



## US 36 CORRIDOR

Final Environmental Impact Statement/  
Final Section 4(f) Evaluation

# Public Involvement Program Technical Report Addendum

**PREPARED BY:**



100 Arapahoe Avenue, Suite 12  
Boulder, Colorado 80302-5862

October 2009



# TABLE OF CONTENTS

---

Section 1	Preferred Alternative Committee.....	1-1
1.1	Introduction.....	1-1
1.2	Operating Protocols .....	1-1
1.2.1	Project Description.....	1-1
1.2.2	Purpose of the Preferred Alternative Committee Process.....	1-3
1.2.3	Decision Making.....	1-3
1.2.4	Composition.....	1-4
1.2.5	Roles of Committee Representatives .....	1-4
1.2.6	Consensus .....	1-4
1.2.7	Meeting Schedule.....	1-5
1.2.8	Observers/Public Attendance and Participation.....	1-6
1.2.9	Meeting Summaries .....	1-6
1.2.10	Public Involvement .....	1-6
1.2.11	Communicating with the Media.....	1-6
1.2.12	Meeting Products .....	1-6
1.2.13	External Initiatives .....	1-6
Section 2	Public Meetings at Key Milestones .....	2-1
2.1	Scoping Process and Meetings.....	2-1
Section 3	Continuous Outreach and Communication.....	3-1
3.1	Project Mail/E-mail List .....	3-1
3.1.1	Public Information Materials .....	3-1
3.2	Media .....	3-21
3.3	Press Releases .....	3-24
3.4	Paid Newspaper Advertisements .....	3-31
3.5	Proactive Outreach.....	3-33
Section 4	References .....	4-1

### List of Tables

Table 1.2-1: 2008 to Present Preferred Alternative Committee .....	1-1
Table 1.2-2: US 36 Preferred Alternative Committee Activity .....	1-2
Table 3.1-1: US 36 EIS Project Mail/E-mail List — Major Communication Efforts .....	3-1
Table 3.2-1: US 36 EIS Media Coverage in Local Media .....	3-21
Table 3.5-1: Proactive Outreach Events, Meetings, and Interviews .....	3-33

### List of Figures

Figure 2.1-1: US 36 EIS Public Meetings Agenda (April 2009) .....	2-2
Figure 2.1-2: US 36 EIS Public Meeting Display Board (April 2009) .....	2-3
Figure 2.1-3: US 36 EIS Public Meeting Project Development Flowchart Display Board (April 2009) .....	2-4
Figure 2.1-4: US 36 EIS Schedule Display Board (April 2009) .....	2-5
Figure 2.1-5: US 36 EIS Package Comparison Display Board (April 2009) .....	2-6
Figure 2.1-6: US 36 EIS Combined Alternative Package Display Board (April 2009) .....	2-7
Figure 3.1-1: Public Input Received About the Packages of Improvements – Draft EIS Public (2007) .....	3-2
Figure 3.1-2: Recommendation for a Combined Alternative Package (July 2008) .....	3-6
Figure 3.1-3: Public Input Received about the Combined Alternative Package — US 36 EIS Public Meetings (April 2009) .....	3-10
Figure 3.1-4: Frequently Asked Questions about Property Acquisition and Relocation .....	3-12
Figure 3.1-5: US 36 Draft EIS Public Hearings Summary (August and September 2007) .....	3-16
Figure 3.1-6: US 36 Public Meetings Summary (April 2009) .....	3-19
Figure 3.3-1: Press Release — August 2, 2007 .....	3-25
Figure 3.3-2: Press Release — March 26, 2009 .....	3-29
Figure 3.4-1: US 36 Draft EIS Public Hearings Advertisement (August 2007) .....	3-31
Figure 3.4-2: US 36 EIS Public Meetings Advertisement (April 2009) .....	3-32

### List of Appendices

Appendix A: Preferred Alternative Committee and Working Group  
Meeting Summaries

Appendix B: Public Input/Comments

Appendix C: US 36 Corridor Newsletter (English and Spanish) (August 2007)

Appendix D: US 36 Corridor Newsletter (English and Spanish) (January 2008)

Appendix E: US 36 Corridor Newsletter (English and Spanish) (February 2009)

BRT	bus rapid transit
CDOT	Colorado Department of Transportation
CDR	CDR Associates
DEIS	Draft Environmental Impact Statement
DRCOG	Denver Regional Council of Governments
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HOT	high-occupancy toll
PAC	Preferred Alternative Committee
RTD	Regional Transportation District
US 36	United States Highway 36

This report covers all public involvement activity for the time period from July 1, 2007 to August 31, 2009. All public involvement activity for the United States Highway 36 (US 36) Corridor project before this period is documented in the *US 36 Corridor Draft Environmental Impact Statement/Draft Section 4(f) Evaluation Public Involvement Program Report* (CDR 2007).

### 1.1 INTRODUCTION

Since 2003 the Colorado Department of Transportation (CDOT) and Regional Transportation District (RTD), in conjunction with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), have been studying multi-modal transportation improvements between Denver and Boulder in the US 36 Environmental Impact Statement (EIS). In August 2007, a Draft Environmental Impact Statement (DEIS) was released and public comment received on the two “build” packages as well as a “No Action” package. The next task in the US 36 EIS is to incorporate public comments received, identify a Preferred Alternative, and outline implementation phases.

### 1.2 OPERATING PROTOCOLS

#### 1.2.1 Project Description

In response to comments received on the DEIS, a new package that reduces impacts, costs, and provides for increased mobility improvements was evaluated. This new package consisted of elements outlined in the DEIS build packages. A Preferred Alternative Committee (PAC), made up of representatives from the affected jurisdictions and agencies, considered public comment and identified a Preferred Alternative and implementation phases.

Table 1.2-1, 2008 to Present Preferred Alternative Committee, and Table 1.2-2, US 36 Preferred Alternative Committee Activity, lists the representatives of the PAC and their associated organizations as well as their activities from January 29, 2008 through June 22, 2009, respectively.

**Table 1.2-1: 2008 to Present Preferred Alternative Committee**

Organization	Main Representative/Elected Official	Staff Representative
36 Commuting Solutions	Christopher McShane	Audrey Debarros
Adams County	Commissioner Alice Nichols	Jeanne Shreve
Boulder County	Commissioner Will Toor	George Gerstle
City and County of Broomfield	Mayor Patrick Quinn	Debra Baskett
City and County of Denver	Bob Kochevar	Brian Pinkerton
City of Arvada	None	John Firouzi
City of Boulder	Mayor Shaun McGrath; Mayor Matthew Appelbaum	Tracy Winfree
City of Louisville	Mayor Charles Sisk	Heather Balser
City of Westminster	Mayor Nancy McNally	Matt Lutkus
Federal Highway Administration	Karla Petty	Monica Pavlik
Federal Transit Administration	Charmaine Knighton	David Beckhouse
Jefferson County	J. Kevin McCasky	Will Kerns
RTD Board of Directors	John Tayer; Lee Kemp; Bill Christopher	None
RTD FasTracks	John Shonsey	Gina McAfee

**Table 1.2-1: 2008 to Present Preferred Alternative Committee**

Organization	Main Representative/Elected Official	Staff Representative
Town of Superior	Mayor Andrew Muckle	Jay Wolffarth; Alex Ariniello
Colorado Department of Transportation	Randy Jensen	Moe Awaznezhad; Irena Motas; Jane Hann; Michelle Halstead

Source: US 36 Mobility Partnership, 2007.

Note:

RTD = Regional Transportation District

**Table 1.2-2: US 36 Preferred Alternative Committee Activity**

Date	Meeting	Location	Number of Attendees
01/29/2008	US 36 Preferred Alternative Committee Meeting	Westminster City Park Recreation Center	44
02/21/2008	US 36 Bikeway Working Group Meeting	URS Corporation, Denver	16
02/22/2008	US 36 West End Working Group	URS Corporation, Denver	18
02/26/2008	US 36 Preferred Alternative Committee Meeting	Westminster City Park Recreation Center	43
03/18/2008	US 36 BRT Stations and Operations and Auxiliary Lane Working Groups	Westminster City Park Recreation Center	30
04/01/2008	US 36 Preferred Alternative Committee Meeting	Westminster City Park Recreation Center	41
04/17/2008	US 36 PAC Managed Lane Access and BRT Operations Working Group	Broomfield City and County Complex	28
04/29/2008	US 36 Preferred Alternative Committee Meeting	Westminster City Park Recreation Center	47
04/30/2008	US 36 East End Working Group Meeting	Westminster Public Works Conference Room	30
05/15/2008	US 36 Phasing Working Group Meeting	Town of Superior, Town Hall	21
06/11/2008	US 36 Preferred Alternative Committee Meeting	Westminster City Park Recreation Center	42
07/09/2008	US 36 Preferred Alternative Committee Combined Alternative Agreement Signing Event	Westminster City Park Recreation Center	45
10/28/2008	US 36 Phasing Working Group Meeting	Health and Human Service Building Broomfield	35
11/17/2008	US 36 Preferred Alternative Committee Meeting	CDOT Region 6, Denver	44
01/13/2009	US 36 West End Lane Options Working Group Meeting	Broomfield City and County Complex	34
01/27/2009	US 36 Preferred Alternative Committee Meeting	Westminster City Park Recreation Center	42
03/03/2009	US 36 Working Group Meeting	Broomfield City and County Complex	30
03/13/2009	US 36 BRT Working Group Meeting	RTD FasTracks	16
03/17/2009	US 36 Preferred Alternative Committee Meeting	Westminster City Park Recreation Center	43
04/24/2009	US 36 Phasing Working Group Meeting	Broomfield City and County Complex	25
06/22/2009	US 36 Preferred Alternative Committee Meeting	Westminster City Park Recreation Center	43

Source: US 36 Mobility Partnership, 2007.

Notes:

BRT = bus rapid transit  
 CDOT = Colorado Department of Transportation  
 PAC = Preferred Alternative Committee  
 RTD = Regional Transportation District  
 US 36 = United States Highway 36

## 1.2.2 Purpose of the Preferred Alternative Committee Process

The purpose of the PAC was to develop a Preferred Alternative for the US 36 corridor and identify priorities for implementation (phases). The process was supported through the technical and environmental analysis developed during the US 36 Final Environmental Impact Statement.

The Preferred Alternative was developed from elements evaluated during the DEIS including general-purpose lanes, high-occupancy toll (HOT) lanes, bus rapid transit (BRT), and transportation demand management strategies from downtown Denver to Boulder. A Preferred Alternative must be consistent with numerous parameters including fulfilling the project Purpose and Need, meeting design and safety standards, fulfilling regulatory requirements, and being cost effective. Other parameters of the collaborative process were outlined through PAC discussion.

Elected and appointed officials from the jurisdictions in the US 36 study area along with CDOT, RTD, FHWA, and FTA representatives comprised the PAC. Each agency and jurisdiction in the study area was invited to appoint one PAC representative and one alternate who could speak for the agency and jurisdiction, to serve on the solutions-oriented and problem-solving focused PAC.

## 1.2.3 Decision Making

FHWA and FTA are the official decision makers; however, the US 36 EIS PAC attempted to reach agreement on a corridor-wide Preferred Alternative and implementation phases with the expectation that consensus recommendations would be approved. A list of key issues, decisions, and timelines were provided to PAC members to facilitate decision making.

The following tasks were identified:

- **Develop Collaboration Plan.** Using the draft operating protocols and work plan, mutually agree on the process to develop a Preferred Alternative including decision-making and roles/responsibilities.
- **Define Preferred Alternative Concept, Identify Issues, and Outline Evaluation Criteria.** Develop understanding and agreement regarding the elements of a “combination” Preferred Alternative. Review and confirm issues to be addressed in working groups. Outline evaluation criteria including purpose and need, design standards, regulatory requirements, travel demands, and cost effectiveness.
- **Organize Working Groups and Address Specific Issues.** Organize working groups to address specific issues. The level of detail and additional technical analysis/review identified will be determined. Working groups are to present proposals to the full PAC for review.
- **Identify a Preferred Alternative.** Combine working group strategies, analyze and compare proposed Preferred Alternative, and identify a corridor-wide Preferred Alternative vision.
- **Identify Implementation Steps and Phases.** Identify and agree on implementation priorities and Phase 1 of the project.

## 1.2.4 Composition

### 1.2.4.1 Preferred Alternative Committee

The PAC was comprised of a representative and an alternate from:

- US 36 corridor municipal and county elected representatives
- Adams County
- Jefferson County
- City and County of Denver
- City of Arvada
- City of Westminster
- City and County of Broomfield
- Town of Superior
- City of Louisville
- Boulder County
- City of Boulder
- FHWA
- FTA
- CDOT
- RTD
- 36 Commuting Solutions

## 1.2.5 Roles of Committee Representatives

Representatives of the PAC were responsible for addressing jurisdiction-specific issues, considering the corridor-wide trade-offs, and making consensus recommendations.

## 1.2.6 Consensus

The PAC used a consensus-building process. A consensus is an agreement built by identifying and exploring all parties' interests and assembling a package agreement that satisfies these interests to the greatest extent possible. A consensus is reached when all parties agree that their major interests have been taken into consideration and addressed in a satisfactory manner.

Consensus does not necessarily mean unanimity. Some parties may strongly endorse a particular recommendation while others may accept it as a workable agreement. Members can participate in the consensus without embracing each element of the agreement with the same fervor as other members or having each interest fully satisfied. In a consensus agreement, the parties recognize that given the combination of gains and trade-offs in the recommendation package, potential impacts and options, the resulting agreement is the best one the parties can make at the time.

### *1.2.6.1 Aids to Building Consensus*

#### *Facilitation*

CDR Associates (CDR) provided facilitation services to the PAC and working groups. The CDR facilitator designed work session agendas and implemented discussion procedures to help accomplish common goals. They remained impartial toward the substance of the issues under discussion and did not advocate for any particular outcome or give substantive advice. They conducted work sessions, made strategic suggestions as to how cooperative problem-solving could be implemented, and prepared summaries. The facilitators remained responsible to the PAC and not to one member or interest group.

#### *Constituent Communications*

Members of the PAC who represented agencies or constituencies informed their constituents on an ongoing basis about the issues under discussion and the progress being made in the consensus problem-solving meetings. They represented the interests of their constituent group and brought their constituents' concerns and ideas to the deliberations.

#### *Consistency in Participation/Attendance*

Collaboratively developing a Preferred Alternative requires consistent attendance, and there was a strong expectation that PAC members made all reasonable efforts to attend all meetings. Occasional schedule conflicts arose, and for that reason each PAC member could designate one alternate representative. Both members and designated alternates were responsible for staying current with any sessions they were unable to attend. The group is not obligated to use meeting time to backtrack and accommodate those who had not attended a prior meeting.

#### *Technical Support*

Members could bring staff from their organizations, agencies, or constituency groups to support the problem-solving process. Advisory Committee members included those individuals in discussions when their expertise was required or when requested by the Committee as a whole. However, the use of support persons should not disrupt deliberations.

### **1.2.7 Meeting Schedule**

The PAC established a predictable meeting schedule time to develop agreement on the Preferred Alternative by reviewing information generated in working groups and discussing and addressing corridor-wide issues, leading toward the identification of a Preferred Alternative for the corridor.

The issue working groups met as needed in order to address specific issues and provide recommendations to the full PAC. The working group schedule was developed in coordination with the PAC.

### 1.2.8 Observers/Public Attendance and Participation

PAC meetings were open to the public, and input by public observers was useful to the PAC. In order for the PAC to fulfill its purpose, work sessions were focused and manageable. Participation of public observers was at the discretion of the PAC.

### 1.2.9 Meeting Summaries

CDR drafted a meeting summary following each meeting of the PAC highlighting action items and decisions. The meeting summary was distributed to the PAC for review and approval. All meeting summaries were considered draft until adopted by the PAC.

### 1.2.10 Public Involvement

Work sessions were open to the public and comment time was provided at the PAC meetings. Public workshops were held following PAC Preferred Alternative recommendations to elicit broad public input. As part of the collaborative process, PAC members were encouraged to jointly sponsor public meetings to discuss the Preferred Alternative process and result.

### 1.2.11 Communicating with the Media

Work sessions were open to the public and therefore the media. The consensus process is a solution-oriented, problem-solving approach, not a platform for lobbying the public through the media. Each member was free to speak with the media on behalf of the agency or constituency he or she represented and had to make it clear that the comments should not be attributed to the entire group or any other agency or constituency.

### 1.2.12 Meeting Products

In communicating with the media, general public, agencies, organizations, or constituencies, a clear distinction was made among preliminary information, concept papers, proposals under consideration, agreements in principle, and final agreements. It was important to differentiate between discussions and decisions. Preliminary documents were marked with “DRAFT” or “FOR DISCUSSION PURPOSES ONLY.”

### 1.2.13 External Initiatives

Members disclosed to the full group any potential initiatives or activities (e.g., legislative, agency, or local government initiatives) that could impact the functioning of the group, including jurisdiction decision-making needs and timelines.

See Appendix A, Preferred Alternative Committee and Working Group Meeting Summaries, for public input/comments received on the US 36 Project.

## 2.1 SCOPING PROCESS AND MEETINGS

In this section, Figures 2.1-1 through 2.1-6 alert the public in the US 36 corridor of public workshop agendas, and educate the public through “attention getting” display boards that contain public comments and concerns.

Figure 2.1-1: US 36 EIS Public Meetings Agenda  
(April 2009)



**US 36 Environmental Impact Statement  
Public Meetings Agenda**

*~ Welcome to the US 36 Public Meeting ~*

**Meeting Purpose:**

The focus of the April 2009 Public Workshops is to define the preferred alternative development process, outline the elements and components of the Combined Alternative (CA), outline next steps for the EIS and solicit public input.

**6:00 - 6:30 p.m. Open House**  
Open discussion with Project Team members to provide information and address individual questions about the US 36 Corridor EIS.

**6:30 - 7:00 p.m. Presentation**  
Overview and status of the US 36 Corridor EIS including project elements, impacts and next steps.

**7:00 - 7:45 p.m. Facilitated Discussion**

- What concerns do you have regarding the Combined Alternative Package?
- What suggestions or other thoughts do you have about the project?

**7:45 - 8:30 p.m. Closing Open House**  
Follow-up informal discussion period with Project Team members to address remaining questions.

