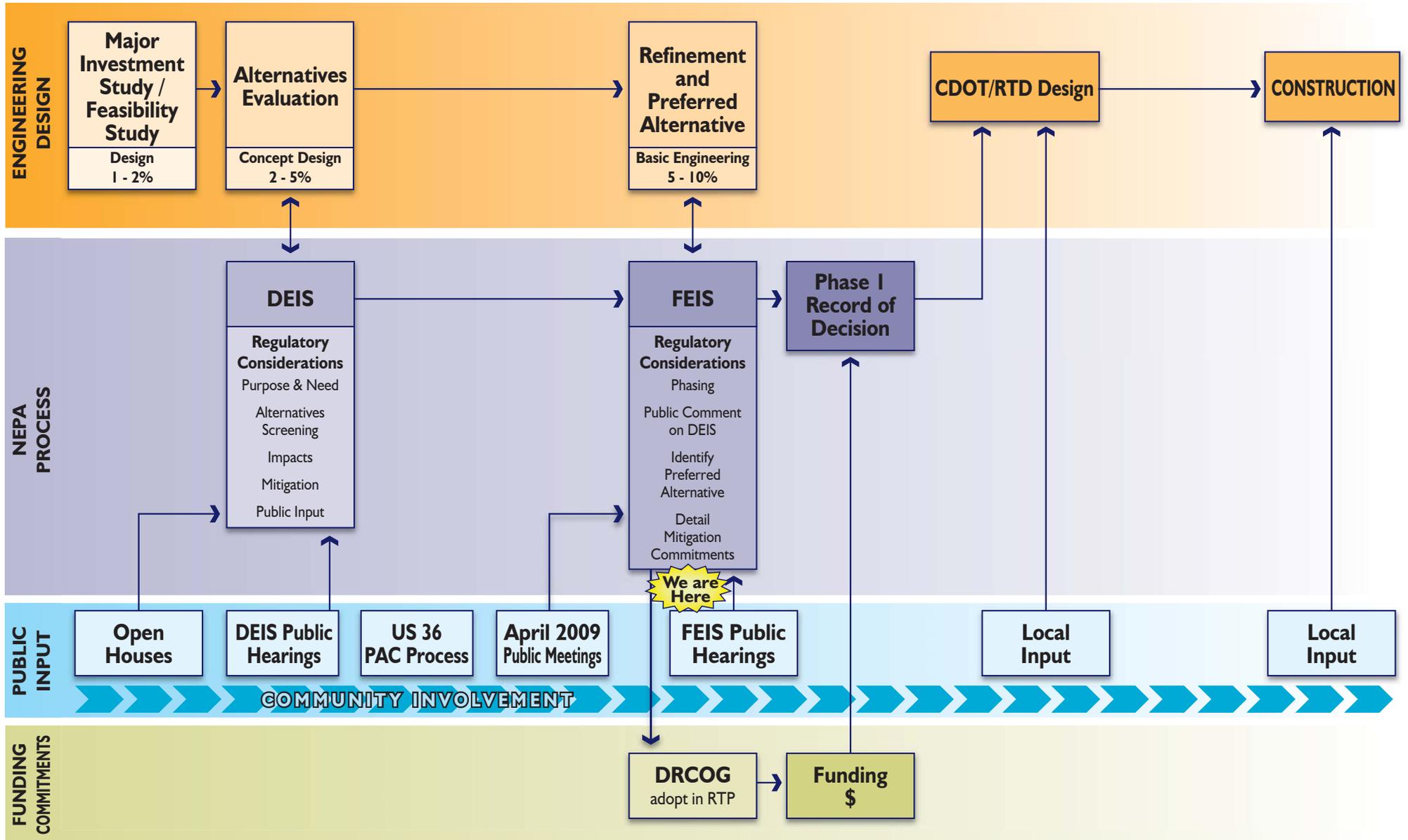


- ▶ Since 2003, the Colorado Department of Transportation (CDOT) and the Regional Transportation District (RTD), in conjunction with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), have been studying transportation improvements along 18 miles of US 36 between Denver and Boulder in the US 36 Environmental Impact Statement (EIS) study.
- ▶ The purpose of the US 36 project is to improve mobility along the US 36 corridor from I-25 in Adams County to Foothills Parkway/Table Mesa Drive in Boulder, and among intermediate destinations.
- ▶ Needs:
 - Increase trip capacity
 - Expand access
 - Provide congestion relief
 - Expand mode of travel options
 - Increase efficiency of transit services
 - Update outdated highway facilities

US 36 EIS SCHEDULE



PROJECT DEVELOPMENT FLOWCHART



US 36 PREFERRED ALTERNATIVE COMMITTEE

PROCESS TO IDENTIFY A PREFERRED ALTERNATIVE

HOW THEY CAME TO BE:

In order to respond to public and jurisdiction comment, a U.S. 36 Preferred Alternative Committee (PAC), a 21-member group comprised of agency representatives, elected officials and technical staff from local jurisdictions, was convened.

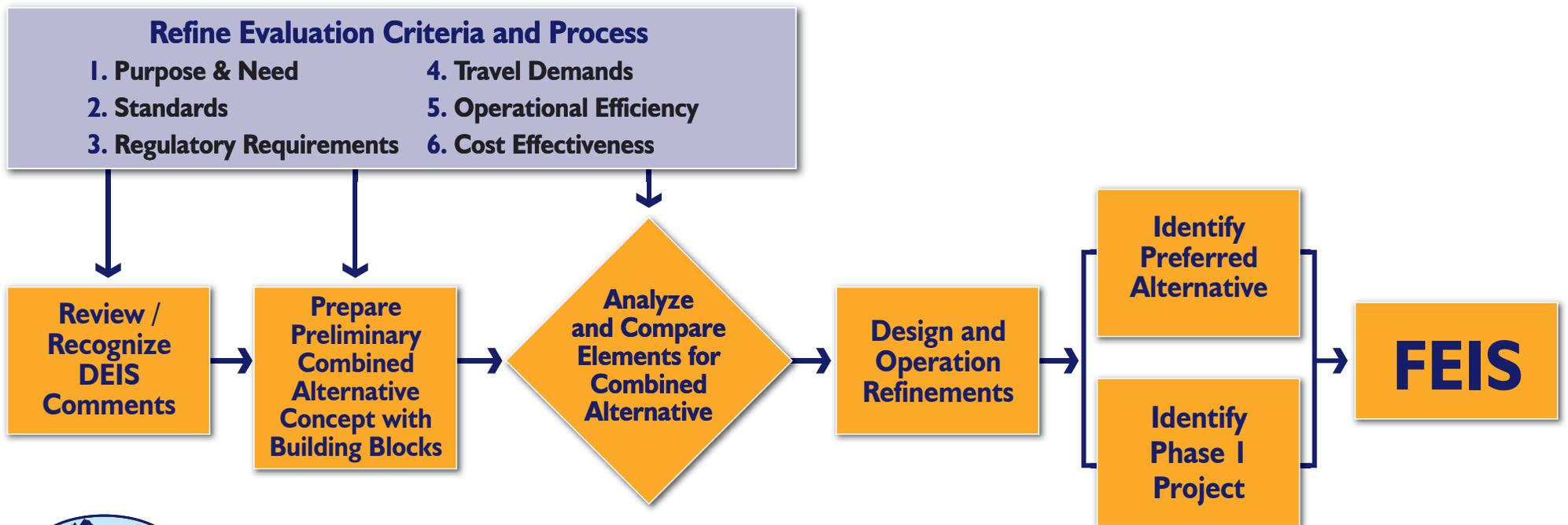
PURPOSE:

The US 36 PAC has met since January 2008 to identify the Preferred Alternative for inclusion in the U.S. 36 Final Environmental Impact Statement.

ISSUES ADDRESSED:

- ▶ Access to Broadway
- ▶ Auxiliary lanes
- ▶ Bus Rapid Transit operations and stations
- ▶ West End design options
- ▶ Access to managed lanes
- ▶ Bikeway
- ▶ Travel Demand Management

US 36 PREFERRED ALTERNATIVE COMMITTEE PROCESS:

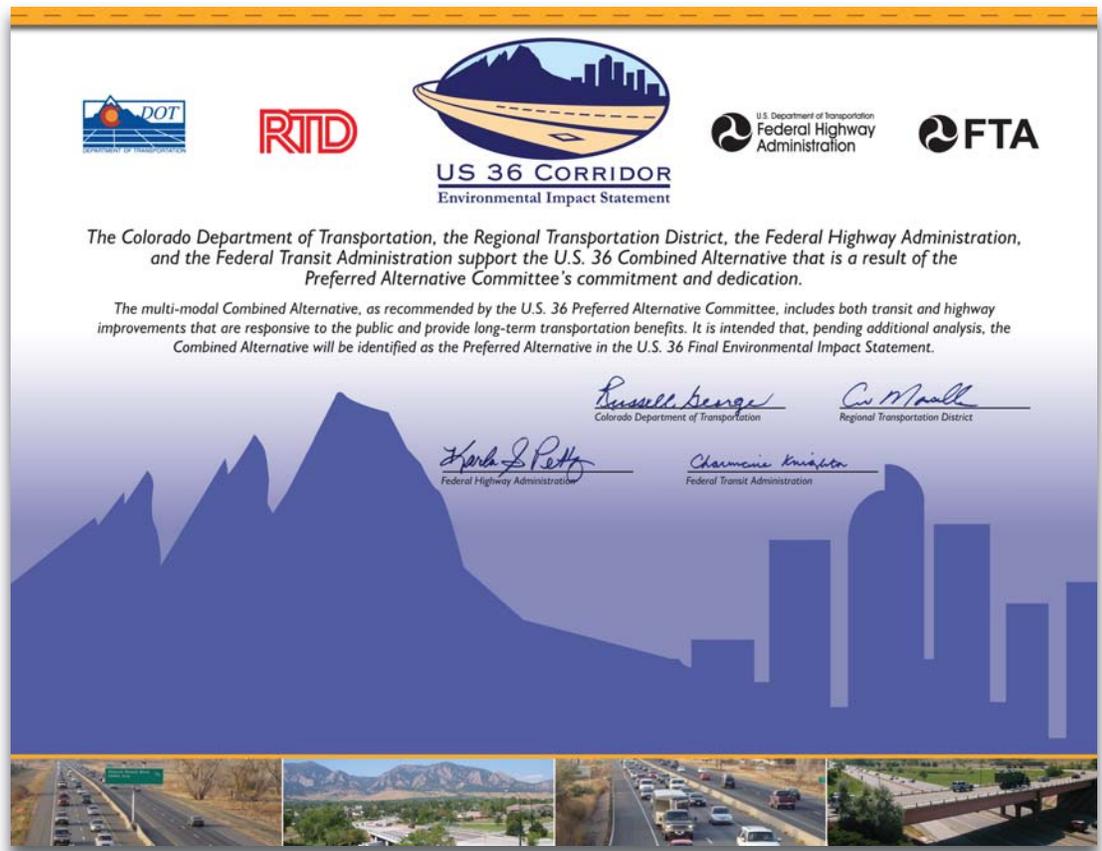


US 36 PREFERRED ALTERNATIVE COMMITTEE

US 36 PAC Members

A 21-member group comprised of agency representatives, elected officials and technical staff from local jurisdictions.

- ▶ Adams County
- ▶ Boulder County
- ▶ Jefferson County
- ▶ City & County of Denver
- ▶ City & County of Broomfield
- ▶ City of Westminster
- ▶ City of Louisville
- ▶ City of Superior
- ▶ City of Boulder
- ▶ Federal Highway Administration
- ▶ Federal Transit Administration
- ▶ Colorado Department of Transportation
- ▶ Regional Transportation District
- ▶ U.S. Army Corps of Engineers
- ▶ 36 Commuting Solutions



The cover page of the US 36 Corridor Environmental Impact Statement features logos for the Colorado Department of Transportation (DOT), RTD, the U.S. Department of Transportation Federal Highway Administration, and the Federal Transit Administration (FTA). The title "US 36 CORRIDOR Environmental Impact Statement" is prominently displayed. Below the title, a statement reads: "The Colorado Department of Transportation, the Regional Transportation District, the Federal Highway Administration, and the Federal Transit Administration support the U.S. 36 Combined Alternative that is a result of the Preferred Alternative Committee's commitment and dedication." A second statement follows: "The multi-modal Combined Alternative, as recommended by the U.S. 36 Preferred Alternative Committee, includes both transit and highway improvements that are responsive to the public and provide long-term transportation benefits. It is intended that, pending additional analysis, the Combined Alternative will be identified as the Preferred Alternative in the U.S. 36 Final Environmental Impact Statement." The page includes four signatures: Russell George (Colorado Department of Transportation), Cu Maull (Regional Transportation District), Herb S. Petty (Federal Highway Administration), and Chaeunice Kriston (Federal Transit Administration). The background features a stylized mountain range and a city skyline. At the bottom, there are four small images: a highway with a sign, a landscape view, a highway with traffic, and a bridge over a river.