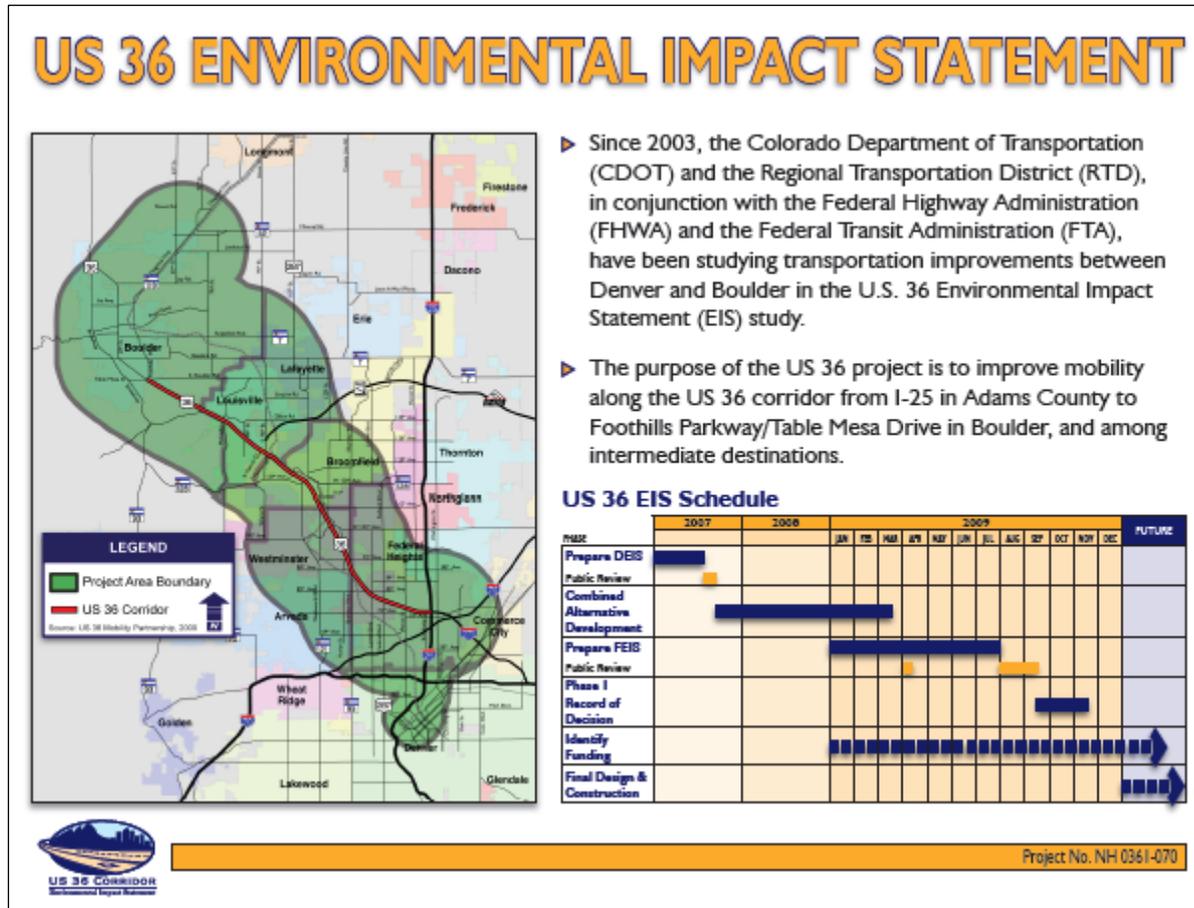
**Please Visit the Following Stations During the Open House Periods**

- **Comment Stations** – Submit a written comment or visit the laptop comment station to submit electronically
- **US 36 Corridor Maps** - Aerial Views and Maps of the US 36 Corridor
- **Display Boards & Project Information** – View boards about the EIS process, the Combined Alternative and project impacts

**¿Habla español? Tenemos traducción.**

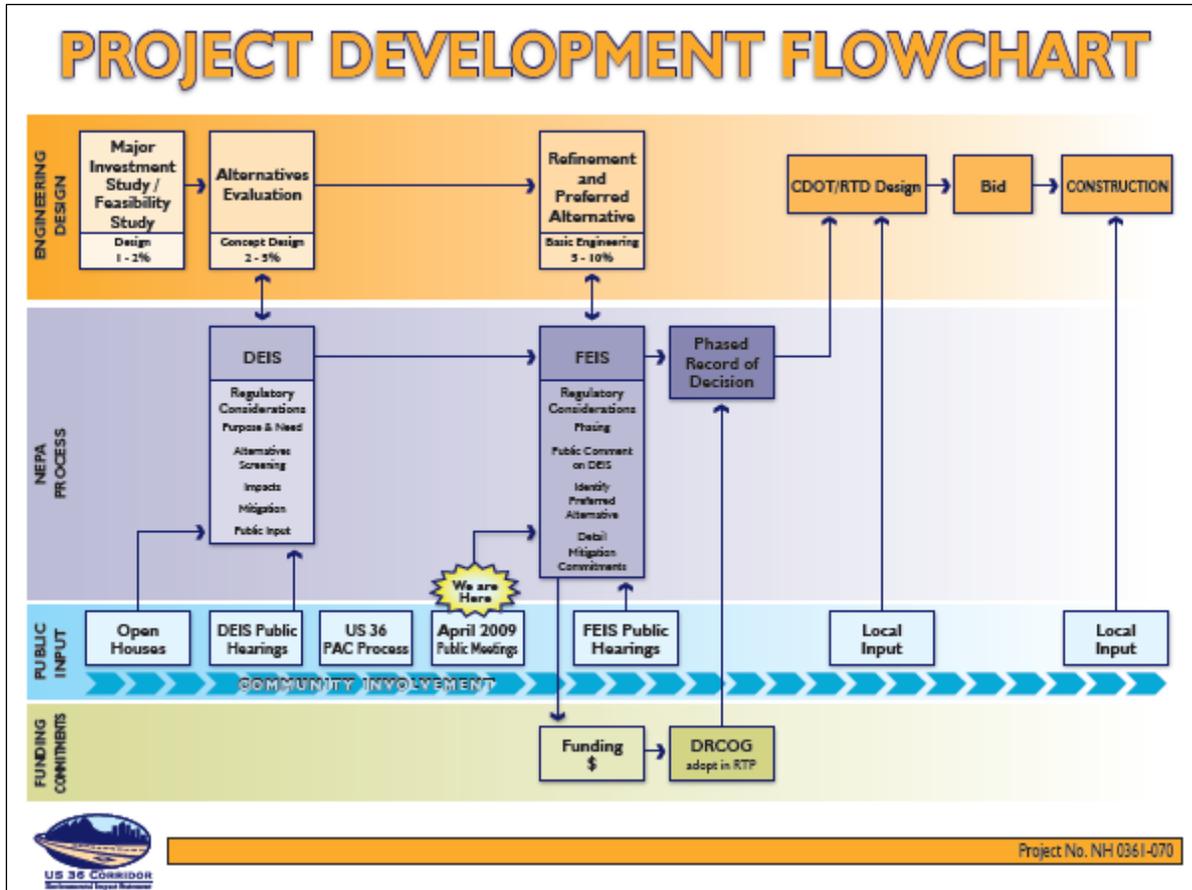
Source: US 36 Mobility Partnership, 2009.

Figure 2.1-2: US 36 EIS Public Meeting Display Board (April 2009)



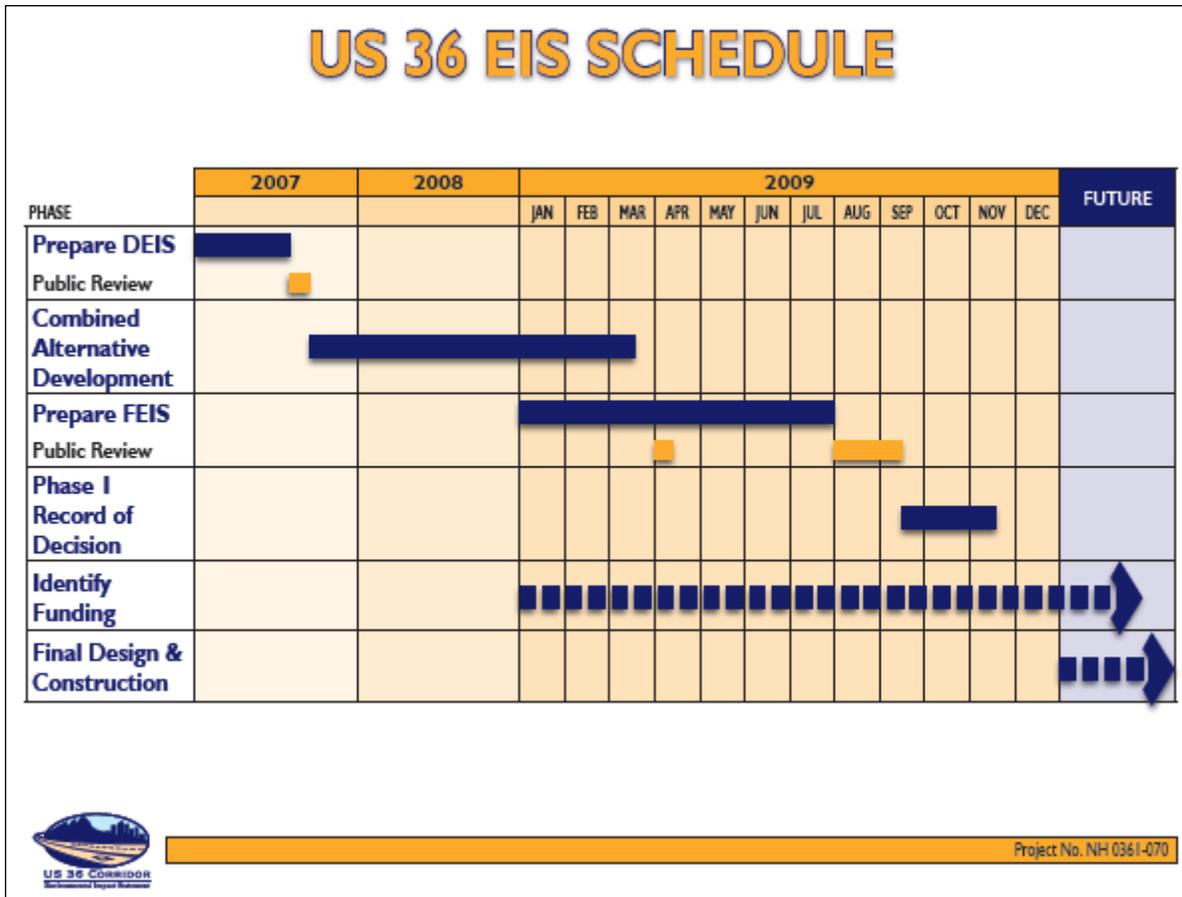
Source: US 36 Mobility Partnership, 2009.

Figure 2.1-3: US 36 EIS Public Meeting Project Development Flowchart Display Board (April 2009)



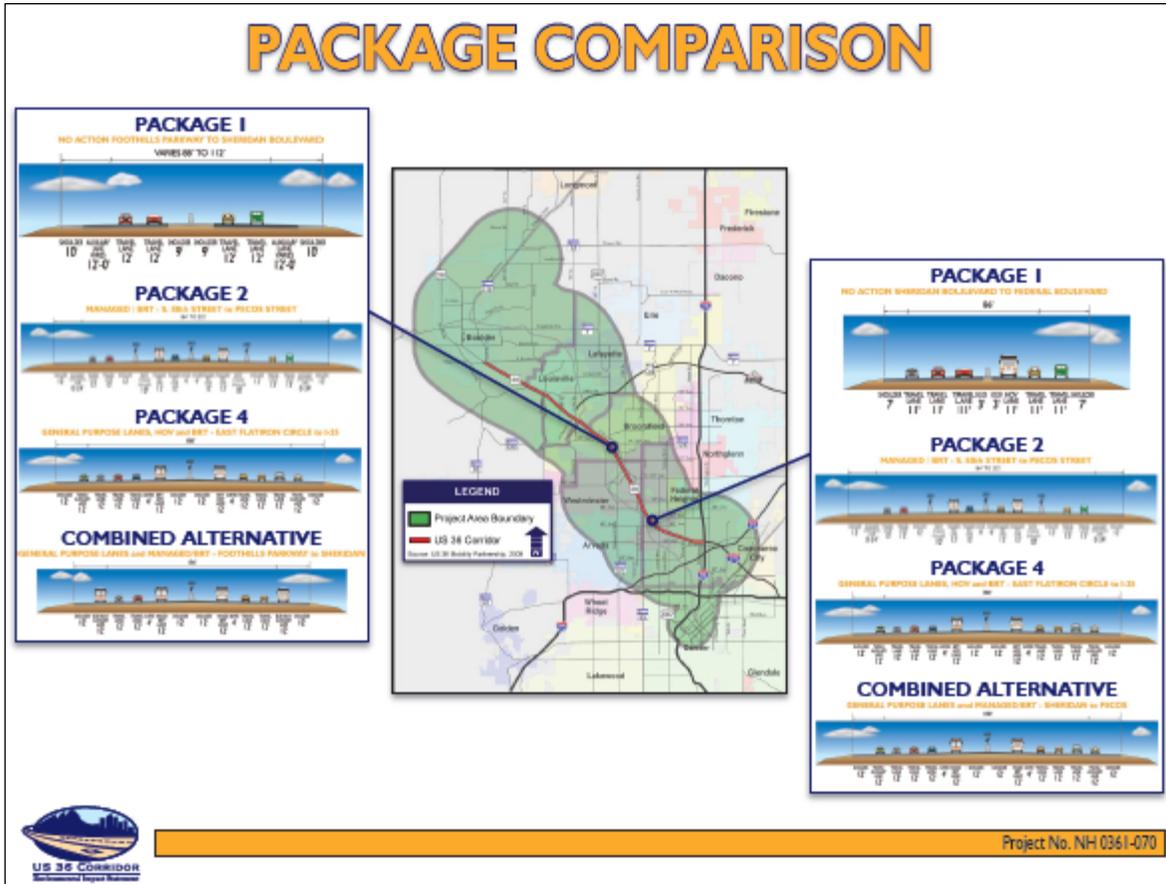
Source: US 36 Mobility Partnership, 2009.

Figure 2.1-4: US 36 EIS Schedule Display Board  
(April 2009)



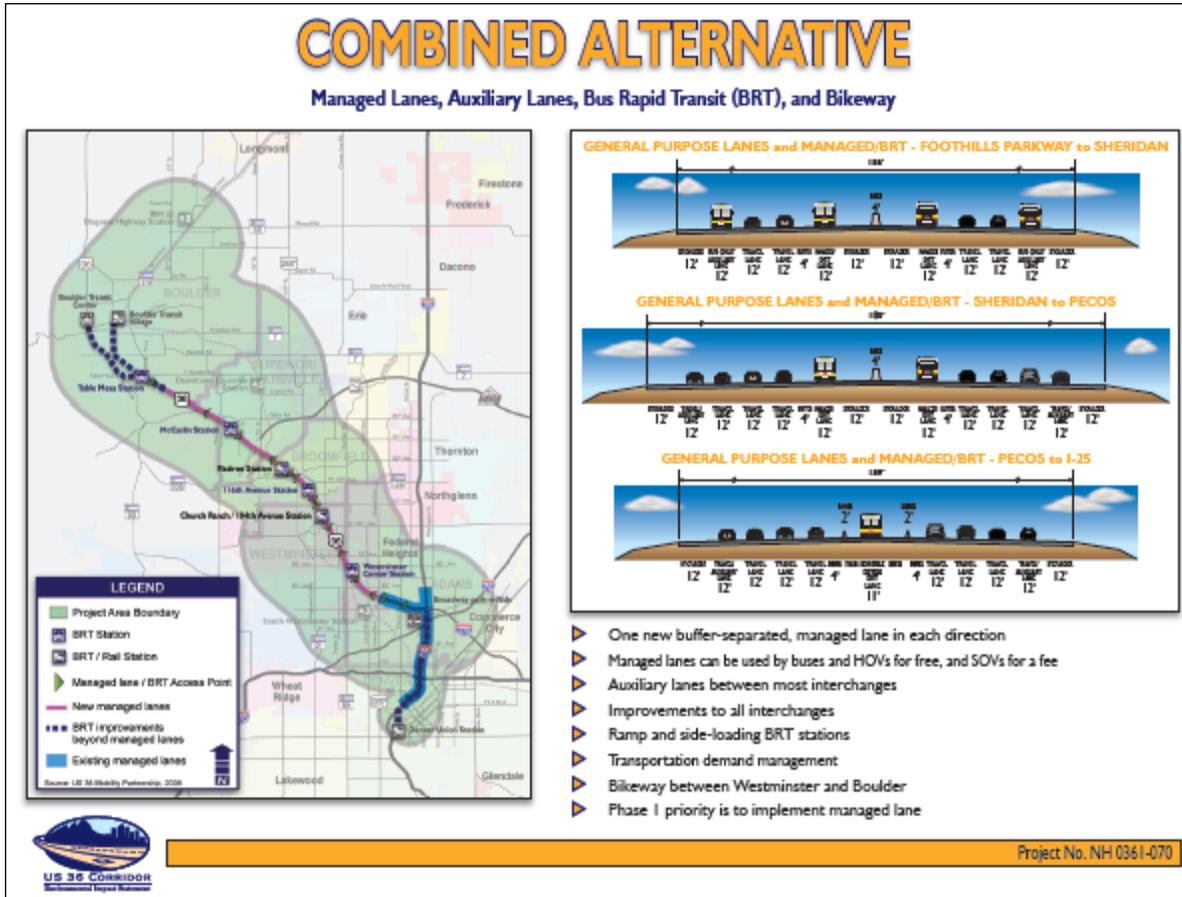
Source: US 36 Mobility Partnership, 2009.

Figure 2.1-5: US 36 EIS Package Comparison Display Board (April 2009)



Source: US 36 Mobility Partnership, 2009.

Figure 2.1-6: US 36 EIS Combined Alternative Package Display Board (April 2009)



Source: US 36 Mobility Partnership, 2009.



**3.1 PROJECT MAIL/E-MAIL LIST**

Table 3.1-1, US 36 EIS Project Mail/E-mail List — Major Communication Efforts, lists the date, project material, method (e-mail or postal service), and quantity, summarizing major communication efforts with the public concerning the US 36 EIS.

**Table 3.1-1: US 36 EIS Project Mail/E-mail List — Major Communication Efforts**

Date	Project Material	Method	Quantity
08/03/2007	US 36 Newsletter: DEIS Release and Public Hearing Information	E-mail	2,432
		Mail	6,870
08/22/2007	US 36 DEIS Public Hearings Reminder	E-mail	2,381
09/04/2007	US 36 DEIS Boulder Public Hearing Reminder	E-mail	2,393
01/19/2008	US 36 Corridor EIS January Newsletter	E-mail	2,115
		Mail	7,098
01/26/2008	US 36 EIS Website and Newsletter	E-mail	2,116
02/18/2009	US 36 Newsletter and Public Meetings Information	E-mail	2,292
		Mail	7,326
03/25/2009	US 36 EIS April Public Meetings Reminder	E-mail	2,315
04/06/2009	US 36 EIS Public Meetings Reminder	E-mail	2,316
05/01/2009	Thank You for Attending the April 2009 US 36 EIS Public Meetings	E-mail	2,411
07/27/2009	Overall US 36 EIS Project Mail/E-mail List Totals	Mail	21,294
		E-mail	20,771

Source: US 36 Mobility Partnership, 2009.

Notes:

- DEIS = Draft Environmental Impact Statement
- EIS = Environmental Impact Statement
- US 36 = United States Highway 36

Figures 3.1-1 through 3.1-6 demonstrate the available methods used to fully communicate with the public on all aspects of the US 36 EIS process.

**3.1.1 Public Information Materials**

See Appendix B, Public Input/Comments, for a complete summary of the public impact. Also, reference Appendices C through E for the US 36 EIS newsletters for August 2007, January 2008, and February 2009.

**Figure 3.1-1: Public Input Received About the Packages of Improvements – Draft EIS Public (2007)**



**US 36 CORRIDOR**  
Environmental Impact Statement

URS Corporation  
1225 17th Street, Suite 200  
Denver, CO 80202

Project No. NH 0361-070(14133)

**Subject: DRAFT US 36 DEIS Public Comment Summary**

**Date: September 30, 2007**

---

The following is a summary of US 36 EIS public comment received from August 3, 2007 to September 17, 2007. Comment was solicited and received from a variety of sources including input from the US 36 EIS website, e-mail, written letters, and comment received during the three public hearings. Many of the 174 comments received addressed multiple issues and are summarized and categorized below. (See the public hearing summary and transcripts for public comment submitted via court reporter.)

**Alternative Packages**

Members of the public expressed both support and concern for each of the build packages of alternatives, and provided comment on the No Action alternative. Additionally, numerous comments expressed support for a 'hybrid' package of alternatives (described below).

**Package 1 (No Action) Comment**

- Support for Package 1 (No Action) was expressed based on the perception that both build alternatives have unacceptable levels of impact and cost. Other comments favored Package 1 because they felt the planned and funded improvements (especially Northwest Rail) provide sufficient transportation capacity. Other comments supported Package 1 because of the perceived air quality benefit as a result of implementing only rail. Some comments suggested that the current bus service is sufficient and any improvements should focus on addressing bus capacity. Some Adams County residents expressed support for Package 1 in order to avoid the property impacts of highway widening.

**Package 2 (Express/HOV/BRT) Comment**

- Support for Package 2 was expressed based on the ability to 'manage' for future congestion. Other comments noted that Package 2 encourages carpooling, provides better access for BRT, and may help to manage sprawl. Other supportive comments noted that HOT lanes would generate revenue to fund ongoing operations and maintenance of the US 36 highway. Some comments suggested the use of buffer not barrier separation while others supported barrier separation for safety and enforcement reasons.
- Concern was expressed over Package 2 because of the access limitations and impacts to local streets with drop ramps, primarily in Broomfield and Westminster.

US 36 Mobility Partnership

**Figure 3.1-1: Public Input Received About the Packages of Improvements – Draft EIS Public (2007) (continued)**

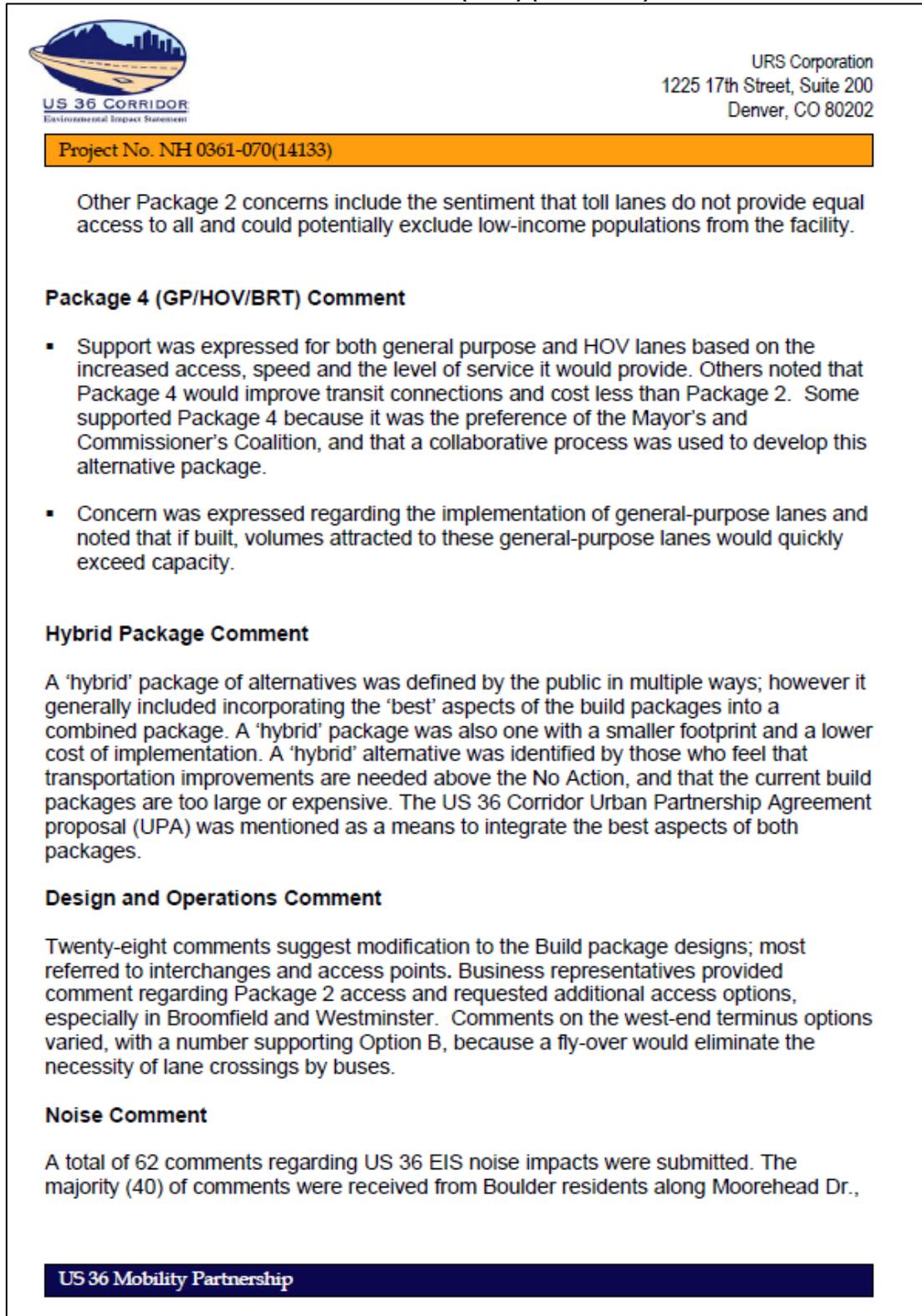
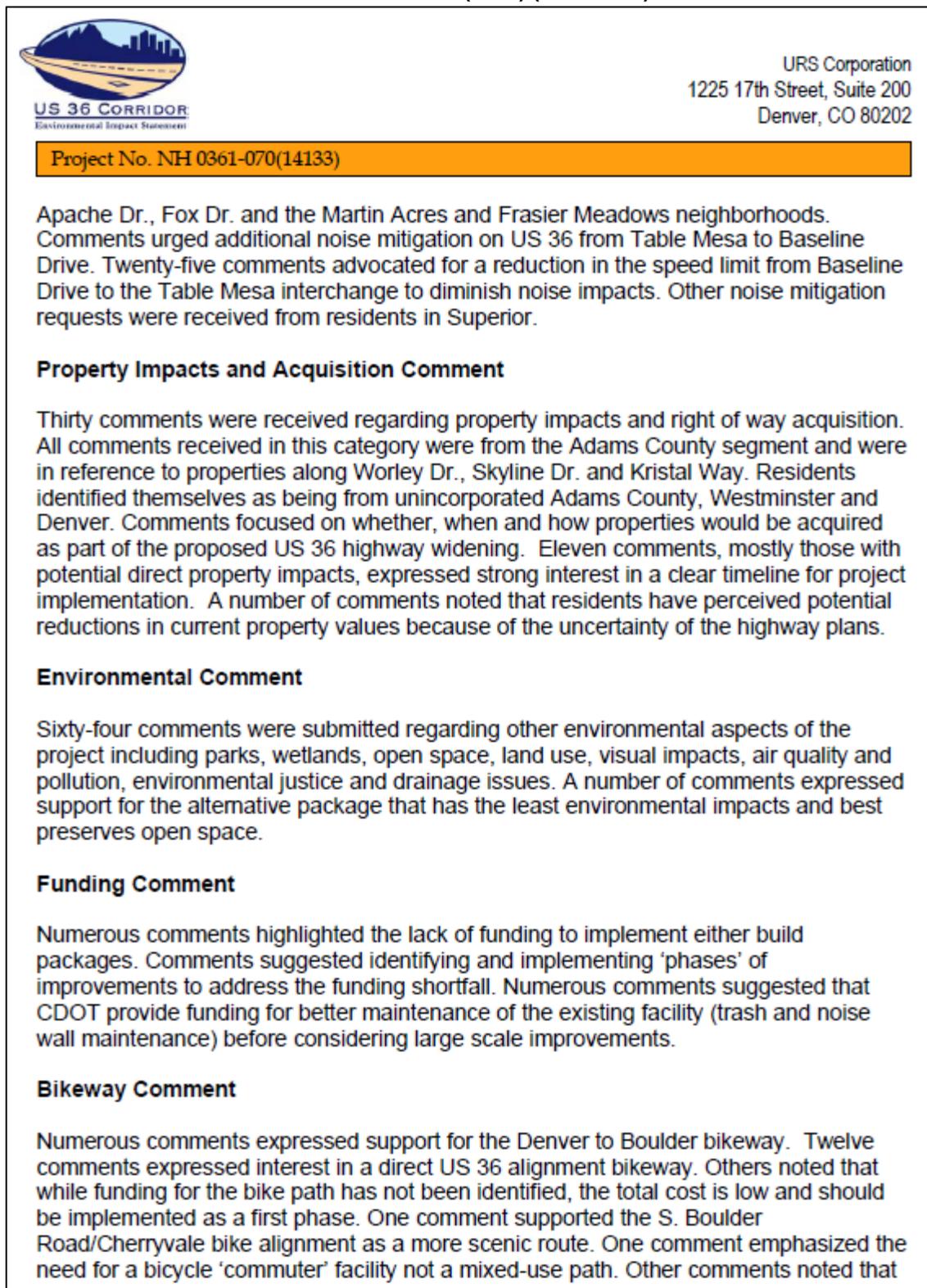


Figure 3.1-1: Public Input Received About the Packages of Improvements – Draft EIS Public (2007) (continued)



**Figure 3.1-1: Public Input Received About the Packages of Improvements – Draft EIS Public (2007) (continued)**



URS Corporation  
1225 17th Street, Suite 200  
Denver, CO 80202

**Project No. NH 0361-070(14133)**

the bikepath is not a transportation alternative, will not reduce congestion on US 36 and should not be considered further.

**Public Involvement Comment**

Comments regarding the public involvement process were received primarily from Adams County residents with potential property impacts. The comments urged the project to communicate decisions at the earliest possible time and provide specifics regarding when the acquisition process would begin.

**Other Transportation Projects Comment**

Thirty-nine comments mentioned other transportation corridors. The majority of these comments (21) made reference to the Northwest Rail and the desire to examine both rail and highway improvements together. Eighteen comments made comparisons to projects such as TREX and the North I-25 EIS corridors.

Source: US 36 Mobility Partnership, 2007.

Figure 3.1-2: Recommendation for a Combined Alternative Package  
(July 2008)

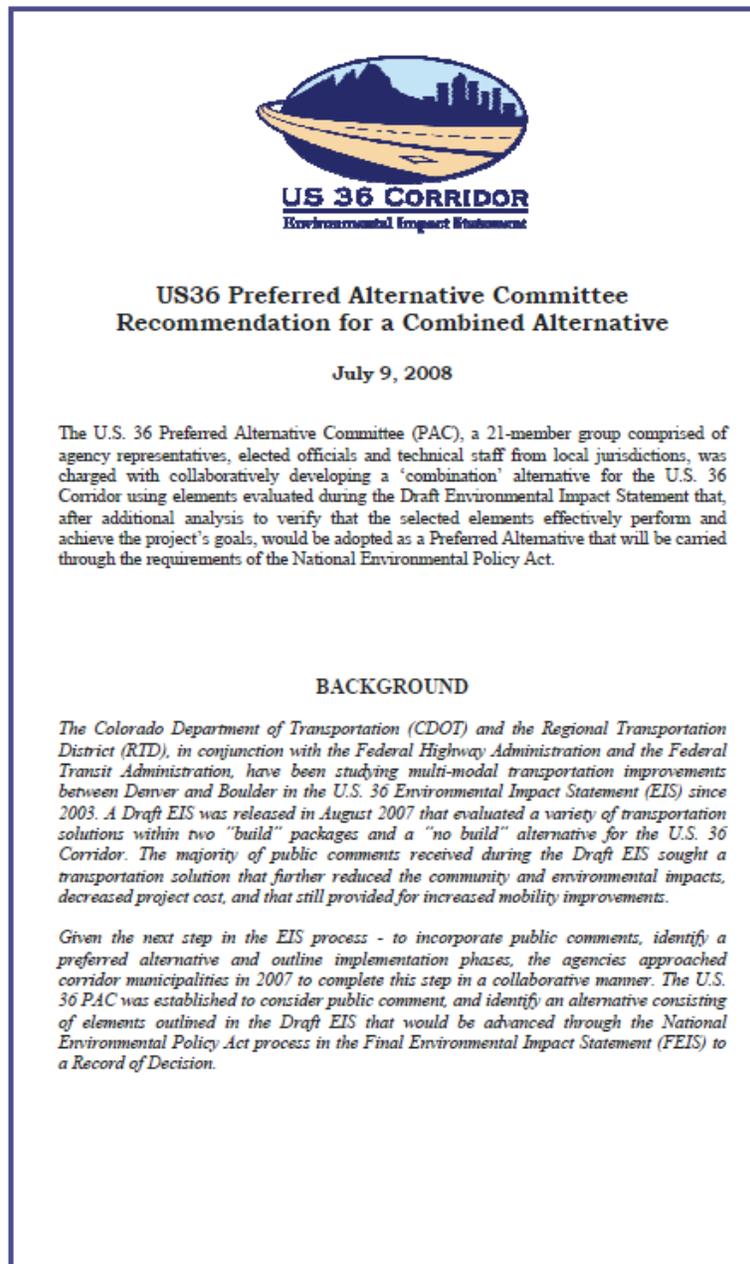


Figure 3.1-2: Recommendation for a Combined Alternative Package (July 2008) (continued)

### RECOMMENDATION

*The U.S. 36 PAC is recommending a 'combination' alternative that is responsive to public comments and long-term transportation needs that, after additional analysis, is expected to be adopted as the Preferred Alternative. The following describes the components of this multi-modal recommendation:*

#### Transit

- *Ramp and side-loading stations supported by parking facilities and local transit services, with specific premium components to support Bus Rapid Transit (BRT) operations. This could include, but is not limited to: special vehicles, prepayment technology to facilitate efficient loading, service image and identity treatments such as bus wraps, signal pre-emption, specialized marketing and transportation demand management. Facilities should include multi-modal connections to the existing and planned transportation infrastructure.*
- *BRT Access to Table Mesa that consists of a transition of the Express Lane to a General Purpose Lane at a point west of Cherryvale Road. This lane would change the regulatory designation from Express to General Purpose and would result in a continuous through lane to 28<sup>th</sup> Street. This access requires only a one-lane traffic weave to the westbound 36 BRT side-platform ramp.*

#### Multimodal

- *One buffer-separated managed lane in each direction of U.S. 36 from Pecos Street to the Table Mesa/Foothills Parkway interchange. Maintain existing reversible managed lane operations on U.S. 36 from Pecos to Interstate 25. While this lane is open to High Occupancy Vehicles and Single Occupancy Vehicle toll users, buses will have the highest priority, followed by HOV users. SOV toll and HOV use will be managed to ensure free flow conditions for bus travel.*
- *Access to the new managed lanes will have separate, at-grade buffer openings between each interchange for entering and exiting traffic.*

#### Highway

- *Ramp-to-Ramp auxiliary lanes for most segments of U.S. 36 from McCaslin Boulevard to I-25.*
- *One new continuous eastbound general-purpose lane from Sheridan Boulevard to I-25.*
- *One new climbing lane in each direction of U.S. 36 (westbound begins at McCaslin Boulevard; eastbound begins at Table Mesa) to the top of Davidson Mesa.*

#### Bikeway

- *Adopt the west-end corridor alignment identified as the 'U.S. 36 Bikeway Option' in the Draft EIS public comments, which places the bikeway along the south side of the highway from Table Mesa to South Boulder Creek before traveling along the north side of U.S. 36 to McCaslin Boulevard.*
- *From McCaslin to Sheridan, the bikeway aligns along the north side of the highway from McCaslin to Coal Creek, crosses to the south side of the highway and follows an*

**Figure 3.1-2: Recommendation for a Combined Alternative Package (July 2008) (continued)**

*access road under U.S. 36 to cross to the north side to Flatirons West, before returning along the south side through Broomfield.*

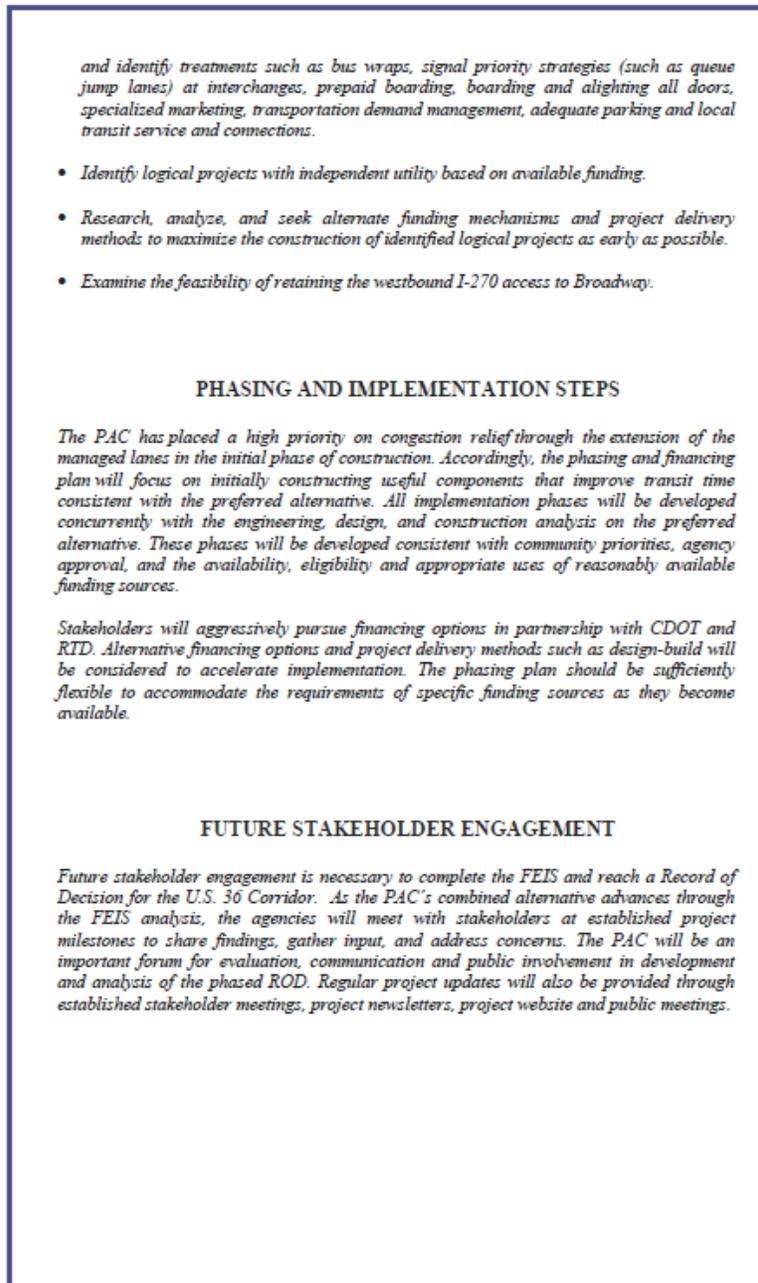
- *From Sheridan Boulevard to Broadway, the bikeway remains on the south side of U.S. 36 until Bradburn Boulevard, then travels south on Bradburn to 72nd Avenue, where it connects to the Little Dry Creek Trail.*
- *Grade-separated bike crossings will be incorporated as interchanges are rebuilt. Additional connections to streets, trails and new developments also would be encouraged and supported as appropriate.*

#### **Additional Analysis**

*Recognizing that this alternative will undergo additional analysis to verify consistency with the project's purpose and need, design and safety standards, financial feasibility, regulatory requirements and local municipality requests, the PAC recognizes that additional refinements may be necessary prior to declaring this alternative as the Preferred for the FEIS:*

- *Develop traffic simulation model at select locations across the corridor.*
- *Evaluate and consider impacts of combined alternative on local arterials and other resources identified in DEIS.*
- *Examine feasibility of aligning U.S. 36 bikeway along the south side of highway from Sheridan Boulevard to Broadway Boulevard provided there are no additional right-of-way takes.*
- *Evaluate the benefit, cost and impacts of an 88th Street drop ramp to the managed lanes and local roads to improve access to and from the municipalities of Louisville and Superior.*
- *Examine design refinements at Table Mesa to improve transit operations.*
- *Evaluate inclusion of a Broadway slip ramp from southbound I-25 to westbound U.S. 36.*
- *Examine additional measures to reduce right-of-way impacts.*
- *Evaluate ramp volumes from Sheridan Boulevard to I-25.*
- *Evaluate water quality and conveyance from U.S. 36 and opportunities to partner with jurisdictions to address problem areas.*
- *Evaluate extension of climbing lanes on U.S. 36 between McCaslin Boulevard and Table Mesa to bus-only lanes as well as the use of shoulders for transit during peak travel periods. Identify 'triggers' for when this design approach would be considered.*
- *Examine low cost options to connect U.S. 36 managed lanes to north I-25 bi-directional HOT lanes. Evaluate opportunities to facilitate travel time savings for buses not able to operate in managed lanes.*
- *Assess specific premium components to support BRT transit operations. This assessment would consider, but would not be limited to, special vehicles, service image*

Figure 3.1-2: Recommendation for a Combined Alternative Package (July 2008) (continued)



Source: US 36 Mobility Partnership, 2008.

Figure 3.1-3: Public Input Received about the Combined Alternative Package —  
US 36 EIS Public Meetings (April 2009)



**U.S. 36 ENVIRONMENTAL IMPACT STATEMENT**

**Preferred Alternative Development and Combined Alternative Results Public Meetings**

**April 2009**

The focus of the public meetings was to define the preferred alternative development process, outline the elements and components of the Combined Alternative (CA), describe differences between the Combined Alternative and the DEIS build packages (P2 and P4) and to solicit public input. Three corridor-wide public meetings were held on April 1, 8 and 9, from 6:00 p.m. to 8:00 p.m. in Westminster, Boulder and Adams County. The meeting format included an open house period at the beginning and end with a formal welcome, Power Point presentation and facilitated discussion. The meetings attracted more than 600 registered attendees total and collected approximately 170 public comments. Totals for registered attendance were as follows:

- **Wednesday, April 1, 2009** – 43 registered attendees at the Westminster City Park Recreation Center
- **Wednesday, April 8, 2009** – 93 registered attendees at the Boulder Public Library
- **Thursday, April 9, 2009** – 493 registered attendees at The Global Leadership Academy in Adams County

Informative display boards lined each reception area and were used to visually share information and solicit input from the public. Members of the project team were available throughout the workshops to discuss specific concerns and share information. Attendees had several ways to provide input and have their questions or concerns addressed including one-on-one conversations during the open house, public comment during facilitated discussion and submission of comments through the Web site or written forms.

**Summary of Issues**

While overall public support for the process and for elements in the Combined Alternative was expressed, concerns about specific elements of the Combined Alternative were captured during the facilitated discussion and from the written comments. The following is a summary of public input received:

- **Broadway Access**
  - Hundreds of residents and representatives from businesses, community groups, and local agencies attended the public meetings and expressed opposition to the proposed closure of access to Broadway Boulevard from US 36 and from southbound I-25. Save Your Neighborhood Access Committee (SYNA) presented a range of concerns regarding the proposed closure, including potential negative impacts to public safety, local businesses and the community.
  - Petitions with more than 960 signatures were submitted to the project team demanding local access to Broadway from both I-25 and US 36 be included in the FEIS or to remove the interchange from this analysis.

**Figure 3.1-3: Public Input Received about the Combined Alternative Package — US 36 EIS Public Meetings (April 2009) (continued)**

- **Property Acquisition**
  - Owners of properties identified to be acquired as part of the project expressed frustration regarding the overall timeliness of the process and requested clarity around the exact timetable for acquisition. Others expressed gratitude for information provided by the project team.
- **Bus Rapid Transit Stations**
  - There was overall support for the Bus Rapid Transit (BRT) component presented in the Combined Alternative. Perceived operational and safety hazards associated with the proposed side-loading BRT stations were expressed due to buses weaving back and forth from the median managed lane across the general purpose lanes and to the side-loading BRT stations. Due to these concerns, support was expressed for median BRT stations.
  - Many suggested the need for buses that use alternative fuels to reduce emissions and environmental impacts to air quality.
- **Noise Mitigation**
  - Boulder residents living between Table Mesa Drive and Baseline Drive shared strong interest in extending the noise mitigation treatments all the way to Baseline Drive. Some people also requested immediate reduction of the speed limit to reduce current noise levels. Additionally, residents requested an opportunity to improve the aesthetic quality of noise mitigation treatment for areas identified to receive it.
- **US 36 Bikeway**
  - Overall support was expressed for the proposed bikeway alignment. Support was also communicated for building a connected bike path system during the first phase of construction with grade-separated crossings at major intersections and interchanges.
  - Skepticism was expressed for the bikeway as a transportation alternative in light of the purpose and need of the US 36 EIS project. Members of the public shared support for implementation of the managed lane as a priority, rather than construction of the bikeway.
- **Funding**
  - Numerous members of the public were interested in the availability of funding for US 36 improvements, including how much money was immediately available, whether federal stimulus money will be used and the role of RTD FasTracks funding.
- **Regional Transportation Coordination and Connectivity**
  - Individuals expressed an interest in understanding how the US 36 EIS corridor project related to other regional transportation improvements, especially the RTD FasTracks Northwest Rail.