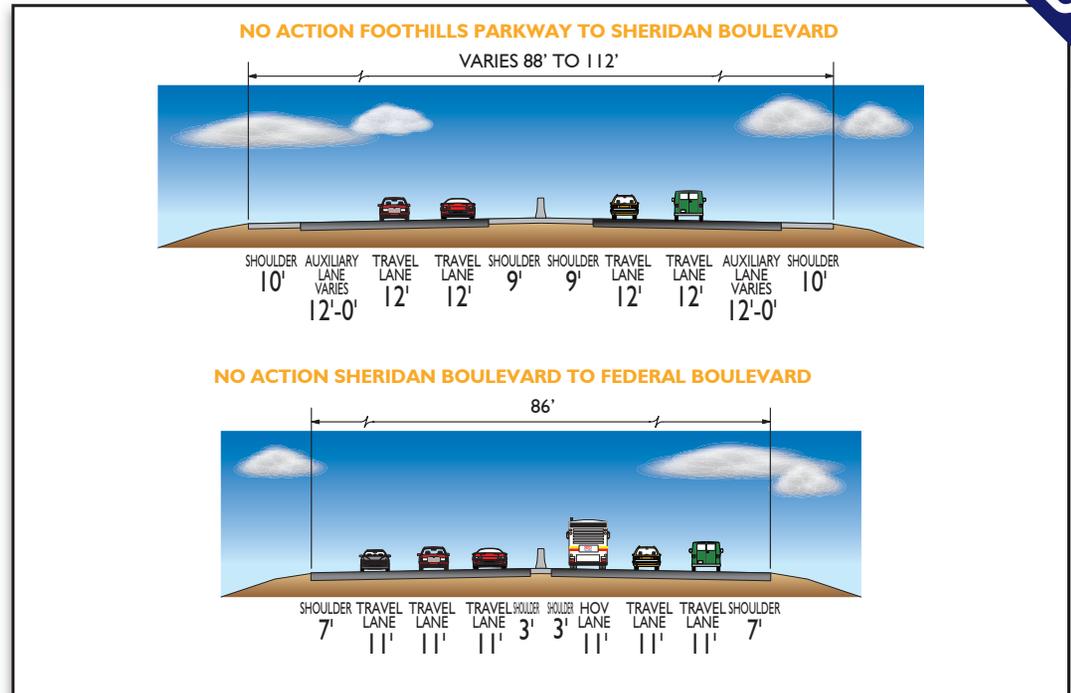
OUTCOME

- ▶ July 2008: Reached consensus agreement on the "Recommendation for a Combined Alternative"
- ▶ The Combined Alternative Package includes both transit and highway improvements that are responsive to the public and provide long-term transportation benefits.
- ▶ Combined Alternative Package identified as the Preferred Alternative in the U.S. 36 Final EIS

PACKAGE I

NOT
PREFERRED

No Action



- ▶ No improvements beyond those already under way or funded for future construction
- ▶ Includes minor bus system improvements but no additional highway capacity
- ▶ Used as the basis for evaluation of build alternatives

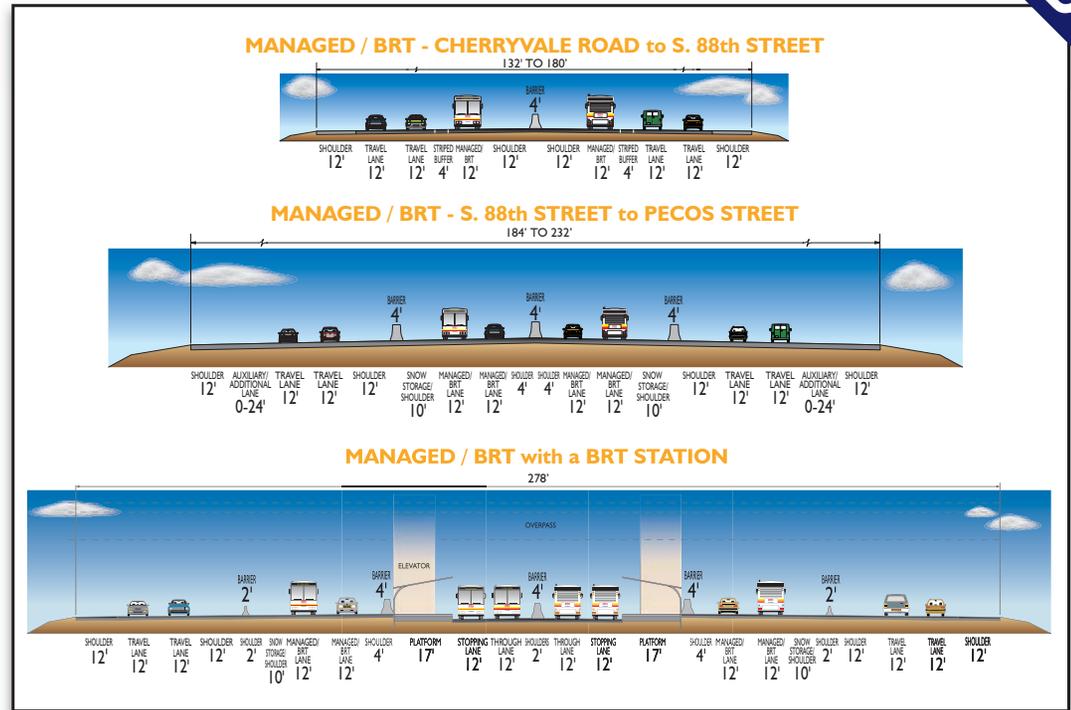
PACKAGE 2

Managed Lanes, Bus Rapid Transit (BRT), and Bikeway

**NOT
PREFERRED**



Note: The 116th Avenue Rail Station is not a part of the 2004 FasTracks Program. Additional stations were added in the early planning stages of the US 36 Environmental Impact Statement. Exact rail station locations and additional stations may be reconsidered in the U.S. Army Corps of Engineers/Regional Transportation District Northwest Rail Environmental Assessment/Environmental Evaluation.