Source: US 36 Mobility Partnership, 2009.

Figure 3.1-4: Frequently Asked Questions about Property Acquisition and Relocation



US 36 CORRIDOR  
Environmental Impact Statement

URS Corporation  
1225 17th Street, Suite 200  
Denver, CO 80202

**US 36 Environmental Impact Statement**

**QUESTIONS & ANSWERS ABOUT PROPERTY ACQUISITIONS AND RELOCATION**

Responses to the following 10 questions can be found in this document.

1. WHEN DOES CDOT AND RTD ACQUIRE THE PROPERTY FOR A PROJECT?
2. WHAT REQUIREMENTS DOES CDOT AND RTD FOLLOW TO ACQUIRE PROPERTY FOR AN APPROVED PROJECT?
3. WHAT LIMITS THE POWERS OF GOVERNMENT TO ACQUIRE PRIVATE PROPERTY?
4. WHAT ARE SOME OF THE REQUIREMENTS OF THE UNIFORM ACT?
5. HOW DOES THE UNIFORM ACT PROTECT PEOPLE WHO MUST BE DISPLACED FOR A PROJECT?
6. WHAT REQUIREMENTS APPLY TO CDOT AND RTD APPRAISALS?
7. AM I PROTECTED IF MY PROPERTY LOSES VALUE WHILE EVERYBODY IS TALKING ABOUT THE PROJECT DURING THE PLANNING PROCESS?
8. HOW WILL I KNOW THAT CDOT AND RTD WILL NOT FORCE ME INTO AGREEING TO THEIR OFFER?
9. WHAT HAPPENS IF WE DO NOT REACH AGREEMENT DURING NEGOTIATIONS?
10. WITHOUT GETTING INTO DETAILS, HOW DOES RELOCATION WORK?

**US 36 Mobility Partnership**

Figure 3.1-4: Frequently Asked Questions about Property Acquisition and Relocation (continued)



**US 36 CORRIDOR**  
Historic and Modern Transport Partnership

URS Corporation  
1225 17th Street, Suite 200  
Denver, CO 80202

**US 36 Environmental Impact Statement**

- 1. WHEN DOES CDOT AND RTD ACQUIRE THE PROPERTY FOR A PROJECT?**

Acquisition of the property does not start until the project is funded and approved. Once funding and approval are in place, property acquisition is planned and conducted in accordance with the project schedule.
- 2. WHAT REQUIREMENTS DOES CDOT AND RTD FOLLOW TO ACQUIRE PROPERTY FOR AN APPROVED PROJECT?**

CDOT and RTD's property acquisition must comply with the requirements of several state and federal statutes and regulations, the most important of which is the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended (Uniform Act). The Uniform Act was enacted to assure that people who are subject to property acquisition are treated fairly and equitably.
- 3. WHAT LIMITS THE POWERS OF GOVERNMENT TO ACQUIRE PRIVATE PROPERTY?**

The Fifth Amendment of the United States Constitution states that property shall not "be taken for public use, without just compensation." Just compensation means payment of fair market value.
- 4. WHAT ARE SOME OF THE REQUIREMENTS OF THE UNIFORM ACT?**

The Uniform Act generally requires fair market value appraisals, written offers, and good faith negotiations for properties to be acquired. It also requires relocation benefits to be offered to persons or businesses displaced by a property acquisition.
- 5. HOW DOES THE UNIFORM ACT PROTECT PEOPLE WHO MUST BE DISPLACED FOR A PROJECT?**

The Uniform Act requires planning to insure that properties are available for displacees, relocation assistance advisory services, timely notification of relocation benefits, certain minimum time frames to allow relocation, and uniform provision of benefits to persons and businesses being displaced.
- 6. WHAT REQUIREMENTS APPLY TO CDOT AND RTD APPRAISALS?**

All appraisals are prepared by licensed, certified appraisers, and then each appraisal is reviewed by a second licensed, certified appraiser, to verify that the property valuation accurately reflects fair market value. CDOT and RTD are required to pay for landowner's appraisals if the appraisals are completed within certain time limits and if such appraisals comply with other criteria.

**US 36 Mobility Partnership**

Figure 3.1-4: Frequently Asked Questions about Property Acquisition and Relocation (continued)



**US 36 CORRIDOR**  
Environmental Impact Statement

URS Corporation  
1225 17th Street, Suite 200  
Denver, CO 80202

**US 36 Environmental Impact Statement**

- 7. AM I PROTECTED IF MY PROPERTY LOSES VALUE WHILE EVERYBODY IS TALKING ABOUT THE PROJECT DURING THE PLANNING PROCESS?**

If acquisition of your property is needed for the project, appraisers are required by law to disregard an increase or decrease in the value of the property due to the influence of the project.
- 8. HOW WILL I KNOW THAT CDOT AND RTD WILL NOT FORCE ME INTO AGREEING TO THEIR OFFER?**

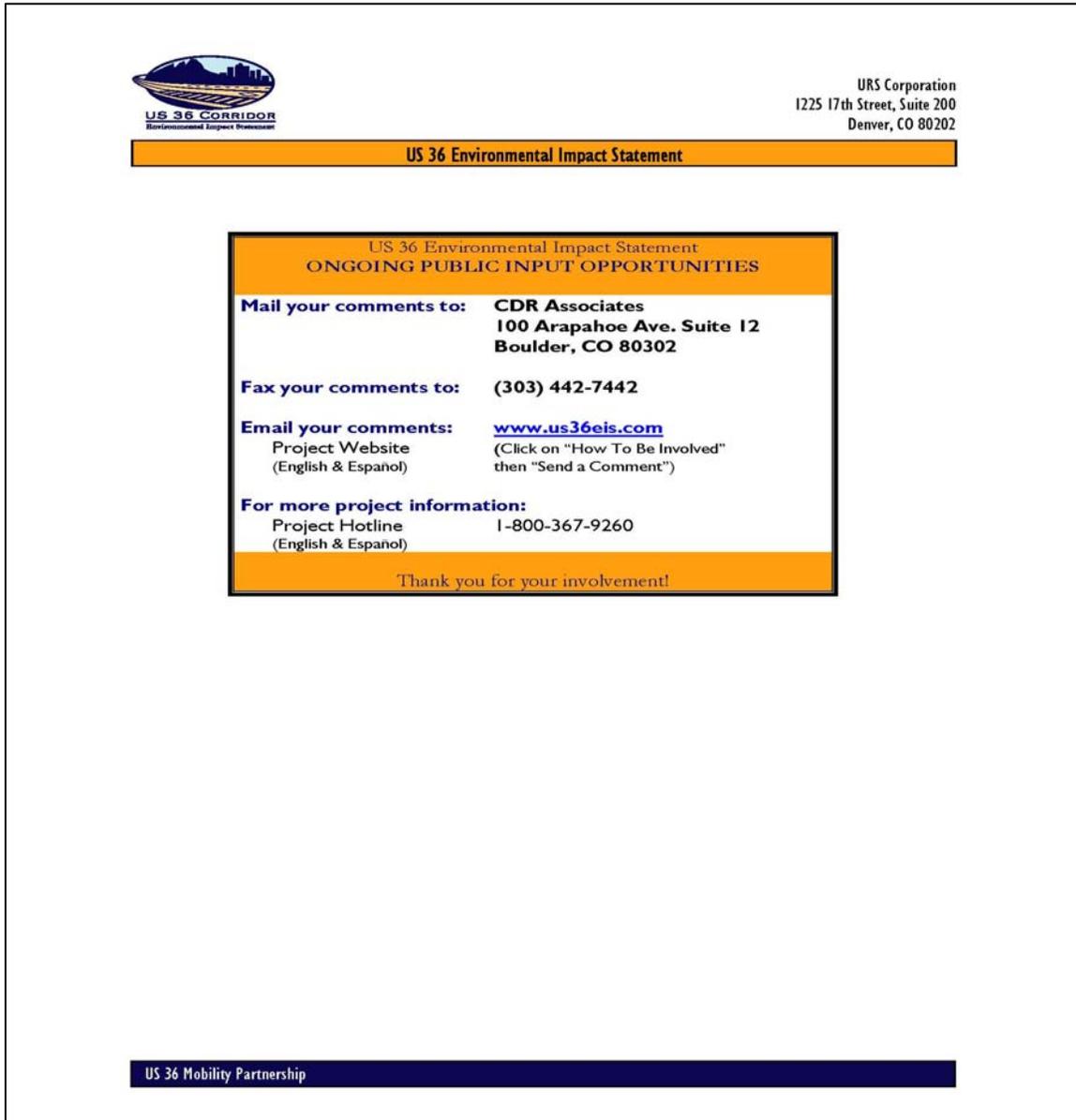
The Uniform Act prohibits CDOT and RTD from taking any kind of “coercive action to induce an agreement on the price to be paid for the property.”
- 9. WHAT HAPPENS IF WE DO NOT REACH AGREEMENT DURING NEGOTIATIONS?**

If, after good faith negotiations, CDOT or RTD and the owner are unable to reach an agreement on the price to be paid for the property, CDOT or RTD may file a condemnation action in court. The condemnation action will: (i) determine whether CDOT and RTD can take possession of the property to construct the project, and (ii) will have a disinterested third party (a jury or a three-person commission appointed by a judge) to determine the amount of just compensation CDOT and RTD must pay for the property. The Uniform Act prohibits CDOT and RTD from advancing the time of condemnation to induce an agreement on the price to be paid for the property.
- 10. WITHOUT GETTING INTO DETAILS, HOW DOES RELOCATION WORK?**

Individuals and businesses displaced by a Federally assisted project are entitled to uniform relocation benefits, including among other things moving expenses, and must be offered the opportunity to be relocated to a property that is reasonably comparable to the property they owned. Eligible parties are provided information and monetary benefits to help offset the cost of relocation.

**US 36 Mobility Partnership**

Figure 3.1-4: Frequently Asked Questions about Property Acquisition and Relocation (continued)



The flyer features the US 36 Corridor logo at the top left, which includes a stylized landscape with a bridge and the text "US 36 CORRIDOR Environmental Impact Statement". At the top right, it lists "URS Corporation 1225 17th Street, Suite 200 Denver, CO 80202". A central orange banner reads "US 36 Environmental Impact Statement". Below this is a white box with an orange header that says "US 36 Environmental Impact Statement ONGOING PUBLIC INPUT OPPORTUNITIES". The box contains contact information for mail, fax, and email, along with a project website link and a hotline number. At the bottom of the box, it says "Thank you for your involvement!". A dark blue footer at the bottom of the flyer reads "US 36 Mobility Partnership".

**US 36 CORRIDOR**  
Environmental Impact Statement

URS Corporation  
1225 17th Street, Suite 200  
Denver, CO 80202

**US 36 Environmental Impact Statement**

US 36 Environmental Impact Statement  
ONGOING PUBLIC INPUT OPPORTUNITIES

**Mail your comments to:** **CDR Associates**  
100 Arapahoe Ave. Suite 12  
Boulder, CO 80302

**Fax your comments to:** (303) 442-7442

**Email your comments:** [www.us36eis.com](http://www.us36eis.com)  
Project Website (English & Espanol)  
(Click on "How To Be Involved" then "Send a Comment")

**For more project information:**  
Project Hotline 1-800-367-9260  
(English & Espanol)

Thank you for your involvement!

US 36 Mobility Partnership

Source: US 36 Mobility Partnership, 2007.

**Figure 3.1-5: US 36 Draft EIS Public Hearings Summary  
(August and September 2007)**

**Date: September 7, 2007**

The following is a summary of the verbal public comments received at the three US 36 EIS public hearings held August 29, August 30 and September 6, 2007. A complete list of comments will be developed after close of the public comment period.

**August 29, 2007**

**Double Tree Hotel - Westminster**

**Attendance - 107**

The Westminster hearing was attended by a number of Adams County and City of Westminster residents concerned about property acquisition. Comments primarily focused on whether, when and how properties would be acquired as part of the proposed US 36 highway widening. Residents asked for clarity regarding the decision-making process and expressed frustration with the lack of a specific time table for decisions.

Other members of the public provided comment regarding Package 2 Express/BRT, specifically concerns regarding the use of drop-ramps and the lack of access to businesses. Others suggested a 'hybrid' model which incorporates elements of both Package 2 and Package 4.

**August 30, 2007**

**Broomfield Auditorium - Broomfield**

**Attendance: 37**

The Broomfield hearing was sparsely attended.

Business representatives expressed concern regarding access issues in Package 2 and requested that a solution be developed that provides improved access to businesses in Broomfield. Others expressed support for a 'hybrid' package that combines elements of Package 2 and Package 4.

Page 1 of 3

US 36 Mobility Partnership

**Figure 3.1-5: US 36 Draft EIS Public Hearings Summary  
(August and September 2007) (continued)**



Project No. NH 0361-070(14133)

One resident from Boulder provided comment on noise mitigation strategies for the Martin Acres neighborhood and expressed support for a noise wall from Table Mesa to Baseline Drive in Boulder.

**September 6, 2007  
East Boulder Senior Center, Boulder  
Attendees: 86**

The Boulder hearing was attended by members of the public interested in a range of issues, including noise impacts and mitigation strategies, the bike path alignment in Boulder, and the relationship between highway and rail improvements.

Members of the public from the Boulder neighborhoods between Table Mesa and Baseline Drive expressed concern that noise mitigation strategies do not extend far enough to the west. Many suggested implementing a noise wall from Table Mesa to Baseline Drive on both the north and south side of the highway. Others suggested that other mitigation strategies be examined and implemented, including lower speed limits.

Numerous members of the public expressed support for the Denver to Boulder bikeway and advocated for the adjacent bikeway alignment versus a South Boulder/Cherryvale alignment. Some suggested that the bike path and other TDM measures be implemented before construction of the highway, as a means to mitigate construction impacts.

The Northwest Rail study was mentioned and it was suggested that the two studies should not have been separated. Numerous members of the public provided specific concerns regarding the Northwest Rail project including questioning the need for both BRT and Commuter Rail improvements. Some felt that BRT is a better transit option. Others suggested that BRT is ineffective and supported the implementation of rail before highway improvements. Some members of the public expressed support for Option B for BRT access at Table Mesa.

**Elected Official Participation and Comment**

Elected officials from the local jurisdictions actively participated in the public hearings, and noted that a US 36 Mayor's and Commissioner's Coalition (MCC) comment was being developed. Numerous elected officials advocated for a 'hybrid' of Package 2 and

Page 2 of 3

US 36 Mobility Partnership

**Figure 3.1-5: US 36 Draft EIS Public Hearings Summary  
(August and September 2007) (continued)**



US 36 CORRIDOR  
Environmental Impact Statement

Project No. NH 0361-070(14133)

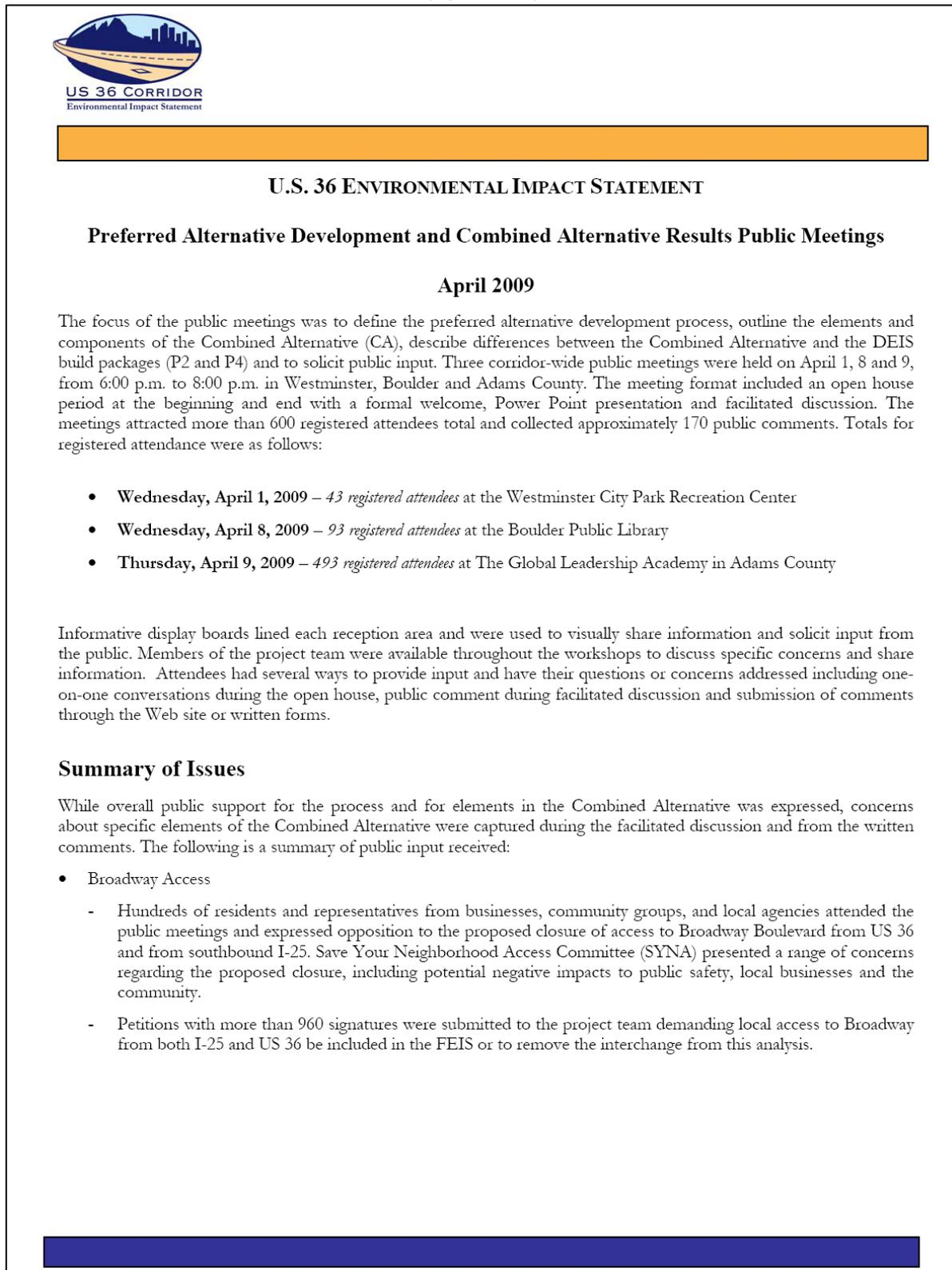
Package 4. A 'hybrid' package appears to include the addition of one additional buffer (not barrier) separated managed lane in each direction, in-line BRT stations, and a bike path. The Urban Partnership Agreement (UPA) was referred to by both elected officials and members of the public as a model to follow when developing the 'hybrid' alternative.

Page 3 of 3

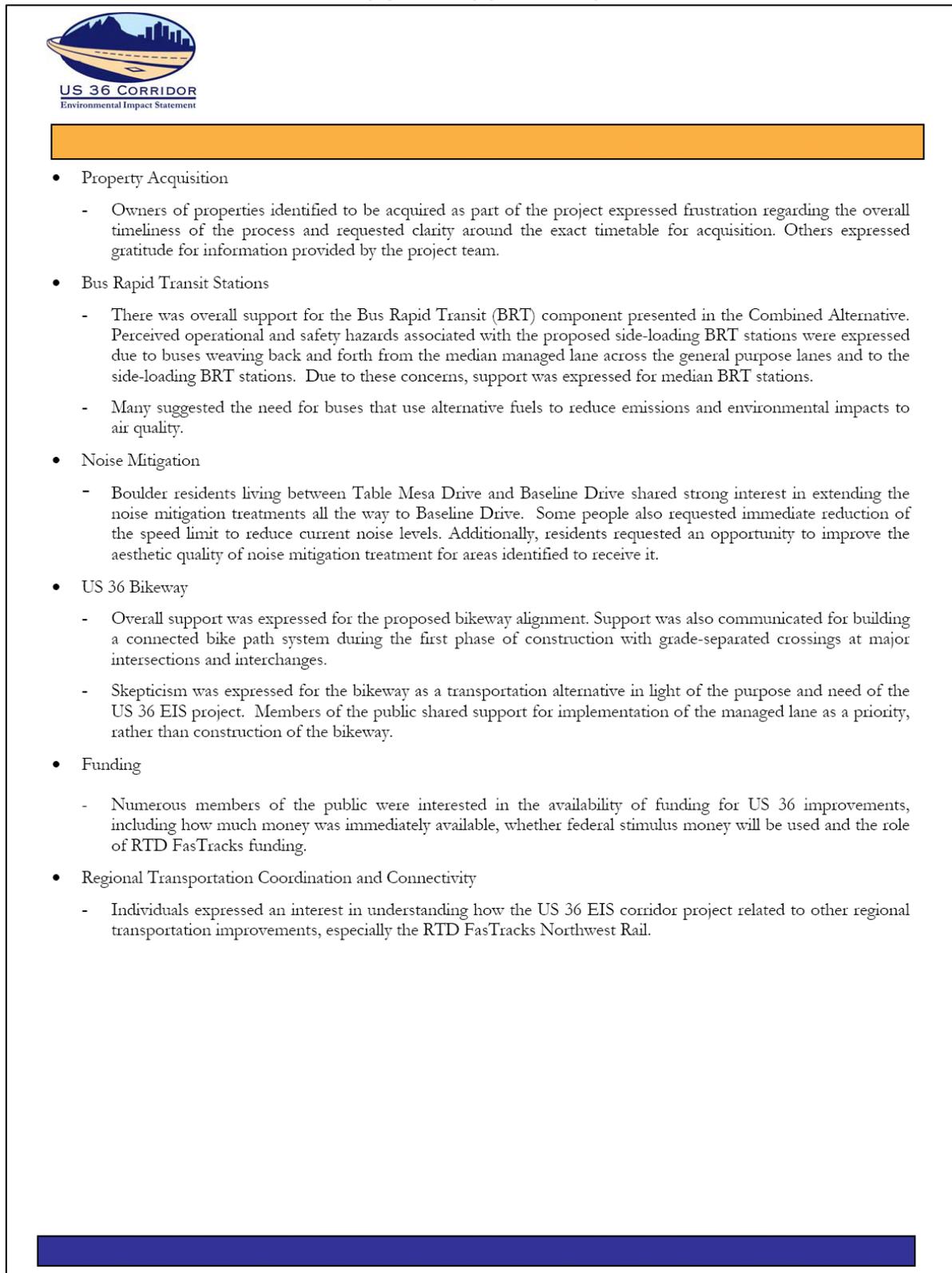
US 36 Mobility Partnership

Source: US 36 Mobility Partnership, 2007.