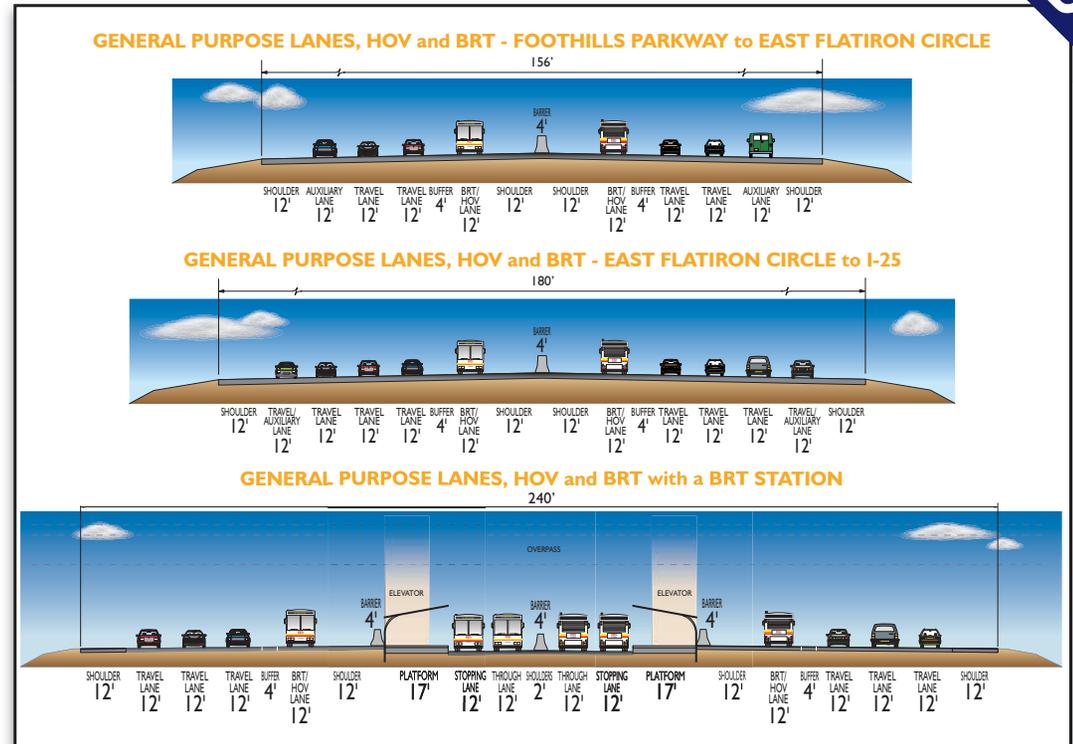
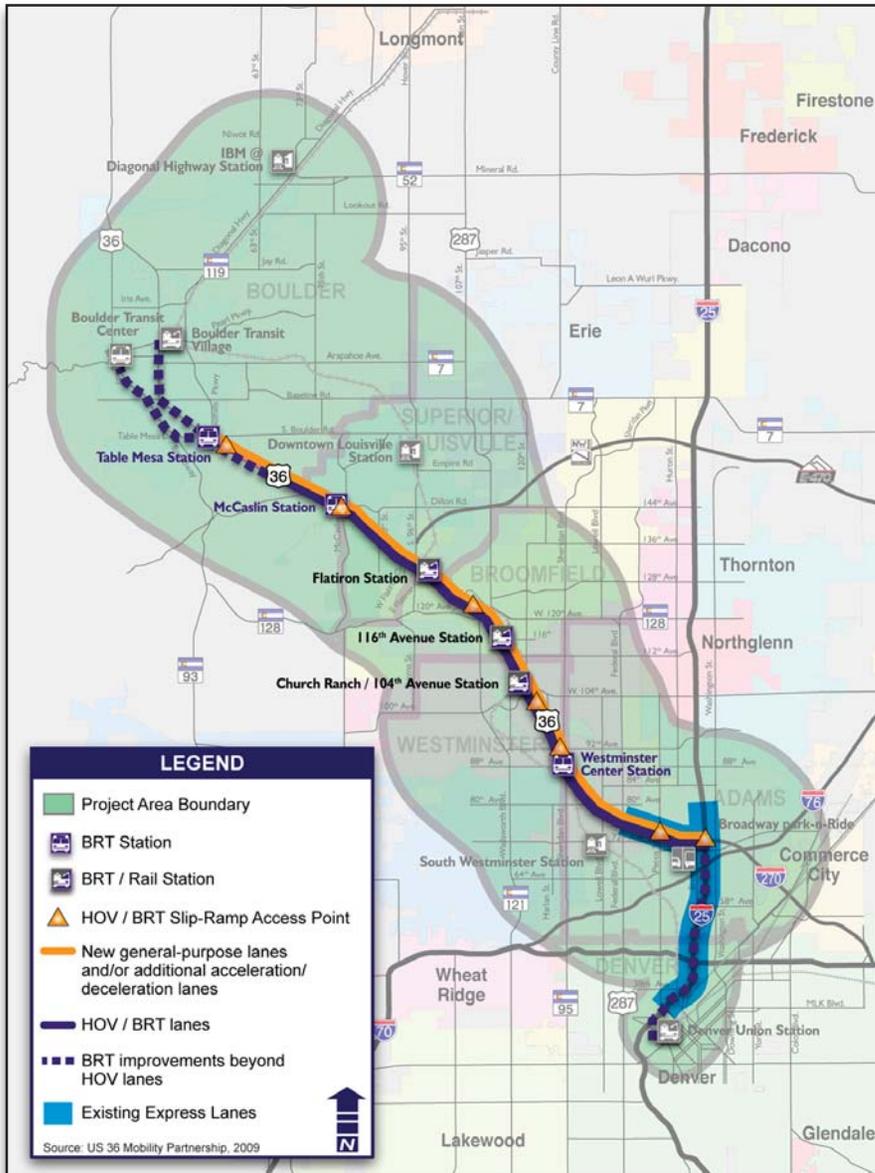
- ▶ Two new managed lanes in each direction in median of US 36 from I-25 to west of McCaslin interchange
- ▶ Barrier-separated managed lanes can be used by buses and HOVs for free, and SOVs for a fee
- ▶ Improvements to all interchanges
- ▶ In-line BRT stations in median of US 36
- ▶ No additional general purpose lanes
- ▶ Transportation demand management
- ▶ Bikeway between Westminister and Boulder
- ▶ Cost = \$1.8 billion