**Figure 3.1-6: US 36 Public Meetings Summary  
(April 2009)**



**Figure 3.1-6: US 36 Public Meetings Summary  
(April 2009) (continued)**



Source: US 36 Mobility Partnership, 2009.

**3.2 MEDIA**

Table 3.2-1, US 36 EIS Media Coverage in Local Media, lists the media (print, TV, and the Internet), used to inform the public of the ongoing process of the US 36 EIS.

**Table 3.2-1: US 36 EIS Media Coverage in Local Media**

Media Outlet	Date(s)	Type
Boulder County Business Report	04/27/07	News Article: Rezone of transit village in works
	08/14/07	News Article: US 36 project loses funding bid
	04/25/08	News Article: Federal funding again available for US 36
	04/28/08	News Article: US 36 loses out on funding
	06/12/08	News Article: Committee recommends plan for US 36
	06/12/09	News Article: Group seeks funds for US 36
Broomfield Enterprise	08/22/07	Op-Ed: Your chance to speak up on choices for US 36 commuters by Mayor Karen Stuart
	08/31/07	News Brief: Final chance to comment on DEIS approaching
	03/11/08	News Article: Broomfield aims to be known in Washington, DC
	07/13/08	News Article: Leaders key in on bus stops, HOV lanes
	07/24/08	News Article: RTD FasTracks and US 36
	10/23/08	News Article: Roadwork takes precedence in 2009 budget
	11/16/08	News Article: Ten years make a road less traveled; group marks a decade of tackling traffic
	12/14/08	News Article: City ponders value of extra voice in DRCOG; status as county could get another seat at table
	02/24/09	News Article: Local roads won't see much stimulus cash
	05/10/09	News Article: Work underway on pedestrian bridge over US 36
Colorado Daily	06/17/09	News Article: Broomfield gives another \$100,000 to effort to build beltway
	07/08/07	News Article: Master planning on horizon
	07/17/07	News Article: Draft plan out soon
	08/14/07	News Article: US 36 funding denied
	09/04/07	News Article: US 36 event in Boulder
	01/16/08	Op-Ed: Let's keep FasTracks on track, by Lee Kemp and John Tayer
	03/04/08	Op-Ed: Earmarks: Fat or Bacon, by Sean McGrath
	03/12/08	Op-Ed: Renewable Energy, by Carlisle Heathy
	05/25/08	Letter to the Editor: Coming to a station near you
08/26/08	News Article: Bus rapid transit coming	
Longmont Times-Call	06/6/07	News Article: Denver-Boulder highway plan a finalist for federal money
	11/21/08	News Article: County will update its long-range transit goals
	12/04/08	Letter to the Editor: Thoughts on FasTracks, by Kathleen Calongne
	12/11/08	News Article: State lists \$1.4 billion in transportation projects that could benefit from federal cash infusion
Mass Transit Magazine	07/08/08	News Article: Options provide a holistic approach to transportation in Boulder
Daily Camera	08/14/07	News Article: Federal grant for US 36 expansion work rejected
	08/28/07	News Brief: Around the County — US 36 DEIS Hearings
	09/03/07	Op-Ed: Slowing down FasTracks, by Bob Greenlee
	09/15/07	News Article: Broomfield speaks up on US 36

Table 3.2-1: US 36 EIS Media Coverage in Local Media

Media Outlet	Date(s)	Type
Daily Camera (continued)	09/23/07	Op-Ed: Clogged Arteries, by Bob Greenlee
	09/24/07	News Article: Ruzzin, Ageton, Toor and McShane help make choices for US 36
	10/02/07	Blog: Boulder City Council funding FasTracks
	11/09/08	News Article: A local dose of political synergy
	11/12/08	News Article: Transportation officials talk change for US 36
	12/05/08	Letter to the Editor: How did diesel buses get involved, by Campbell Wallace
	01/19/08	Op-Ed: Transit plan is on track, by Lee Kemp and John Tayer
	02/28/08	News Article: Full fare for bus rapid transit
	07/6/08	Op-Ed: Funding transit with market forces, by Steve Pomerance
	07/10/08	News Article: Bus rapid transit gets nod for US 36
	07/16/08	Letter to the Editor: RTD's plans for US 36, by Wallace Campbell
	09/04/08	News Article: Financial roadblocks slow local projects
	01/07/09	News Article: Boulder County legislators take helm at capitol
	02/02/09	Letter to the Editor: Investing in our region's future, by Audrey DeBarros
	02/02/09	Letter to the Editor: Poor planning with FasTracks, by Wallace Campbell
	02/11/09	News Article: Stimulus compromise could meet Boulder Commissioners' expectations
	03/05/09	News Article: Federal stimulus money headed to Boulder for sidewalks
	03/25/09	News Article: RTD to hold meeting about US 36
	05/25/09	Letter to the Editor: Coming to a station near you, by Sammoury
	Denver Business Journal	08/19/09
08/30/09		News Article: Broomfield's biggest road project set to begin
08/30/09		Op-Ed: Fixing US 36 is the right and left thing to do, by Bob Greenlee and John Tayer
Denver Post	06/06/07	News Article: US 36 a finalist for federally-funded HOV lanes
	06/04/09	News Article: Go green, get some green along highway to Boulder
	07/01/09	News Article: CDOT announces stimulus projects
	07/18/07	News Article: Colorado's outlook for HOT cash heating up
	08/14/07	News Article: US 36 project turned down
	08/15/07	News Article: Denial of grant will delay work on US 36
	03/04/08	News Article: Traffic breaks for hybrid cars aren't too far down the road
	08/04/08	News Article: Colorado welcomes spotlight
	08/08/08	Op-Ed: Solving the mobility crisis
	12/03/08	News Article: Colorado paves way for quick action
	01/01/09	News Article: Person to watch — Mary Manning, ConocoPhillips
	01/22/09	News Article: State readies road needs for stimulus funds
03/17/09	News Article: RTD okays \$72 million in stimulus projects	
03/24/09	News Article: Sunny path ahead for toll road	

**Table 3.2-1: US 36 EIS Media Coverage in Local Media**

Media Outlet	Date(s)	Type
Denver Post (continued)	05/20/09	News Article: US 36 re-draft still pinches
	06/01/09	News Article: Jefferson County road plan rolls out of dead end
	07/08/09	News Article: Jefferson County toll road faces red tape
	08/20/09	News Article: US 36 alliance sets federal bid of \$200 million for upgrades
Mile High News	08/23/07	News Article: FasTracks sound off
Northglenn Northern Sentinel	9/25/08	News Article: Energy, transportation, and the war sparks heated debate
	11/20/08	Op-Ed: Transportation Priority, by Bill Christopher
Westminster Window	03/27/08	News Article: Council supports \$2 billion US 36 project
	04/03/08	News Article: Council approves City's first TOD
	6/17/08	News Article: Transit committee overcomes frustration and agrees on initial plan
	6/26/08	News Article: Council gives nod to US 36
	7/10/08	News Article: Mayor signs plans for US 36 improvements
	7/17/08	Op-Ed: A plan to pursue, by Bill Christopher
Rocky Mountain News	03/12/09	News Article: Westminster receives stimulus funding
	07/21/07	News Article: More taking fast lane
	08/15/07	News Article: Other cities' traffic plans curb Denver plea for relief
	08/15/07	News Article: Feds reject US 36 grant
	08/30/07	News Article: Changes backed in US 36 plan
	02/14/08	Op-Ed: Hybrids and HOV Lanes
	04/08/08	News Article: Expansion of US 36 may get a second shot
	04/09/08	News Article: Ritter helps lobby for US 36 funds
	06/13/08	News Article: Parties agree on ways to ease Boulder Turnpike congestion
	06/19/08	News Article: US deal pays to not drive solo
	07/24/08	News Article: FasTracks cost increases
	07/24/08	Letter to the Editor: Danny Hereim
	08/24/08	Op-Ed: Best of bad options; smaller FasTracks
12/03/08	Letter to the Editor: Kathleen Calongne	
01/22/09	News Article: Road project wish list made	
TV-CBS4	08/14/07	Broadcast: Denver-Boulder express lane won't get federal cash
YourHub.com	05/01/09	Web Article: Recovery Act to fund bikeway project
	05/01/09	Web Article: City issues \$13 million in bonds for the 120 <sup>th</sup> Avenue Project
	07/24/09	Web Article: Campaign to drum up support for US 36 funding
	07/24/09	Web Article: Local non-profit pays cash to US 36 commuters

Source: US 36 Mobility Partnership, 2009.

Notes:

- |       |   |  |       |   |                                  |
|-------|---|--|-------|---|----------------------------------|
| CDOT  | = | Colorado Department of Transportation  | RTD   | = | Regional Transportation District |
| DEIS  | = | Draft Environmental Impact Statement   | TOD   | = | transit-oriented development     |
| DRCOG | = | Denver Regional Council of Governments | TV    | = | television                       |
| EIS   | = | Environmental Impact Statement         | US    | = | United States                    |
| HOT   | = | high-occupancy toll                    | US 36 | = | United States Highway 36         |
| HOV   | = | high-occupancy vehicle                 |       |   |                                  |

**3.3 PRESS RELEASES**

Figure 3.3-1, Press Release — August 2, 2007, and Figure 3.3-2, Press Release — March 26, 2009, are copies of the statements released to the media (print, radio, TV, and Internet) in 2007 and 2009, for the purpose of maintaining communication between the public and the US 36 Project.

Figure 3.3-1: Press Release — August 2, 2007

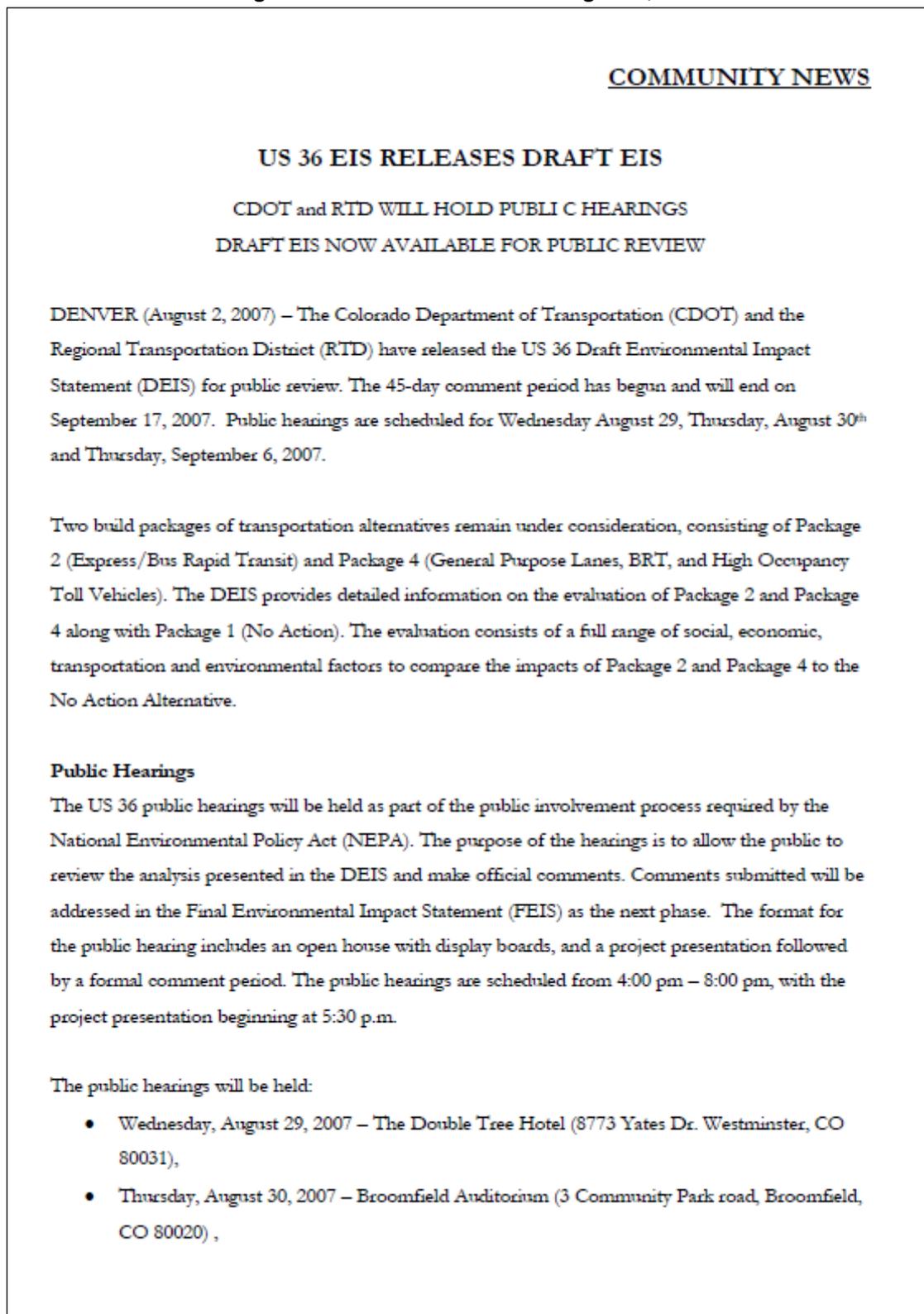


Figure 3.3-1: Press Release — August 2, 2007 (continued)

- Thursday, September 6, 2007 – East Boulder Community Center (5660 Sioux Dr., Boulder CO 80303)

**Where to Review the DEIS**

The DEIS is available for review at the following locations:

**CITY & COUNTY OF DENVER**

- City of Denver Public Works - Transportation Office  
Wellington Webb Building, 201 W. Colfax Avenue
- Denver Public Library – Central Library  
10 West 14<sup>th</sup> Avenue Parkway, Denver, CO 80204

**ADAMS COUNTY**

- Adams County Administration Building  
450 S. 4<sup>th</sup> Avenue, Brighton, CO 80601
- Adams County Library – Pearl Mac Branch  
7611 Hilltop Circle, Denver, CO 80221
- Adams County Transportation Office  
Western Services Center, 12200 Pecos St. 3<sup>rd</sup> floor, Westminster CO 80234

**CITY OF WESTMINSTER**

- City of Westminster - City Hall  
4800 W. 92<sup>nd</sup> Ave, Westminster CO 80031
- Westminster Public Library – College Hill Branch  
3705 W. 112<sup>th</sup> Avenue, Westminster, CO 80031
- Westminster Public Library – Irving Street Branch  
7392 Irving Street, Westminster, CO 80030

**CITY & COUNTY OF BROOMFIELD**

- US 36 Commuting Solutions  
350 Interlocken Blvd, St. 250, Broomfield, CO 80021
- City and County of Broomfield - City and County Building  
One DesCombe Drive, Broomfield, CO 80020
- Mamie Doud Eisenhower Broomfield Public Library  
3 Community Park Road, Broomfield, CO 80020

**TOWN OF SUPERIOR**

- Town of Superior - Town Hall  
124 E. Coal Creek Drive, Superior, Co 80027

**Figure 3.3-1: Press Release — August 2, 2007 (continued)****CITY OF LONGMONT**

- Longmont Public Library  
409 4<sup>th</sup> Avenue, Longmont, CO 80501

**CITY OF LOUISVILLE**

- City of Louisville – City Hall  
749 Main Street, Louisville, CO 80027
- Louisville Public Library  
951 Spruce Street, Louisville, CO 80027

**BOULDER COUNTY**

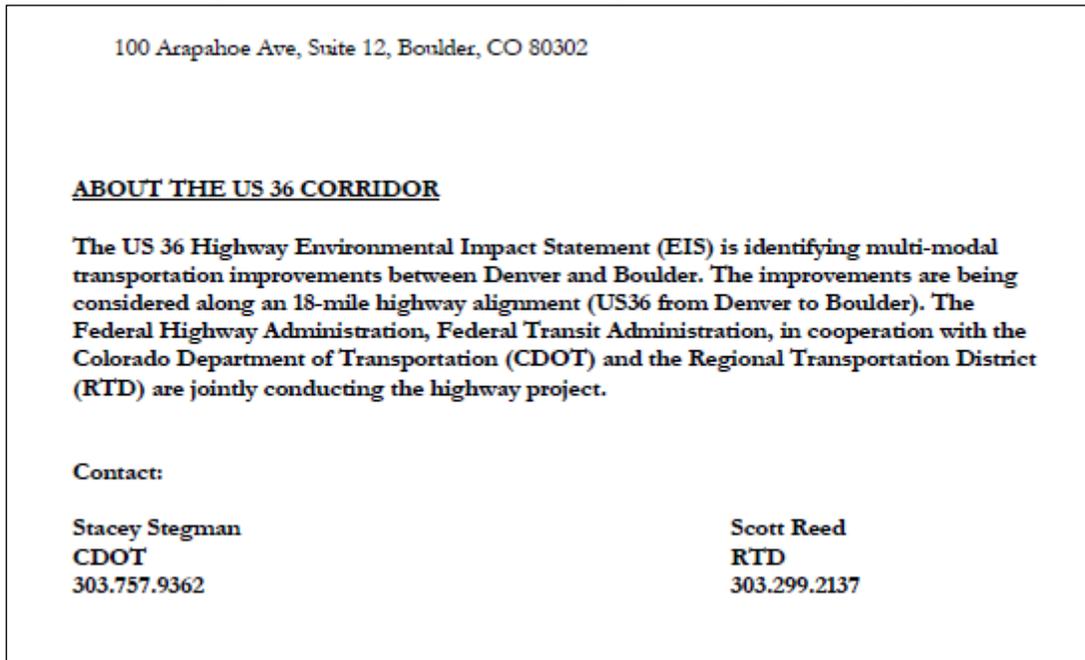
- Boulder County Clerk & Recorder's Office - Boulder  
1750 33<sup>rd</sup> St, Boulder, CO 80301
- Boulder County Clerk & Recorder's Office – Louisville  
722 Main St, Louisville, CO 80027
- Boulder County Transportation Office  
2045 13<sup>th</sup> St. Boulder, CO 80302

**CITY OF BOULDER**

- City Hall  
1777 Broadway, Boulder, CO 80302
- Boulder Public Library – Carnegie Branch  
1125 Pine St., Boulder, CO 80302
- Boulder Public Library – George Reynolds Branch  
3595 Table Mesa Drive, Boulder, CO 80305
- Boulder Public Library – Main  
100 Canyon Boulevard, Boulder, CO 80302
- Boulder Public Library – Meadows Branch  
4800 Baseline Road, Boulder, CO 80303

**How to Comment**

1. Attend and participate in a Public Hearing
2. Go to [www.US36EIS.com](http://www.US36EIS.com) and submit a comment
3. Mail a comment during the 45-day comment period to:  
US 36 Mobility Partnership c/o CDR Associates

**Figure 3-3-1: Press Release — August 2, 2007 (continued)**

Source: US 36 Mobility Partnership, 2007.

Figure 3.3-2: Press Release — March 26, 2009



**U.S. 36 CORRIDOR**  
Environmental Impact Statement

**FOR IMMEDIATE RELEASE**  
March 26, 2009

**Media Contact:**  
Karen Morales  
FasTracks Public Information  
303-299-6999 (office)  
Mindy Crane  
CDOT Public Relations  
303-757-9469 (office)

**U.S. 36 Public Meetings scheduled for April 1, 8 and 9**

***COMBINED ALTERNATIVE DEVELOPED WITH THE COLLABORATION OF LOCAL REPRESENTATIVES AND U.S. 36 PROJECT TEAM***

**Denver, March 26, 2009** – A multi-modal transportation solution known as the Combined Alternative Package has been developed for the U.S. 36 Corridor. The Combined Alternative is supported by the U.S. 36 Preferred Alternative Committee, a 21-member group comprised of agency representatives, elected officials, and technical staff from local jurisdictions. It includes both transit and highway improvements that are responsive to the public and provide long-term transportation benefits. Beginning April 1, a series of three meetings will be held to inform the public on the Combined Alternative and to collect input.

**April 2009 meeting schedule and times:**

Wednesday, April 1	City Park Recreation Center 10455 Sheridan Blvd. Westminster, CO 80020
Wednesday, April 8	Boulder Public Library 1000 Canyon Blvd. Boulder, CO 80302
Thursday, April 9	Global Leadership Academy 7480 Conifer Rd. Denver, CO 80221

-MORE-

**Figure 3.3-2: Press Release — March 26, 2009 (continued)****U.S. 36 Corridor Project Public Meetings  
Page 2****Agenda and times for all meetings:**

6 p.m.	Registration, Open House
6:30 p.m.	Presentation
7 p.m.	Facilitated Discussion
7:45 p.m.	Closing Open House

Any additional refinements to the Combined Alternative will be developed into a Preferred Alternative and incorporated into the Final EIS, scheduled for release in mid-2009.

**About the Project**

The U.S. 36 Corridor EIS is identifying multi-modal transportation improvements between Denver and Boulder. The improvements are being considered along an 18-mile highway alignment (U.S. 36 from Denver to Boulder). The Federal Highway Administration, Federal Transit Administration, in cooperation with the Colorado Department of Transportation (CDOT) and the Regional Transportation District (RTD) are jointly conducting the highway and transit project.

For more information on the project visit the U.S. 36 Project Web site at [www.us36eis.com](http://www.us36eis.com).

###

Source: US 36 Mobility Partnership, 2009.

**3.4 PAID NEWSPAPER ADVERTISEMENTS**

Figure 3.4-1, US 36 Draft EIS Public Hearings Advertisement (August 2007), and Figure 3.4-2, US 36 EIS Public Meetings Advertisement (April 2009) are copies of paid newspaper advertisements informing the public of upcoming US 36 EIS informational meetings.

**Figure 3.4-1: US 36 Draft EIS Public Hearings Advertisement (August 2007)**

**US 36 CORRIDOR**  
Environmental Impact Statement

# THE US 36 DEIS PUBLIC HEARINGS

The US 36 Draft Environmental Impact Statement has been released. Three packages remain, a 'no action' and two build packages. You are asked to provide formal comments including observations, issues and concerns related to these transportation packages.

**Please join us at a public hearing to submit a formal comment with your input about the findings of the US 36 DEIS. Formal comments can also be submitted via the project Web site.**

<p><b>WEDNESDAY, AUGUST 29, 2007</b></p> <p>THE DOUBLE TREE HOTEL 8733 YATES DR. <b>WESTMINSTER</b></p>	<p><b>THURSDAY, AUGUST 30, 2007</b></p> <p>THE BROOMFIELD AUDITORIUM 3 COMMUNITY PARK RD. <b>BROOMFIELD</b></p>	<p><b>THURSDAY, SEPTEMBER 6, 2007</b></p> <p>EAST BOULDER SENIOR CENTER 5660 SIOUX DR. <b>BOULDER</b></p>
---	---	---

**AGENDA FOR ALL MEETINGS**

4:00-5:30 p.m..... Registration, Open House & Written Comment Submission  
 5:30-6:00 p.m..... Presentation  
 6:00-7:30 p.m..... Verbal Comment Submission  
 7:30-8:00 p.m..... Open House & Written Comment Submission

---

**Project Web site: [www.us36eis.com](http://www.us36eis.com)**  
 For more information call: (720)407-4713  
 Requests for communication assistance or to meet reasonable accommodations for special needs can be made by contacting the number above 72 hours prior to the meeting.

Source: US 36 Mobility Partnership, 2007.

**Figure 3.4-2: US 36 EIS Public Meetings Advertisement  
(April 2009)**



**US 36 CORRIDOR**  
Environmental Impact Statement

# PUBLIC MEETINGS

A multi-modal alternative was developed using elements from the Draft Environmental Impact Statement. This Combined Alternative is responsive to public comments and will be included for consideration in the Final EIS.

You are invited to attend a public meeting to learn about the recommended alternative and selection process, as well as provide input.

**WEDNESDAY, APRIL 1, 2009**  
CITY PARK RECREATION CENTER  
10455 SHERIDAN BLVD.  
WESTMINSTER

.....  
**WEDNESDAY, APRIL 8, 2009**  
BOULDER PUBLIC LIBRARY  
1000 CANYON BLVD.  
BOULDER

.....  
**THURSDAY, APRIL 9, 2009**  
THE GLOBAL LEADERSHIP ACADEMY  
7480 CONIFER ROAD  
DENVER (ADAMS COUNTY)

---

**AGENDA FOR ALL MEETINGS**  
6:00 p.m. ....Registration, Open House  
6:30 p.m. ....Presentation  
7:00 p.m. ....Facilitated Discussion  
7:45 p.m. ....Closing Open House

.....  
For more information call: (720)407-4713 or visit the  
**Project Web site: [www.us36eis.com](http://www.us36eis.com)**  
Requests for communication assistance or to meet reasonable accommodations for special needs can be made by contacting the number above 72 hours prior to the meeting.

Source: US 36 Mobility Partnership, 2009.

**3.5 PROACTIVE OUTREACH**

Table 3.5-1, Proactive Outreach Events, Meetings, and Interviews, presents a summary (organization, activity and date) of each outreach event, meeting, and interview held during the US 36 EIS process, to demonstrate “proactive” outreach, a component of the National Environmental Policy Act of 1969 process.

**Table 3.5-1: Proactive Outreach Events, Meetings, and Interviews**

Organization	Activity	Date
US 36 Workplace Ambassadors	Presentation	5/25/07
36 Commuting Solutions DEIS Informational Meeting	Presentation	6/26/07
Hispanic/Latino Outreach – Radio La Luz	Presentation	10/9/07
Hispanic/Latino Outreach – Impacto de Fe	Presentation	1/2/08
Hispanic Outreach: Latino Ministerial Alianza of Denver	Presentation	1/7/08
Hispanic Outreach: US Christian Chamber of Commerce	Presentation	1/9/08
Hispanic Outreach: El Renuevo Church	Presentation	1/14/08
Hispanic Outreach: Impacto de Fe Business Group	Presentation	1/15/08
Hispanic Outreach: Radio La Buena Onda	Presentation	1/16/08
Hispanic Outreach: Confianza Latino Group	Presentation	1/24/08
Hispanic Outreach: US Christian Chamber of Commerce	Presentation	1/24/08
Hispanic Outreach: La Voz Newspaper	Presentation	1/30/08
36 Commuting Solutions Steering Committee Meeting	Presentation	8/12/08
Westminster Transportation Commission	Presentation	9/1/08
City of Westminster	Presentation	11/3/08
City of Louisville	Presentation	11/14/08
36 Commuting Solutions Steering Committee Meeting	Presentation	2/10/09
36 Commuting Solutions Steering Committee Meeting	Presentation	3/10/09
36 Commuting Solutions Steering Committee Meeting	Presentation	4/14/09
36 Commuting Solutions Steering Committee Meeting	Presentation	5/12/09
36 Commuting Solutions Steering Committee Meeting	Presentation	6/9/09
CDOT, Adams County, Save Your Neighborhood Access Meeting	Presentation	6/10/09
36 Commuting Solutions Steering Committee Meeting	Presentation	8/11/09
36 Commuting Solutions Steering Committee Meeting	Presentation	9/8/09
36 Commuting Solutions Steering Committee Meeting	Presentation	10/13/09
36 Commuting Solutions Steering Committee Meeting	Presentation	11/10/09
36 Commuting Solutions Steering Committee Meeting	Presentation	12/8/09
<b>Total Number of Meetings = 27</b>		

Source: US 36 Mobility Partnership, 2009.

Notes:

- CDOT = Colorado Department of Transportation
- DEIS = Draft Environmental Impact Statement
- US = United States
- US 36 = United States Highway 36



CDR Associates (CDR). 2007. *US 36 Corridor Draft Environmental Impact Statement/Draft Section 4(f) Evaluation Public Involvement Program Report*. June.

US 36 Mobility Partnership. 2007.

US 36 Mobility Partnership. 2008.

US 36 Mobility Partnership. 2009.





## US 36 CORRIDOR

Final Environmental Impact Statement/  
Final Section 4(f) Evaluation

### **Appendix A**

**Preferred Alternative Committee and  
Working Group  
Meeting Summaries**



**Appendix B —  
Preferred Alternative Committee and  
Working Group Meeting Summaries**

<b>Date</b>	<b>Meeting</b>	<b>Location</b>
01/29/08	US 36 Preferred Alternative Committee	City Park Recreation Center, Westminster
02/21/08	Draft US 36 Bikeway Working Group Recommendations	URS Corporation
02/22/08	US 36 West End Design Options Working Group	URS Corporation
02/26/08	US 36 Preferred Alternative Committee	City Park Recreation Center, Westminster
03/18/08	US 36 Auxiliary Lane Working Group	City Park Recreation Center, Westminster
04/01/08	US 36 Preferred Alternative Committee	City Park Recreation Center, Westminster
04/17/08	US 36 Managed Lane Access and Operations Working Group	City and County Complex, Broomfield
04/17/08	Draft US 36 Bus Rapid Transit (BRT) Operations Working Group	City and County Complex, Broomfield
04/29/08	US 36 Preferred Alternative Committee	City Park Recreation Center, Westminster
04/30/08	US 36 East End Working Group	Adams County Public Works, Westminster
05/15/08	US 36 Phasing Working Group	Town Hall, Superior
06/11/08	US 36 Preferred Alternative Committee	City Park Recreation Center, Westminster
10/28/08	US 36 Phasing Group Working Group	Health and Human Services Building, Broomfield
11/17/08	US 36 Preferred Alternative Committee	CDOT Region 6, Denver
01/13/09	US 36 Working Group	City and County Complex, Broomfield
01/27/09	US 36 Preferred Alternative Committee	City Park Recreation Center, Westminster
03/03/09	US 36 Working Group	City and County Building, Broomfield
03/13/09	US 36 Bus Rapid Transit (BRT)	RTD FasTracks, Denver
03/17/09	US 36 Preferred Alternative Committee	City Park Recreation Center, Westminster
04/24/09	US 36 Phasing Working Group	City and County Building, Broomfield
06/22/09	US 36 Preferred Alternative Committee	City Park Recreation Center, Westminster



Project No. NH 0361-070(14133)

## US 36 EIS/BASIC ENGINEERING

**SUBJECT: US 36 PREFERRED ALTERNATIVE COMMITTEE – MEETING SUMMARY**  
**DATE: JANUARY 29, 2008**  
**TIME: 7:30AM – 10:00AM**  
**LOCATION: THE CITY OF WESTMINSTER’S CITY PARK RECREATION CENTER,  
10455 SHERIDAN BOULEVARD, WESTMINSTER, CO 80031**

### MEETING ACTIONS AND AGREEMENTS

- The Operating Protocols for the US 36 EIS Preferred Alternative Committee were agreed to, without modification, by the committee.
- Issue-specific working groups to address travel demand forecasting, developing a BRT operations plan and to address the bikeway configuration will be organized. PAC representatives will receive an email communication to schedule the meetings.
- The PAC agreed to the characterization of issues identified in the meeting handout titled “US 36 EIS Preferred Alternative Identification Process Summary Sheet” and expressed interest in addressing those issues.
- *February:* The PAC Work Plan will be refined with milestones, decision dates and deliverables.

### WELCOME AND INTRODUCTIONS

Jonathan Bartsch, CDR Associates, welcomed the committee members to the first meeting of the US 36 EIS Preferred Alternative Committee (PAC). Jonathan reviewed the meeting agenda and described the plan to identify a preferred alternative and the first phase of project implementation.

### OPENING REMARKS

**DAVE BECKHOUSE, FEDERAL TRANSIT ADMINISTRATION (FTA):** Dave noted that the FTA is excited to start the process and is committed to developing a preferred alternative with the jurisdictions. Regulatory processes within NEPA will have to be followed and that these processes may shape decisions, particularly Section 106 (historic preservation) and wetland permitting issues.

**MONICA PAVLIK, FEDERAL HIGHWAY ADMINISTRATION (FHWA):** Monica noted that FHWA is pleased that CDOT and RTD are working with the PAC to identify a preferred alternative for the US 36 corridor. FHWA appreciates the time, effort, and contributions that committee members are making to the preferred alternative identification process.

**PEGGY CATLIN, COLORADO DEPARTMENT OF TRANSPORTATION (CDOT):** Peggy stated that CDOT is committed to identifying a preferred alternative and encourages the PAC to creatively address the issues in front of them. She encouraged the group to be ‘nimble’ by not prejudging the outcome of the PAC and to be ready to pursue federal funding, should the opportunity present itself. CDOT and its management are committed to this process.

Project No. NH 0361-070(14133)

**JOHN SHONSEY, RTD FASTRACKS:** John stated that The Regional Transportation District (RTD) is committed to the process of identifying a preferred alternative with the PAC. RTD has a service commitment to the corridor and looks forward to developing a workable solution.

## **PRESENTATION & DISCUSSION: US 36 PAC OPERATING PROTOCOLS AND WORK PLAN**

---

### **US 36 OPERATING PROTOCOLS: PROCESS, PURPOSE, GOALS, AND TASKS**

Jonathan Bartsch reviewed the PAC Operating Protocols, stated the committee's purpose, and explained the process proposed to find consensus. Jonathan confirmed the following points in regards to the process:

- A collaborative process is one that explores all parties' interests and balances the range of needs and concerns. Consensus is reached when all parties agree that their major interests have been taken into consideration and addressed in a satisfactory manner. Consensus in this process will be focused upon two primary issues:
  1. Developing a corridor-wide preferred alternative and,
  2. Determining the first phase of implementation for the US 36 corridor
- The role of facilitator for the PAC committee was outlined, including responsibility for the entire group to reach their identified goals.
- PAC issues, agreements, and areas for further discussion will be captured in the meeting summaries. Reconsideration of earlier PAC decisions, if required, will be addressed through the PAC meeting process.
- It was suggested that the PAC utilize its collective strengths and problem solving skills to identify a preferred alternative, while working together to meet regulatory requirements.
- PAC members are expected to work with their respective staff and constituencies between meetings to keep them abreast of committee tasks. Consistent participation is expected, with alternates participating when the lead representative is unable to attend.
- During the PAC meetings, the representative decision-maker or alternate will be seated at the main table; observers may be called upon to provide technical input when necessary.

### **COMMENTS**

- Clarification was requested regarding the External Initiatives section (page 5) of the PAC Operating Protocols. It was explained that the PAC is a decision-making body and that if members are aware of, or involved in issues that could impact decision-making, the committee's work could be enhanced and accelerated through information sharing. The upcoming US 36 Mayors and Commissioners Coalition trip to Washington D.C. was cited as an example of an 'external initiative' that should be reported to the group.

Project No. NH 0361-070(14133)

#### US 36 PAC ACTION

The Operating Protocols for the US 36 EIS PAC were agreed to, without modification, by the committee.

#### US 36 PAC WORK PLAN & WORKING GROUP ORGANIZATION

Jonathan Bartsch reviewed estimated time-frames for the completion of tasks in the upcoming months for the PAC, as stated in the US 36 PAC Work Plan.

- The facilitator will propose meeting dates to assemble issue-specific working groups that will address travel demand forecasting, developing a BRT operations plan and the bikeway configuration. Attendees will include self-selected appointees of the PAC. The information, ideas and input from working group meetings will be presented to the PAC to enable informed policy decision making.

#### COMMENTS

- A request was made for specific dates to be included in the PAC Work Plan that provide an understanding of when tasks are to be completed or actions taken. Rick Pilgrim, URS Corporation, explained that the schedule will be determined by the time needed to complete the technical analysis. It was determined that the Work Plan should be updated with a detailed schedule and made available before the February meeting. PAC representatives also requested that information about project deliverables be included in the Work Plan and presented at the February meeting.
- It was suggested that the PAC's focus should be on what can be agreed to in the short-term, based on available funding, and in respect to an ultimate vision for the corridor. The US 36 Urban Partnership Agreement (UPA) could be a starting point from which the committee begins its analysis.
- Jonathan noted that the committee is looking to FTA and FHWA guidance for the level of detail necessary in the FEIS regarding the overall vision versus any interim solution. FHWA explained that the higher the level of detail that can be agreed upon, in the preferred alternative vision, the better. Emphasis was placed on keeping the big picture in mind and making decisions which will allow the process to move forward.
- A committee member asked how will the FEIS be different than the DEIS. The reply was that the FEIS will be similar to the DEIS in format, resources considered, evaluation criteria and technical analysis. However, the FEIS will include responses to all substantive DEIS comments, identify a preferred alternative, and discuss potential funding and construction phasing for that alternative.
- A question was asked about what factors could prompt re-evaluation or re-opening of the US 36 DEIS. It was explained that as long as the preferred alternative does not deviate from the alignment studied, and has similar elements to the package alternatives evaluated in the DEIS, then there would be no need to re-issue a DEIS. The committee agreed that it should build upon what has already been developed rather than pursuing other alternatives.

Project No. NH 0361-070(14133)

- Numerous members of the committee asked how an interim solution, such as the UPA, would work with the overall process of identifying a 2035 preferred alternative. It was noted that an interim solution should be consistent with the long-term vision and not preclude funding opportunities that may arise. Additionally, if an interim solution became viable a separate decision-making process, such as an Environmental Assessment (EA), would be required to assess the specific improvements that would be receiving funding.

### **SUMMARY OF DEIS COMMENTS AND ISSUES TO BE ADDRESSED**

Jonathan Bartsch summarized what was heard during the US 36 DEIS Public Comment Period and reviewed the US 36 DEIS unresolved issues. US 36 DEIS unresolved issues include the following:

- Bikeway Alignment
- Design Options A & B
- Access to Special Lanes
- The Boulder Floodplain Study
- Auxiliary Lane between McCaslin Blvd & Foothills Pkwy/Table Mesa Drive

### **COMMENTS**

The following points were comments made by PAC members highlighting concerns heard in their communities:

- Private property owners near the Wadsworth Interchange in Broomfield are concerned about right-of-way impacts.
- Boulder County, The City of Louisville and Town of Superior noted that the issues and impacts of acceleration and deceleration lanes in both directions between Foothills Pkwy., McCaslin Blvd. and Davidson Mesa need to be addressed.
- Adams County expressed that its main concerns include right-of-way impacts and US 36 access to Broadway.

### **PREFERRED ALTERNATIVE OPPORTUNITIES AND CONSTRAINTS; ELEMENTS OF A 'COMBINATION' ALTERNATIVE**

Rick Pilgrim, US 36 EIS Project Manager, URS Corporation, described the process to identify a preferred alternative, and where opportunities and constraints exist within that process. Rick also explained the tasks required to prepare a preliminary combined alternative. The process to develop a combined alternative must satisfy the following requirements:

- Meet Purpose & Need
  - Provide for safe and efficient operations
  - Respond to regulatory requirements
  - Be cost effective
  - Adhere to design standards
- Rick stated that his team would be willing to conduct modeling workshops if jurisdictions or committee members are interested to learn more about the implications of the DRCOG 2035 Model.

Project No. NH 0361-070(14133)

## **COMMENTS**

- A committee member asked if adherence to highway and transit design standards precludes interim improvements included in the UPA. For example, the UPA proposed adding one managed-lane in each direction, but did not seek funding sufficient to replace all existing bridges. Thus, a variance would permit a narrower lane or shoulder to facilitate continuous lanes until bridges are replaced.

The response was that a commitment should be made to adhere to standards which work for the long-term rather than interim. CDOT clarified that for the corridor's long-term planning there is a desire to fulfill design-standards, yet in the short-term there may be variances possible and that adherence to such standards do not preclude an interim solution. Typically design variances are considered in the final design not at the planning level. RTD stated that design standards are needed to maintain RTD's service and would prefer not to deviate from design standards unless there is a special circumstance. The FTA added that it is important to start with design standards for the 2035 plan and that interim solutions can be developed within that overall vision.

- The FTA requested that terminology within project documents and committee discussion referring to the preferred alternative be consistent - specifically in regards to identification of a FEIS preferred alternative.
- CDOT is working to understand the implications of accommodating hybrid vehicles in managed lanes. In Colorado there are over 13,000 registered hybrid vehicles, including many in the US 36 corridor. CDOT suggested the PAC consider how allowing hybrid vehicles free access to HOT lanes could affect the level of service. Hybrids could fill all excess capacity currently dedicated to a single HOV/HOT lane. A committee member pointed out that the hybrid policy could change based on future highway usage and that the issue has more impact on the interim solutions. The committee agreed to look at the issue of HOT and hybrid usage at a later point.
- It was requested the committee define whether to focus on the long-term vision or first phase of implementation and clarify how to best use its time.
- RTD confirmed that the FasTracks program has allocated funding to the US 36 project for Phase 1 BRT implementation and that median BRT stations should be examined in the context of the overall corridor vision.