PACKAGE 4

General Purpose Lanes, Bus Rapid Transit (BRT), HOV Lanes, and Bikeway

NOT
PREFERRED



- ▶ Additional general purpose lanes from I-25 to Boulder; number of lanes varies according to demand
- ▶ Buffer-separated BRT/HOV lanes in median of US 36 from I-25 to Boulder
- ▶ Improvements to all interchanges
- ▶ In-line BRT stations in median of US 36 to provide rapid passenger boarding
- ▶ Carpools and vanpools allowed in BRT/HOV lanes; no single-occupant vehicles allowed
- ▶ Transportation demand management
- ▶ Bikeway between Westminister and Boulder
- ▶ Cost = \$1.6 billion

Note: The 116th Avenue Rail Station is not a part of the 2004 FasTracks Program. Additional stations were added in the early planning stages of the US 36 Environmental Impact Statement. Exact rail station locations and additional stations may be reconsidered in the U.S. Army Corps of Engineers/Regional Transportation District Northwest Rail Environmental Assessment/Environmental Evaluation.

PREFERRED ALTERNATIVE

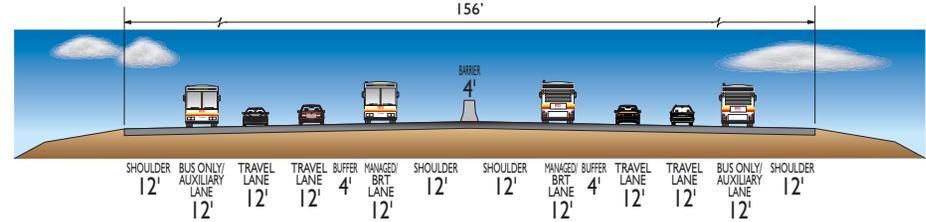
(Combined Alternative Package)

Managed Lanes, Bus Rapid Transit (BRT), Auxiliary Lanes, and Bikeway

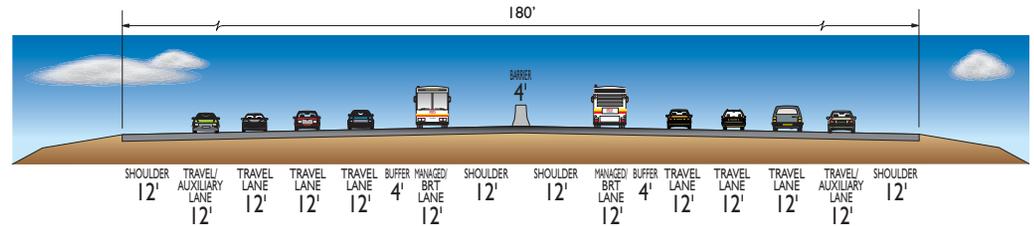


Note: The 116th Avenue Rail Station is not a part of the 2004 FasTracks Program. Additional stations were added in the early planning stages of the US 36 Environmental Impact Statement. Exact rail station locations and additional stations may be reconsidered in the U.S. Army Corps of Engineers/Regional Transportation District Northwest Rail Environmental Assessment/Environmental Evaluation.

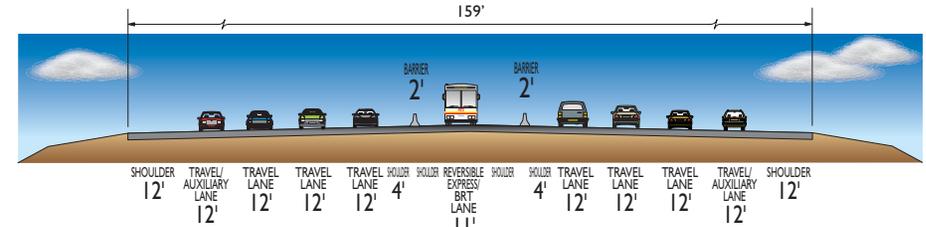
GENERAL PURPOSE LANES and MANAGED/BRT - FOOTHILLS PARKWAY to SHERIDAN



GENERAL PURPOSE LANES and MANAGED/BRT - SHERIDAN to PECOS

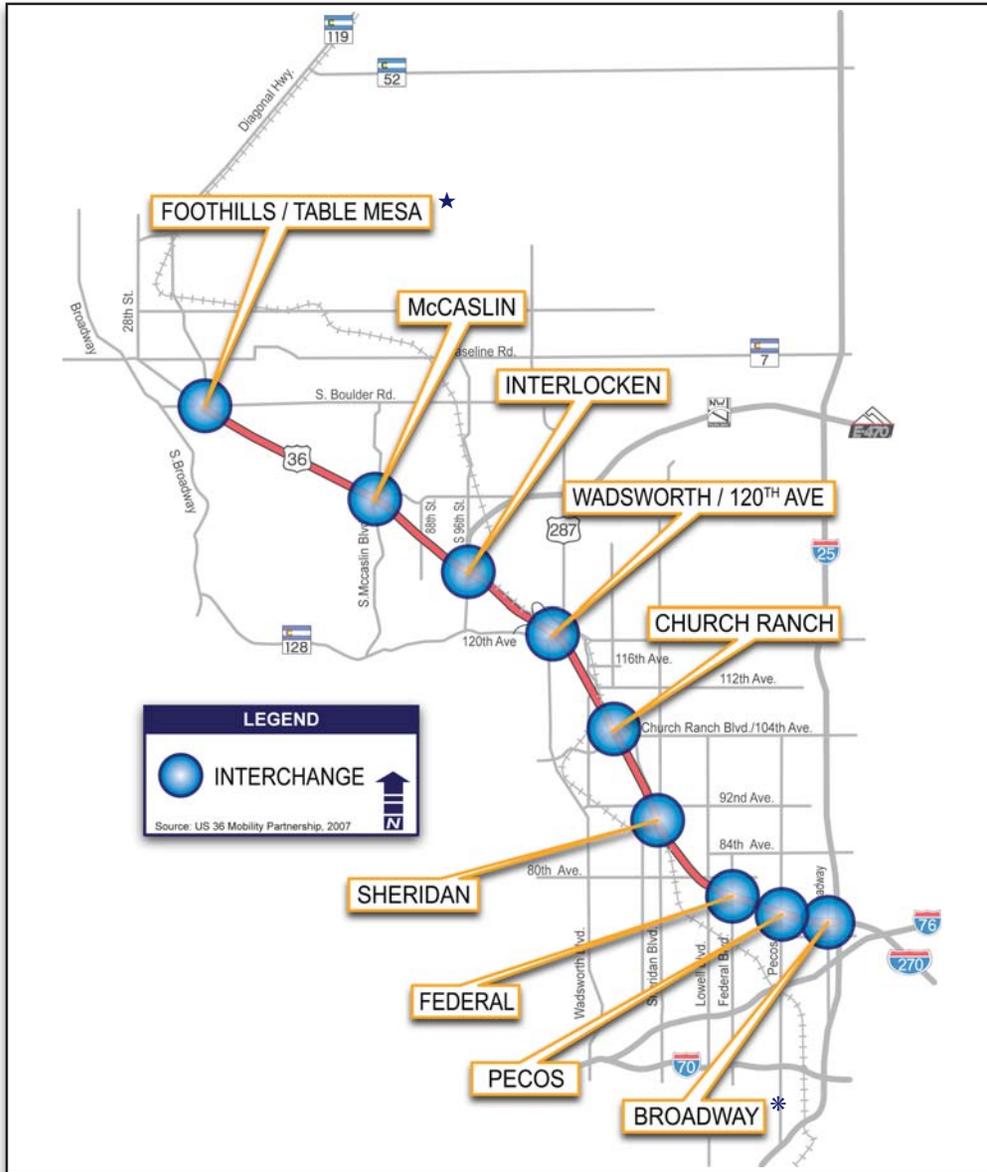


GENERAL PURPOSE LANES and MANAGED/BRT - PECOS to I-25



- ▶ One new buffer-separated, managed lane in each direction
- ▶ Managed lanes can be used by buses and HOVs for free, and SOVs for a fee
- ▶ Auxiliary lanes between most interchanges
- ▶ Improvements to all interchanges
- ▶ Ramp and side-loading BRT stations
- ▶ Transportation demand management
- ▶ Bikeway between Westminister and Boulder
- ▶ Cost = \$1.3 billion

PREFERRED ALTERNATIVE HIGHWAY ELEMENTS



- ▶ Managed lane access points between each interchange
- ▶ Auxiliary lanes between most interchanges
- ▶ Interchange improvements at nine locations
- ▶ Replace aging infrastructure such as pavement and bridges

* Separate study to evaluate local access will be done before any action occurs regarding this interchange

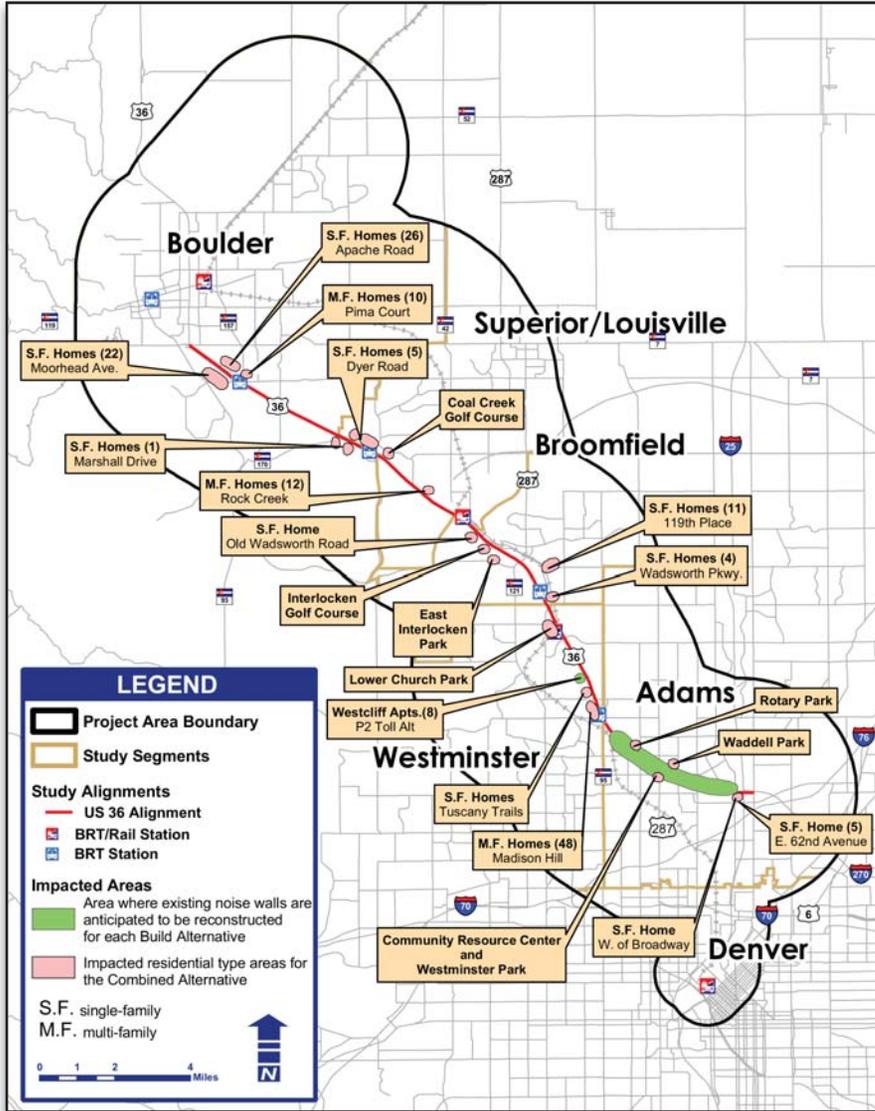
★ Improvements pending Public-Private Partnership.