### **US 36 PAC AGREEMENT**

The PAC agreed to the characterization of issues identified in the meeting handout titled "US 36 EIS Preferred Alternative Identification Process Summary Sheet" and expressed a desire to address operations, spacing of elements, access to managed lanes, BRT stations, the bikeway, West-End BRT design options, auxiliary lane to Boulder, regulatory issues, the Boulder floodplain study, general cost and affordability, and design standards.

Project No. NH 0361-070(14133)

## CLOSING COMMENTS

In closing, the PAC members were asked for their initial observations, comments, and concerns.

- Overall, the committee members expressed satisfaction with the initial phases of the current process. Members stated they are excited, enthusiastic and optimistic about what the committee can accomplish.
- The City and County of Denver is interested in being involved in the overall FasTracks systems issues to make sure all RTD FasTracks corridors are integrated properly into Denver.
- Adams County is also interested in the RTD FasTracks system and how corridors integrate with each other through Adams County. Adams County noted that improvements will likely cause community impacts and would like to develop solutions with the City of Westminster, project consultants and CDOT to address these. Additionally, because Adams County staff is involved in several RTD FasTracks corridor studies, it was asked to recognize their time constraints when scheduling future meetings.
- Concern was expressed for how the following issues will be addressed: West End design options, auxiliary lanes versus additional lanes, East End connections of the bikeway, and access to Broadway in Adams County.
- A request was made to establish a clear communication method to keep jurisdictional staffs and the public informed during the preferred alternative identification process.
- A request was made for the committee to avoid forsaking progress by requesting an abundance of detailed analysis. It was stated that this can be overcome if the committee develops a certain level of trust and accepts some degree of uncertainty.
- A challenge was made to leave each meeting with project deliverables that are expected to be completed for the subsequent meeting. This will be further discussed at the February meeting.
- Emphasis was put on the need to reach compromise throughout this process in order to aid the decision-making and allow the process to move forward.
- The committee should avoid using an “us vs. them” mentality when it comes to discussions such as funding the program. It was suggested the committee look for the best possible overall alternatives and then conduct further analysis once that progress is made.
- 36 Commuting Solutions expressed the desire to create a quality product and marketable vision for the corridor’s BRT service.
- A request was made to create a tool, such as a matrix document, which could clarify jurisdictional support and opposition for the elements of each package alternative from the US 36 DEIS (Packages 2 and 4).

Project No. NH 0361-070(14133)

## **PAC MEETING SCHEDULE**

---

Next PAC Meeting:

**Date:** February 26, 2008  
**Time:** 7:30am – 10:00am  
**Location:** The City of Westminster's City Park Recreation Center,  
 10455 Sheridan Boulevard, Westminster, CO 80031

- A detailed PAC meeting schedule will be presented in February.
- PAC Meeting Announcements and Meeting Summaries will be posted on the US 36 website.
- Time for public comment will be provided at the beginning and end of each meeting.

## **MEETING MATERIALS & HANDOUTS**

---

- January 29, 2008 US 36 EIS Preferred Alternative Committee Meeting Agenda
- Operating Protocol for the US 36 EIS Preferred Alternative Committee
- US 36 Preferred Alternative Committee – Proposed Work Plan
- US 36 Preferred Alternative/FEIS Process Flow Chart
- US 36 EIS Preferred Alternative Identification Process Summary Sheet
- US 36 Preferred Alternative Committee Meeting Presentation
- US 36 Corridor Newsletter – January 2008

## **MEETING ATTENDEES**

---

<b>NAME</b>	<b>AFFILIATION</b>
1. Alex Ariniello	Town of Superior (LSC)
2. Chuck Attardo	CDOT, Region 6
3. Moe Awaznezhad	CDOT, Region 6
4. Heather Balser	City of Louisville
5. Jonathan Bartsch	CDR Associates
6. Debra Baskett	City & County of Broomfield
7. Dave Beckhouse	Federal Transit Administration
8. Carl Castillo	City of Boulder
9. Peggy Catlin	CDOT
10. Audrey DeBarros	36 Commuting Solutions
11. Dana D'Souza	Town of Superior
12. Reed Everett-Lee	RTD FasTracks
13. Scott Franklin	US Army Corps of Engineers
14. George Gerstle	Boulder County
15. Michelle Halstead	CDOT, Government Relations

Project No. NH 0361-070(14133)

16. Randy Jensen	CDOT
17. Kelsey Johnston	URS Corporation
18. Will Kerns	Jefferson County
19. Bob Kochevar	City & County of Denver Public Works
20. Bill Lang	CH2M Hill
21. Nate Larson	URS Corporation
22. Dianna Litvak	CDOT, Region 6
23. Matt Lutkus	City of Westminster
24. Gina McAfee	RTD FasTracks
25. Sean McCartney	City of Louisville
26. Nancy McNally	City of Westminster
27. Chris McShane	36 Commuting Solutions
28. Andrea Meneghel	CDR Associates
29. Alison Deans Michael	US Fish & Wildlife Service
30. Karen Morales	RTD FasTracks
31. Irena Motas	CDOT, Region 6 Engineering
32. Jim Paulmeno	CDOT
33. Monica Pavlik	Federal Highway Administration
34. Rick Pilgrim	URS Corporation
35. Patrick Quinn	City & County of Broomfield
36. Leela Rajasekar	CDOT
37. John Shonsey	RTD FasTracks
38. Jeanne Shreve	Adams County
39. Charles Sisk	City of Louisville
40. Edward Stafford	City of Arvada
41. Mike Sweeney	City of Boulder
42. Tracy Winfree	City of Boulder
43. Jay Wolffarth	Town of Superior
44. Danielle Yearsley	CH2M Hill

Project No. NH 0361-070(14133)

## US 36 EIS/BASIC ENGINEERING

**SUBJECT: DRAFT US 36 BIKEWAY WORKING GROUP RECOMMENDATIONS AND MEETING SUMMARY**

**DATE: FEBRUARY 21, 2008**

**TIME: 2:00PM - 4:00PM**

**LOCATION: URS CORPORATION, 999 18<sup>th</sup> STREET, DENVER, CO 80202**

### WORKING GROUP RECOMMENDATION TO THE PREFERRED ALTERNATIVE COMMITTEE AND OPTIONS

#### EAST END TERMINUS RECOMMENDATION & OPTIONS

##### OPTIONS AND RECOMMENDATIONS IN ORDER OF PREFERENCE

- The Bikeway will follow the Burlington Northern Santa Fe (BNSF) railroad tracks from 88<sup>th</sup> Ave. to the Little Dry Creek Trail
  - At a minimum, the BNSF alignment would be used from 88<sup>th</sup> Ave. to 80<sup>th</sup> Ave.
  - This alignment is contingent upon agreement from BNSF
- The US 36 Bikeway would continue parallel to US 36, extending to Broadway
  - This will not be an option if additional right-of-way is required
  - This option assumes the Combined Alternative footprint will be smaller than Packages 2 and 4, but will need to be reevaluated once the footprint is known
- The City of Westminster's proposed "Tennyson St. Alignment"
  - This option would require additional underpass(es)
- The Bradburn Blvd. Alignment (DEIS alignment)
  - This is recommended as the last option
- Bikeway alignment along the north side of US 36 between 88<sup>th</sup> Ave. and Bradburn Blvd.
  - This is to be pursued in conjunction with the other options stated here

#### COAL CREEK GOLF COURSE RECOMMENDATION & OPTIONS

##### OPTIONS AND RECOMMENDATIONS IN ORDER OF PREFERENCE

- Option 1A: Alignment along the south side of US 36 between Coal Creek and the Superior cemetery
- Option 1B: Consider bikeway remaining on the south side of US 36 to Interlocken Blvd.
  - This option requires two additional grade separations
  - Cost comparisons are required
  - This option should be explored during FEIS development
- Option 2: Alignment remains on the north side of US 36 through Coal Creek Golf Course
  - Consider keeping the bikeway at the same elevation as US 36
  - If elevated, consider connectivity at Coal Creek Trail

#### WEST END TERMINUS RECOMMENDATION & OPTIONS

- US 36 alignment is the preferred option
- Reduce the bikeway's impacts and footprint as much as possible

Project No. NH 0361-070(14133)

- Consider speed differences for eastbound and westbound bikeway traffic through Davidson Mesa; this will occur in the final design
- Consider connectivity to the Cherryvale bike-path

#### OVERALL CORRIDOR STANDARDS

- A 12' wide path is desirable; 10' will be the minimum width in constrained areas
- Consideration will be given to the following issues:
  - The effect of shade on ice and snow accumulation
  - "Canyon Effect" - Reduce locations/distance where bikeway is between a noise wall and privacy fence
  - Barrier-separation to minimize impacts in designated areas
- Attention will be given to connectivity to regional bike-paths throughout the corridor

#### OTHER AREAS OF CONSIDERATION

- Broomfield - Access to 120<sup>th</sup> Ave.
- Westminster - Connectivity to Lower Church Lake

#### WELCOME AND INTRODUCTIONS

---

Kelsey Johnston, URS Corporation, welcomed the group and opened the meeting with the encouragement to develop solutions within the existing project footprint.

- It was explained that RTD FasTracks' Northwest Rail Environmental Evaluation (NWR EE) will screen bikeway impacts in the Burlington Northern Santa Fe railroad's right-of-way between 88<sup>th</sup> Ave. and Little Dry Creek in Westminster. The NWR EE will not look at anything outside of the railroad right-of-way.
- A brief description of CDOT's plan to rebuild the 80<sup>th</sup> Ave. bridge was provided.

#### REVIEW OF BIKEWAY ALIGNMENT OPTIONS FACT SHEET

---

##### EAST END TERMINUS

- The City of Westminster favors a Tennyson St. bikeway alignment along the south side of US 36 from 88<sup>th</sup> Ave. to the Little Dry Creek trail rather than the alignment in the DEIS along Bradburn Blvd. Reasons for preferring this alignment are that it provides a better exposure to sunlight, which would reduce snow, ice and other shading issues; it would be a shorter stretch of shared roadway with automobile traffic; it provides quicker and more direct access to the Little Dry Creek trail and other existing trails; and it uses existing paths and roadways. Additional grade separations and crossings would be required to make this alignment function as proposed; if the grade crossings and separations were not able to be constructed, then Westminster would most likely not be in support of this alignment.

Project No. NH 0361-070(14133)

- It was agreed that the bikeway alignment along the north side of US 36 along Bradburn Blvd. should be kept as a viable option although it is regarded as the least safe, and least consistent with the Purpose and Need of the project.
- Adams County supports extending the bikeway to Broadway, allowing users to follow the US 36 alignment as far as possible.

### COAL CREEK GOLF COURSE

Bill Lang, CH2M Hill explained bikeway impacts upon Coal Creek Golf Course and stated that the alignment presented in the DEIS lies within the US 36 right of way.

- It was proposed that the Bikeway be moved to the south side of US 36 from Coal Creek to the Superior Cemetery and explore the option to stay along the south side of US 36 all the way to Interlocken Blvd. It was believed that no mitigation measures would be required. The City of Louisville and Town of Superior are in favor of this alignment along the south side with consideration for connections to the Coal Creek Trail.
- The north side alignment along Coal Creek Golf Course will still be considered.

### WEST END TERMINUS

The City of Boulder stated that all the affected departments had considered the various impacts and benefits of the two options presented in the DEIS. The City of Boulder and Boulder County prefer the US 36 alignment.

- Consideration will be given to mitigation measures to increase safety and address speed differences that could occur for eastbound and westbound users on Davidson Mesa.

### ADDITIONAL COMMENTS

---

- An importance was placed upon the bikeway having convenient and safe connections to regional bike-paths and trail systems along the corridor. These connections are to be considered where the bikeway crosses or nears other paths, but long extensions to connect to other systems may not be possible. It was requested these connections be included as part of the Preferred Alternative. Consideration will be given to the quality of the crossings where they occur.
- A request was made to clarify where the bikeway will cross and connect to other regional bikeways and trail systems. This list will be prepared as part of the Preferred Alternative development.

Project No. NH 0361-070(14133)

- The bikeway recommendation from this group is dependent upon the availability of right-of-way. It is recommended the bikeway extend as far south as possible without requiring additional right-of-way.
- It was explained that 30 feet is the standard amount of buffer space between the edge of the bikeway and the edge of the outermost highway lane. Barrier separations can be used where the bikeway is closer to US 36 to provide protection and in other locations to minimize environmental impacts.
- A priority is placed upon making the bikeway functional, rather than aesthetically pleasing.

**POST MEETING COMMENTS**

---

**March 13, 2008:** The City of Westminster provided the following comments to clarify its position.

- The City of Westminster expresses the desire to have the US 36 bikeway not be located immediately next to US 36 where the road crosses the BNSF railroad. Rather, The City of Westminster would like the bikeway to be located at the base of the slope for US 36 within the City's Lower Church Lake open space. The trail would cross under the railroad tracks. The City feels this alignment would much better serve the anticipated commuter rail and BRT stations. This request was included within the City's comments on the DEIS.
- In the recommended list of alternatives (Page 1), the City of Westminster's least favored alternative is the one recommended in the DEIS along Bradburn Blvd.

**MEETING ATTENDEES**

---

NAME	AFFILIATION
1. Chris McShane	36 Commuting Solutions
2. Jeanne Shreve	Adams County
3. George Gerstle	Boulder County
4. Chuck Attardo	CDOT, Region 6
5. Irena Motas	CDOT, Region 6 Engineering
6. Andrea Meneghel	CDR Associates
7. Bill Lang	CH2M Hill
8. Debra Baskett	City & County of Broomfield
9. Kristan Pritz	City & County of Broomfield
10. Martha Roskowski	City of Boulder
11. Sean McCartney	City of Louisville
12. John Carpenter	City of Westminster
13. Will Kerns	Jefferson County



URS Corporation  
999 18th Street, Suite 900  
Denver, CO 80202

Project No. NH 0361-070(14133)

- |                     |                  |
|---------------------|------------------|
| 14. Jay Wolffarth   | Town of Superior |
| 15. Kelsey Johnston | URS Corporation  |
| 16. Lissa Myers     | URS Corporation  |



Project No. NH 0361-070(14133)

## US 36 EIS/BASIC ENGINEERING

**SUBJECT: US 36 WEST END DESIGN OPTIONS WORKING GROUP – MEETING SUMMARY**  
**DATE: FEBRUARY 22, 2008**  
**TIME: 1:00PM – 3:00PM**  
**LOCATION: URS CORPORATION, 999 18<sup>TH</sup> STREET, DENVER, CO 80202**

### WORKING GROUP SUMMARY

---

The West End Design Options Working Group met to discuss the design options and BRT operations for the west end of the US 36 corridor at the Table Mesa interchange. The group addressed environmental impacts, performance, and cost effectiveness issues of the two west end design options presented in the US 36 Draft Environmental Impact Statement. Additionally, the concept of a side-running BRT (rather than a median lane) from McCaslin to Table Mesa was discussed. No agreement was reached on how to proceed.

A primary concern with Option A is the additional 90 second travel time (subject to refinement) and a lack of confidence that the BRT system will perform adequately.

The primary concern regarding Option B is complying with the USACE's Section 404 requirements based on the increased impacts to wetlands and threatened and endangered species habitat. Another environmental issue raised is impacts to parkland and addressing 4(f) requirements that no 'prudent and feasible' alternative exists. Additional concerns with Option B include increased cost and cost effectiveness and the best use of resources in the corridor. It was noted there is a difference of opinion regarding whether there is adequate information to assess whether increased cost and travel time improvements are in balance. Requests for a micro-simulation, design refinements, and mitigation efforts for Option B were discussed.

The Working Group listed the following options for PAC consideration:

1. Identify Design Option A as the working assumption for the Preferred Alternative and pursue refinements of Design Option B to make it acceptable. Use of micro-simulation efforts to examine travel time impact, design refinements, and mitigation measures would be pursued.
2. Identify Design Option B for the Preferred Alternative and implement Option A as an immediate solution, while refining Option B to make it 'permissible'.
3. Identify Design Option A for the Preferred Alternative without modification and/or refinements (such as extending HOT lane).
4. Evaluate the feasibility of proposed design option by Boulder County which would include an additional side-running HOV/BRT lane between Table Mesa Dr. and McCaslin Blvd.

Project No. NH 0361-070(14133)

5. Delay the west end decision and re-evaluate this issue in the overall context of the combination alternative, while working on refinements.

#### MEETING ATTENDEES

---

NAME	AFFILIATION
1. Chris McShane	36 Commuting Solutions
2. George Gerstle	Boulder County
3. Jim Paulmeno	CDOT
4. Chuck Attardo	CDOT, Region 6
5. Irena Motas	CDOT, Region 6 Engineering
6. Andrea Meneghel	CDR Associates
7. Jonathan Bartsch	CDR Associates
8. Danielle Yearsley	CH2M Hill
9. Mike Sweeney	City of Boulder
10. Tracy Winfree	City of Boulder
11. David Thompson	City of Louisville
12. Sean McCartney	City of Louisville
13. Reed Everett-Lee	RTD FasTracks
14. Jay Wolffarth	Town of Superior
15. Alex Ariniello	Town of Superior (LSC)
16. Kelsey Johnston	URS Corporation
17. Rick Pilgrim	URS Corporation
18. Alison Deans Michael	US Fish & Wildlife Service

## **US 36 ENVIRONMENTAL IMPACT STATEMENT/BASIC ENGINEERING**

**SUBJECT: US 36 Preferred Alternative Committee (PAC) – Meeting Summary**  
**DATE: February 26, 2008**  
**TIME: 7:30am – 10:00am**  
**LOCATION: The City of Westminster’s City Park Recreation Center,  
10455 Sheridan Boulevard, Westminster, CO 80031**

### **MEETING ACTIONS, AGREEMENTS, RESULTS & EXPECTATIONS**

---

- The January 29, 2008 US 36 PAC Meeting Summary was accepted by the PAC without additional comment and finalized.
- The PAC agreed to focus on the overall Preferred Alternative and Phase 1 of implementation. An interim solution will be pursued, when and if resources become available.
- The West End Design Options will be evaluated in the context of the overall preferred alternative.
- The US 36 Bikeway Fact Sheet & Recommendation was distributed to PAC members for comment and review. Feedback is expected to be provided to CDR Associates by March 24, 2008 and a decision regarding the Bikeway Recommendation will be expected at the April 1, 2008 PAC meeting.
- Additional comment and feedback regarding the spacing of elements exercise is requested by March 24, 2008.

### **WELCOME AND INTRODUCTIONS**

---

Jonathan Bartsch, CDR Associates, welcomed the committee members and alternates to the meeting. Jonathan reviewed the meeting agenda and facilitated introductions.

- Mayor Patrick Quinn, City and County of Broomfield, and Mayor Nancy McNally, City of Westminster, updated the PAC regarding the US 36 Mayors and Commissioners Coalition (MCC) visit to Washington DC. The delegate group, made up of various representatives from the US 36 corridor jurisdictions and accompanied by CDOT staff, met with federal legislators to inform them of US 36 improvements and advocate for federal funding for those improvements.

## **PRESENTATION & DISCUSSION: US ARMY CORPS OF ENGINEERS REGULATORY REQUIREMENTS**

Scott Franklin, US Army Corp of Engineers (USACE), delivered a presentation entitled NEPA/404 Merger which outlined the USACE permitting process, criteria the USACE must consider in identifying, permitting and selecting the Least Environmentally Damaging Practicable Alternative (LEDPA), and the NEPA/Section 404 merger process as it relates to the US 36 Environmental Impact Statement (EIS).

- Under Section 404 of the Clean Water Act, the USACE will permit the alternative that is the least environmentally damaging practicable alternative (LEDPA). The LEDPA is determined without mitigation measures taken into account; once the LEDPA is selected, then mitigation measures are determined.
- When selecting the LEDPA, the USACE is primarily concerned with acreage of impacts upon wetlands and aquatic resources, and as a secondary concern, cost of the project.
- The USACE focuses upon two key questions when screening an alternative as the LEDPA:
  1. How can all impacts be avoided?
  2. How can unavoidable impacts be minimized?
- The USACE cannot permit an alternative with greater impacts than another if it is practicable. If all conditions among the screened alternatives are equal, the USACE permits the alternative that is most practicable. The most practicable alternative is defined as the one that is most capable of being implemented taking into account cost, existing technology, and logistics. Prior to such a determination the preferred alternative must meet the project's Purpose and Need statement.
- It was explained that the USACE will evaluate the preferred alternative as a whole and objectively assess the sum of its elements. However, the USACE will analyze specific aspects of the US 36 corridor such as the west end to see if there is a significant differential of impacts between options, especially on aquatic resources. If a significant difference of impacts is found, the USACE may suggest the development of other options to facilitate permitting and implementation.
- It was noted that a submittal needs to be made to the USACE to facilitate a jurisdictional determination.

### **DISCUSSION & COMMENT**

- The USACE will consider if the preferred alternative chosen for the Final Environmental Impact Statement (FEIS) is indeed the LEDPA out of the possibilities that exist among Package 2, Package 4 and a discussed combination alternative.
- Members requested clarification regarding how the USACE examines specific elements of a project versus the overall impact; if an alternative is developed that has less impacts than either of the previous build alternatives, how does the USACE examine the features that are needed to support them? It was explained that the USACE will evaluate the alternative as a whole and examine each of the key elements to ensure that they are the LEDPA.