RIGHT-OF-WAY (ROW) IMPACTS

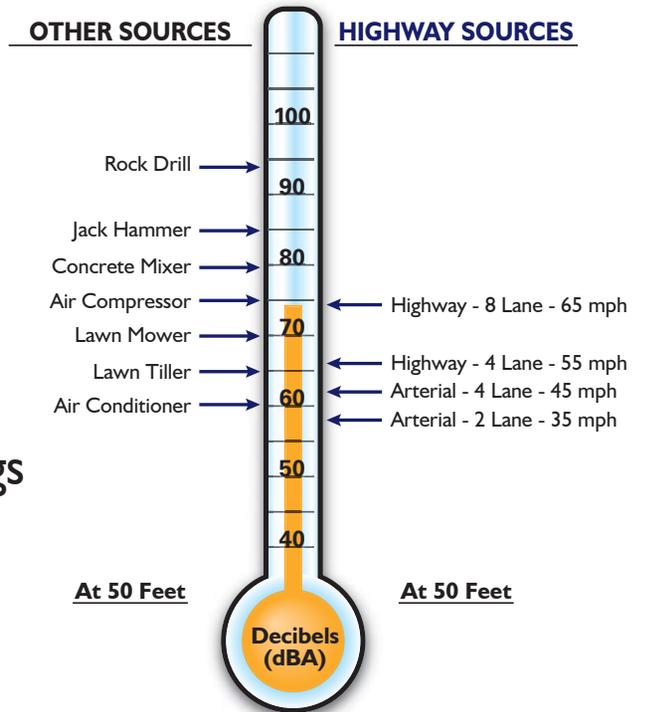
IMPACT	SEGMENT	PACKAGE 2	PACKAGE 4	PREFERRED ALTERNATIVE
Number of Residential Dwelling Units Displaced	Denver	0	0	0
	Adams	171	172	41
	Westminster	21	21	22
	Broomfield	8	8	0
	Superior/Louisville	0	0	0
	Boulder	1	1	2
	Total	201	202	65
Number of Businesses Displaced	Denver	0	0	0
	Adams	56	56	9
	Westminster	28	28	10
	Broomfield	21	18	5
	Superior/Louisville	0	0	0
	Boulder	33	33	0
	Total	138	135	24

NOISE IMPACTS AND PROPOSED MITIGATION

Location of Noise Impacts & Mitigation



- ▶ 114 residences impacted by Package 1
- ▶ 126 residences impacted by Packages 2 and 4
- ▶ 135 residences impacted by Combined Alternative Package
- ▶ Noise mitigations are proposed at Madison Hills, Tuscany Trail, Apache Road/Pima Court and Moorehead Neighborhoods, and Rock Creek Apartments
- ▶ Location of noise walls shown on engineering drawings



* CDOT threshold for noise mitigation in residential, park, church and similar use areas is 66 dbA

PROPOSED US 36 BIKEWAY



LEGEND

- Bikeway
- BRT Station
- BRT / Rail Station

Source: US 36 Mobility Partnership, 2008

CROSS STREET/TRAIL/ PARK-N-RIDE	GRADE CROSSING TYPE	CONNECTION TO CROSS STREET, TRAIL, PARK-N-RIDE
72nd Avenue	Utilize existing	Utilize existing
80th Avenue	Extended Underpass	Existing Trail
Westminster Center park-n-Ride	Overpass	Park-n-Ride
Sheridan Boulevard	Underpass	Park-n-Ride
92nd Avenue	Underpass	No Connection
Westminster Boulevard	Overpass (existing)/ Underpass	Existing Bridge Trail/SW
Big Dry Creek Trail	Underpass	Existing Trail
Church Ranch Boulevard	Underpass	Existing Trail
Church Ranch Park-n-Ride	Underpass to Parking	Park-n-Ride
Wadsworth Boulevard (Old Wadsworth)	Overpass/At Grade	No Connection
112th Avenue	Underpass	No Connection
116th Broomfield Park-n-Ride	Overpass	Park-n-Ride
120th Avenue	Underpass	Yes (Trail along 120th for a Distance/Could Connect)
Wadsworth Parkway	Underpass	No Connection
East Flatiron Park Trail	Crossing over Existing Underpass	Existing Trail
East Flatiron Circle	Overpass (existing)	Existing Trail
Interlocken Loop	Underpass (existing)	Existing Trail
Rock Creek Trail	Underpass	Existing Trail
88th Street	Underpass	No Connection
Cattle Crossing at Avista Hospital	Underpass	No Connection
Coal Creek Trail	Underpass	Existing Trail
McCaslin Boulevard	Underpass	Existing Trail
McCaslin Park-n-Ride	Overpass (Extended)	Park-n-Ride
Cherryvale Road	Underpass	No Connection
South Boulder Creek	Underpass	Existing Trail
Table Mesa park-n-Ride	Underpass	Park-n-Ride
Table Mesa Drive	Underpass (Under Ramp)	Existing Trail

RESOURCES SUMMARY

► Resources studied in the US 36 Final EIS:

- Traffic
- Land Use
- Economics
- Right-of-way
- Social Impacts and Community Facilities
- Environmental Justice
- Cultural Resources (Historic and Archaeology)
- Paleontology
- Parks and Open Space
- Public Safety and Security
- Visual and Aesthetic Resources
- Air Quality
- Noise
- Biological Resources (Wildlife, Vegetation, and Threatened and Endangered Species)
- Mineral Resources, Geology, and Soils
- Farmlands
- Hazardous Materials
- Utilities
- Energy
- Water Resources (Water Quality and Floodplains)
- Wetlands and Other Waters of the U.S.
- Construction Impacts
- Cumulative Impacts

► Impacts of each resource identified

► Mitigation measures developed for identified impacts

► See US 36 Final EIS for details

BUS RAPID TRANSIT (BRT)

PHASE I

- ▶ Regional bus service enhancements
- ▶ FastConnects and local bus service enhancements
- ▶ Ticket vending machines at BRT stations
- ▶ Fare box upgrades (systemwide)
- ▶ Fiber along US 36 and to the BRT stations
- ▶ Transportation Demand Management, including marketing and branding for BRT
- ▶ Safety measures at BRT stations (e.g., cameras)
- ▶ Variable message signs at BRT stations
- ▶ Bus instrumentation to allow real time transit data collection (systemwide)
- ▶ Smart cards (systemwide)

FUTURE PHASES

- ▶ Special vehicles
- ▶ Enhanced RTD paint scheme
- ▶ Bus ramp metering bypass lanes
- ▶ Queue jumps



WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

Transportation demand management (TDM) consists of methods and strategies to reduce the demand for travel, particularly single-occupant vehicle (SOV) travel, either by eliminating trips, shortening trips, changing the mode of travel, or changing the time of day when the trip is made.

US 36 TDM Elements:

- ▶ Similar to I-25 Transportation Expansion project (T-REX)
- ▶ Primarily during construction
- ▶ Establishment of an advisory task force
- ▶ Task force would identify stakeholder performance measures and programs

▶ **POSSIBLE PROGRAMS:**

Vanpools and carpools

- **Matching services**
- **RideArrangers**
- **Subsidies and formation services**

Financial incentives

- **Transit pass subsidies**
- **Vanpool subsidies**

Stakeholder outreach and education

- **Web sites**
- **Alternative work schedules**
- **Telecommuting/compressed work week**
- **Preferential parking programs**
- **Bicycle commuting support**

PHASE I OF THE PREFERRED ALTERNATIVE

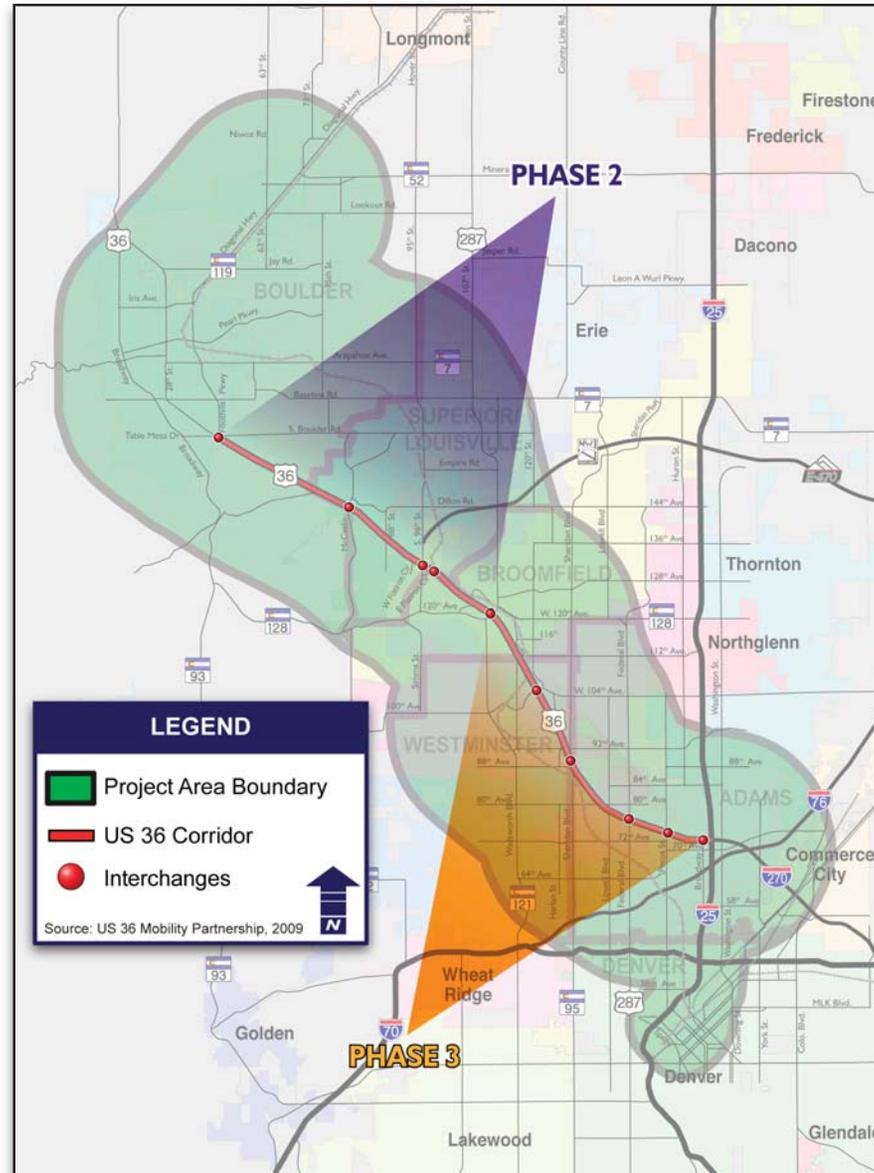


- ▶ Build managed lane from Federal Boulevard to Boulder
- ▶ Enhance BRT stations and service
- ▶ Reconstruct Sheridan Boulevard and Wadsworth Parkway Interchanges
- ▶ Replace Lowell Boulevard and I 12th Avenue bridges
- ▶ Rehabilitate and widen pavement
- ▶ Construct bikeway between Boulder and Westminster
- ▶ Cost = \$536.0 million

PHASES 2 AND 3 OF PREFERRED ALTERNATIVE

PHASE 2

- ▶ Foothills Parkway/Table Mesa Drive to east of Wadsworth Parkway
- ▶ Auxiliary and climbing lanes
- ▶ BRT improvements
- ▶ Pavement reconstruction
- ▶ Interchange improvements
 - Foothills Parkway/ Table Mesa Drive
 - McCaslin Boulevard
 - Interlocken Loop
 - Wadsworth Parkway



PHASE 3

- ▶ East of Wadsworth Parkway to I-25
- ▶ Auxiliary lanes
- ▶ BRT improvements
- ▶ Pavement reconstruction
- ▶ Interchange improvements
 - Church Ranch Boulevard/ 104th Avenue
 - Federal Boulevard
 - Broadway/I-25

RESOLUTION OF BROADWAY ACCESS

- ▶ Comments at April 2009 public meetings
- ▶ Follow-up discussion with Adams County and Save Your Neighborhood Access (SYNA)
- ▶ Process and Final EIS language approved by Adams County and SYNA
 - No Changes to Access in Phase I
 - Separate study to evaluate local access will be done before any action regarding this interchange

HOW TO STAY INFORMED



▶ Visit the CDOT Web site for current information about the project - www.dot.state.co.us

▶ Visit the RTD Web site for current information about the project - www.RTD-FasTracks.com



▶ Be involved with 36 Commuting Solutions - www.36commutingsolutions.org

▶ Contact your local government representative



▶ Contact CDOT at:
CDOT Public Relations Office
4201 E. Arkansas Ave.
Denver, CO 80222
(303) 757-9228
info@dot.state.co.us