Project No. NH 0361-070(14133)

- Scott Franklin explained that waters of the United States are under the jurisdiction of Section 404 ruling and the USACE if they are connected via overland flow to a navigable waterway such as the South Platte River.

## **PRESENTATION & DISCUSSION: PHASE 1 VS. PREFERRED ALTERNATIVE**

Rick Pilgrim, US 36 EIS Project Manager, URS Corporation explained the differences between the first phase of project implementation, the larger EIS process, and a potential interim project.

- Phase 1 and all subsequent phases need to be consistent with a preferred alternative.
- Rick explained that an interim project is required to be compatible with the preferred alternative. Any interim project would need to be done outside of the PAC process and include a separate environmental clearance.
- It was clarified that the costs listed in Slide 13 of the presentation were based on 2006 Dollar values and that US 36 corridor funding is close to \$700 million.

## **DISCUSSION & COMMENTS**

- In regard to an interim project, Gina McAfee, RTD FasTracks, explained that if at a later date funding is identified, it can be allocated to a subsequent project phase by reviewing the Final Environmental Impact Statement (FEIS) and initiating a Phase 2 Record of Decision (ROD).
- Debra Baskett, City and County of Broomfield, stated that the US 36 MCC is pursuing funding for the US 36 corridor improvements. However, she suggested development of a UPA-like alternative be set aside and that the PAC focus its efforts on identifying a preferred alternative for the FEIS. If funding becomes available then she suggested a rapid re-consideration by the US 36 entities. The PAC agreed with the suggestion to focus on the preferred alternative and the Phase 1 implementation efforts.
- A question was asked about what the difference is between a combined alternative and a preferred alternative and what steps alter the classification from one to the other. Kelsey Johnston, URS Corporation, explained that the combined alternative identified by the PAC undergo technical evaluation and 'testing' during the FEIS and that the preferred alternative will be finalized after such analysis.

## **PRESENTATION & DISCUSSION:**

### **EVALUATION FRAMEWORK TO IDENTIFY THE PREFERRED ALTERNATIVE**

Bill Lang and Danielle Yearsley, CH2M Hill, conducted an exercise that illustrated the spacing of corridor elements and size constraints. Full corridor maps were displayed with movable components which committee members placed on the maps to illustrate space required for weaving, median BRT stations, and side-loading BRT stations. This exercise also served to provide an understanding for the constraints on access to ramps and lanes, and to provide a better understanding for the impacts of interchange designs upon the rest of the corridor.

## **DISCUSSION & COMMENTS**

- Committee members stated that the exercise provided a helpful visual to understand the space required for BRT stations and their proximity to each other. One 'take away' was that the amount of weaving that required to access BRT/HOV lanes could be problematic.
- The City of Boulder requested a better understanding of the results associated with the implementation of side-loading BRT stations at McCaslin Blvd. and how this would affect the area between McCaslin Blvd. and Table Mesa Dr.
- It was stated that spacing for proper signage needs to be taken into consideration and that the space limitations between stations will be a challenge. Rick Pilgrim noted that the project will work to evaluate the appropriate spacing and information communication to highway users about how to access ramps and express lanes. This will be better understood once the data from the 2035 DRCOG simulation is available.
- A request was made that a future PAC meeting discuss the advantages, disadvantages, and specific details of side-loading slip ramps and BRT operations. This discussion will occur at the April 1 PAC meeting.
- A request was made for jurisdictions to obtain the materials used for this exercise to be able to run the same exercise with their respective city councils.

## **PRESENTATION AND DISCUSSION: RESULTS OF BIKEWAY AND WEST END WORKING GROUPS**

---

### **Bikeway Working Group**

Rick Pilgrim presented the recommendation of the US 36 PAC Bikeway Working Group. The recommendation was included in both a fact sheet and meeting summary which were distributed at this meeting.

- The US 36 Bikeway Fact Sheet & Recommendation was distributed to PAC members for official comment and review. Feedback is expected to be provided to CDR Associates by March 24, 2008 and formal decision to adopt the Bikeway Recommendation will be expected at the April 1, 2008 PAC meeting.
- John Shonsey, RTD FasTracks, stated that the bikeway can be aligned adjacent to the Burlington Northern Santa Fe railroad, and added that BNSF requires any vehicles accessing their right-of-way to be Federal Railroad Administration compliant.
- The City of Westminster reiterated its position, as stated in the Bikeway Working Group Meeting Summary, advocating for an alignment along the south side of US 36 between 88<sup>th</sup> Ave. and the Little Dry Creek Trail.

Project No. NH 0361-070(14133)

- Randy Jensen, CDOT, raised awareness that bikeway crossings near drainage areas have not worked well in other projects.
- Boulder County reiterated its statements expressed in the Bikeway Working Group Meeting Summary recommending that connections be made to regional bikeways throughout the corridor.

### **West End Working Group**

Jonathan Bartsch informed the committee of the results of the West End Working Group Meeting on February 22, 2008. He explained that the group did not reach agreement on a recommendation to present to the PAC. He also explained the concerns expressed by both the jurisdictions and agencies regarding the west end design. Several options listed for PAC consideration can be found in the West End Working Group Meeting Summary which will be distributed to the PAC separately.

- Boulder County stated that they believe a better decision can be reached once the data is available from the DRCOG 2035 Simulation Model. The City of Boulder made a request for travel time per person data be made available.
- Boulder County expressed the need for a focused west end evaluation and discussion involving the communities affected; this was requested to occur outside of the PAC, perhaps in a working group.
- Scott Franklin, USACE, stated that it would be best if there is a decision made soon regarding the preferred design options in order to assess aquatic impacts. He offered to consult with the working group in order to recommend which alignment may be the most permissible.
- It was clarified that a decision about the design options can occur once a preferred alternative is defined to aid in a more comprehensive evaluation of the benefits and trade-offs. It was also suggested that there is a need to discuss the effects and impacts within the larger group as what happens at the west end can affect the entire corridor.
- The Town of Superior requested the Working Group discussions regarding auxiliary lanes into Boulder be kept separate from the discussion taking place regarding BRT operations.

## **PAC MEETING SCHEDULE & KEY DATES**

---

### **Key Decisions**

#### **March 25, 2008**

- Auxiliary Lane into Boulder
- BRT Operating Plan and Stations
- Preliminary Layout of Combined Alternative

#### **April 22, 2008**

- Traffic Forecasts
- Managed Lane Access and Operations

#### **May 27, 2008**

- Resolve Outstanding Issues
- Identify Phasing

Project No. NH 0361-070(14133)

### **PAC Working Groups**

#### **March 2008**

- Travel Demand Forecasting
- Auxiliary Lane into Boulder
- BRT Stations/Operations

#### **April 2008**

- Managed Lane Access and Operations

### **Next PAC Meeting**

**Date:** April 1, 2008 & April 29, 2008  
**Time:** 7:30am – 10:00am  
**Location:** The City of Westminster's City Park Recreation Center,  
 10455 Sheridan Boulevard, Westminster, CO 80031

### **MEETING MATERIALS & HANDOUTS**

- February 26, 2008 US 36 PAC Meeting Agenda
- US 36 PAC Meeting Presentation Handout
- US Army Corps of Engineers NEPA/404 Merger Presentation Handout
- US 36 Bikeway Fact Sheet & Recommendation
- US 36 Bikeway Working Group Recommendation & Meeting Summary
- West End Design Options Fact Sheet
- January 29, 2008 US 36 PAC Meeting Summary

### **MEETING ATTENDEES**

<b>NAME</b>	<b>AFFILIATION</b>
1. Audrey DeBarros	36 Commuting Solutions
2. Chris McShane	36 Commuting Solutions
3. George Gerstle	Boulder County
4. Will Toor	Boulder County
5. Jane Hann	CDOT
6. Jim Paulmeno	CDOT
7. Leela Rajasekar	CDOT
8. Randy Jensen	CDOT
9. Michelle Halstead	CDOT, Government Relations
10. Bob Garcia	CDOT, Region 4
11. Mark Gosselin	CDOT, Region 4
12. Chuck Attardo	CDOT, Region 6

Project No. NH 0361-070(14133)

13. Jon Chesser	CDOT, Region 6
14. Moe Awaznezhad	CDOT, Region 6
15. Irena Motas	CDOT, Region 6 Engineering
16. Andrea Meneghel	CDR Associates
17. Jonathan Bartsch	CDR Associates
18. Bill Lang	CH2M Hill
19. Danielle Yearsley	CH2M Hill
20. Debra Baskett	City & County of Broomfield
21. Patrick Quinn	City & County of Broomfield
22. Bob Kochevar	City & County of Denver Public Works
23. Edward Stafford	City of Arvada
24. Mike Sweeney	City of Boulder
25. Tracy Winfree	City of Boulder
26. David Thompson	City of Louisville
27. Heather Balser	City of Louisville
28. Dave Downing	City of Westminster
29. Matt Lutkus	City of Westminster
30. Nancy McNally	City of Westminster
31. Monica Pavlik	Federal Highway Administration
32. Dave Beckhouse	Federal Transit Administration
33. Will Kerns	Jefferson County
34. Gina McAfee	RTD FasTracks
35. John Shonsey	RTD FasTracks
36. Karen Morales	RTD FasTracks
37. Andrew Muckle	Town of Superior
38. Jay Wolffarth	Town of Superior
39. Alex Ariniello	Town of Superior (LSC)
40. Kelsey Johnston	URS Corporation
41. Rick Pilgrim	URS Corporation
42. Scott Franklin	US Army Corps of Engineers
43. Alison Deans Michael	US Fish & Wildlife Service



## US 36 ENVIRONMENTAL IMPACT STATEMENT/BASIC ENGINEERING

**SUBJECT:** US 36 Auxiliary Lane Working Group - Meeting Summary  
**DATE:** March 18, 2008  
**TIME:** 10:00am - 12:00am  
**LOCATION:** The City of Westminster's City Park Recreation Center,  
10455 Sheridan Boulevard, Westminster, CO 80031

### MEETING PURPOSE

---

The goal of this meeting was to review the auxiliary lane issues for the US 36 corridor and to develop a recommendation to present to the Preferred Alternative Committee (PAC) for their next meeting on April 1, 2008.

### MEETING AGREEMENTS & RECOMMENDATIONS

---

**The Combined Alternative should include the following features:**

**Adaptive Management Plan & Auxiliary Lanes Implementation Triggers:** The FHWA explained that auxiliary lanes can become a phased part of the project, using an adaptive management strategy. Moe Awaznezhad, CDOT, described the advantages of auxiliary lanes and how they can be planned for between interchanges, and then implemented when needed through an Adaptive Management Strategy. It will be important for an Adaptive Management Plan to identify the triggers that indicate when a phase is to be implemented. Jonathan Bartsch, CDR Associates, pointed out the importance to identify what flexibilities exist when establishing specific triggers. Standards will need to be established around when auxiliary lanes are needed, and what happens if identified triggers are never reached and that part of the alternative is never implemented.

#### **Access Options for Superior and Louisville:**

1. Include auxiliary lanes.
2. Include drop ramps from McCaslin Blvd westbound to provide access to a center HOV lane. George Gerstle, Boulder County, suggested this configuration take the current Urban Partnership Agreement and add modifications to provide direct access to a managed lane from Superior/Louisville.
3. Managed lanes could be included on the shoulder between McCaslin Blvd and Foothills Pkwy with a design including flyovers to bring commuters back to the middle as the system moves east. This would also include continuous BRT in the shoulder lanes.
4. Including drop ramps at 88<sup>th</sup> Ave in each direction. This has been suggested as a new element of the project.

Project No. NH 0361-070(14133)

**Transportation Demand Management (TDM):** The option to implement TDM is an important component of the Combined Alternative and would occur throughout the corridor.

**Adams County:** Consideration will be given to minimize and reduce property impacts at the east end of the corridor in addition to considering operation and design configurations from I-25 to Sheridan Blvd.

#### OVERVIEW OF AUXILIARY LANE DESIGNS; DISCUSSION OF CONCEPTS & ISSUES: CORRIDOR-WIDE & WEST-END

---

Nate Larson, URS Corporation, presented the auxiliary lane configurations for the US 36 corridor.

**Definition of Auxiliary Lane:** For the purpose of this project, an auxiliary lane is defined as a US 36 highway lane that starts with an on-ramp at one interchange and ends with an off-ramp at the next downstream interchange. They do not continue as “through” lanes under an interchange bridge. Lanes that end with a merge into the general purpose through lanes, such as on-ramp merge areas or climbing lanes, are not considered auxiliary lanes.

**Distinction of the DRCOG 2030 Travel Forecast vs. the 2035 Travel Forecast:** The Auxiliary Lane design concept is a preliminary concept. Once data is available from the DRCOG 2035 Travel Forecast, impacts will be better known and inter-dependency where auxiliary lanes should be will be identified and subject to analysis. It was suggested that the Auxiliary Lanes Working Group meet again to determine how that information would refine analysis and affect decisions.

#### CORRIDOR-WIDE ISSUES

---

**Project Decision Making:** Jonathan Bartsch, CDR Associates, stressed the importance of the group moving forward on parts where there is broad consensus and determining what to do where there is disagreement. Jonathan stated the importance for the group to coalesce around areas and issues where agreement can be attained.

Debra Baskett, City and County of Broomfield, noted that key factors to consider in evaluating the role auxiliary lanes have in the US 36 Preferred Alternative include how they function with proposed modifications to interchanges and their relationship to the location of BRT stations.

**East End Working Group:** Jeanne Shreve, Adams County, requested an official east end working group be established to focus on east end issues and to formalize those issues and comments into the Environmental Impact Statement (EIS) process. She stated that there is a need to focus on how the system operates on the east end and to be able to bring those issues and developments to the larger group. Additionally, a combined preferred alternative should avoid the major relocations of right-of-way and property acquisitions that would affect the east end more than any other segment of the corridor.

**I-25/US 36 Transition:** Adams County reiterated comments it submitted during the Draft Environmental Impact Statement (DEIS) comment period stating transitional operating and design configurations are requested to address the relationship between I-25 and US 36 from I-25 to Sheridan Blvd. The issue will

Project No. NH 0361-070(14133)

wait to be further discussed when a representative from Westminster is present, being that those impacts could affect the Westminster portion of the corridor.

**Clear the Largest Overall Project Footprint:** It was suggested the widest possible project footprint should be cleared for the Final Environmental Impact Statement (FEIS). The flexibility to provide for future widening projects, bridge reconstructions, interchange improvements, allowing for full ROW, and the potential to accommodate auxiliary lanes should be taken into account.

## WEST-END ISSUES

---

**West End Auxiliary Lanes:** The City of Louisville suggested to model auxiliary lanes based on the 2035 data once it becomes available and to evaluate both the eastbound and westbound auxiliary lanes between McCaslin Blvd and Foothills Pkwy together as the lanes would experience similar traffic flows and issues.

Because the general experience for a driver in a general purpose lane is very similar between each west end auxiliary lane option, Will Toor, Boulder County, questioned the need for auxiliary lanes in either direction and the impacts and costs associated with building them. Will stated that additional general purpose lane capacity should not be added and that the focus should be more towards HOV and tolling in a managed lane. Heather Balsler added that eliminating auxiliary lane options west of McCaslin Blvd would be based on assuming that there would be added benefits from increased use of the HOV/HOT lane and that there is a need for more benefit with capacity needs moving west.

**West End Terminus:** Mike Sweeney, City of Boulder, stated that there are constraints at the west end of the system, as it is operating at LOS F during AM peak periods. There is a need to take this into consideration and that if the system operates efficiently and brings additional vehicles into Boulder, it would create a lower LOS between McCaslin and Table Mesa Dr. and bring commuters to the surface interchange in Boulder at a LOS F, creating a queue storage. Greater utilization of a managed lane would best serve Boulder.

## DATA NEEDS & REQUESTS

---

- Heather Balsler, City of Louisville, requested the Working Group members be provided with materials and information explaining what is affordable and feasible, while taking into consideration the potential to accommodate future improvements in regard to the drop ramp access at 88<sup>th</sup> Street, which would be a new element. Heather also added that it will be important to understand what the 2035 data indicates and why the present data justifies the current configuration.
- Will Toor, Boulder County, requested that the extra costs associated with providing a wider footprint be taken into consideration as well as opportunities where areas of the corridor can be narrower.
- George Gerstle, Boulder County, requested that the capacity for people moving and hours of delay be considered as criteria in determining the need for an auxiliary lane.

Project No. NH 0361-070(14133)

**MEETING MATERIALS & HANDOUTS**

---

- March 18, 2008 US 36 Auxiliary Lane Working Group Meeting Agenda
- US 36 Auxiliary Lanes Fact Sheet

**MEETING ATTENDEES**

---

NAME	AFFILIATION
1. Audrey DeBarros	36 Commuting Solutions
2. Chris McShane	36 Commuting Solutions
3. Jeanne Shreve	Adams County
4. George Gerstle	Boulder County
5. Will Toor	Boulder County
6. Tom Lorz	CDOT, Government Relations
7. Mark Gosselin	CDOT, Region 4
8. Chuck Attardo	CDOT, Region 6
9. Moe Awaznezhad	CDOT, Region 6
10. Irena Motas	CDOT, Region 6 Engineering
11. Andrea Meneghel	CDR Associates
12. Jonathan Bartsch	CDR Associates
13. Danielle Yearsley	CH2M Hill
14. Debra Baskett	City & County of Broomfield
15. Mike Sweeney	City of Boulder
16. David Thompson	City of Louisville
17. Heather Balser	City of Louisville
18. Monica Pavlik	Federal Highway Administration
19. Reed Everett-Lee	RTD FasTracks
20. Andrew Muckle	Town of Superior
21. Jay Wolffarth	Town of Superior
22. Alex Ariniello	Town of Superior (LSC)
23. Kelsey Johnston	URS Corporation
24. Nate Larson	URS Corporation
25. Rick Pilgrim	URS Corporation

## US 36 ENVIRONMENTAL IMPACT STATEMENT/BASIC ENGINEERING

**SUBJECT:** US 36 Preferred Alternative Committee (PAC) Meeting Summary  
**DATE:** April 1, 2008  
**TIME:** 7:30am - 10:00am  
**LOCATION:** The City of Westminster's City Park Recreation Center,  
10455 Sheridan Boulevard, Westminster, CO 80031

### MEETING PURPOSE

---

The purpose of the meeting was to build on discussions from the US 36 working groups and previous PAC meetings to develop a Combined Alternative for the US 36 corridor. This meeting focused upon the US 36 Bikeway, West End Design Options, Auxiliary Lanes, and Bus Rapid Transit (BRT) Operations.

### MEETING AGREEMENTS

---

**Materials Distribution:** The Project Team agreed to distribute materials to the PAC the Wednesday prior to the PAC meeting date.

**Identifying Combined Alternative:** The PAC reconfirmed the commitment to develop a broadly supported Combined Alternative for evaluation in the US 36 Final Environmental Impact Statement (FEIS) by the end of June 2008.

**US 36 Bikeway:** Agreement was reached for the west end and Coal Creek bikeway alignments. The Project Team will follow-up with the City of Westminster and Adams County to finalize the east end alignment options.

**West End Design Option:** The PAC agreed to move forward with Design Option A-Refined. The Project Team committed to perform additional analysis on the west end during the FEIS to improve transit travel time and achieve design efficiencies. FHWA and CDOT agreed to re-evaluate the west end design selection following implementation of the preferred alternative should transit not be operating as planned. This would be a new NEPA process. The City of Boulder could not support until checking in with elected officials.

**Working Group Meetings:** Four US 36 Working Group meetings were agreed to: BRT Operations Follow-up; Managed Lane Access and Traffic Operations; East End Design Issues; East End Bikeway Follow-up.

## INTRODUCTION & DISCUSSION

Jonathan Bartsch, CDR Associates, welcomed the group, facilitated introductions and addressed the progress being made to identify the Combined Alternative. Jonathan highlighted the following points:

- Given the PAC's agreement to adopt the US 36 PAC Operating Protocols, the group has agreed to work towards identifying a Combined Alternative and Phase 1 implementation approach by June 2008.
- If agreement on working group recommendations cannot be reached during the meeting, the committee will be expected to reach agreements at the April 29, 2008 PAC meeting or be able to articulate what it is that is needed to make a decision, recognizing that a final decision on the Combined Alternative and Phase 1 implementation is expected at the May 27, 2008 PAC meeting.
- The need exists to develop procedural guidelines (adaptive management approach) and methods which would allow decisions and issues to be revisited.

### Information Requests & Expectations

- Although there is a need to make decisions based on current information provided in the US 36 Draft Environmental Impact Statement (DEIS) and the DRCOG 2035 Travel Demand Forecast, members of the group expressed concern regarding the amount and type of information available for decision making. The need for making information available well in advance of meetings was stressed.
- Working group participants are expected to work with their respective PAC members to keep them informed of progress and decisions made about the various issues.

### Comments

**Agreement to Identify a Combined Alternative:** The PAC reconfirmed the commitment to develop a broadly supported Combined Alternative for evaluation in the US 36 Final Environmental Impact Statement (FEIS) by the end of June 2008.

**Information Distribution:** Information and materials for future PAC meetings will be distributed the Wednesday before the upcoming meeting. If the materials are distributed in batches, the Wednesday before the meetings will be the final day which PAC members will receive information and materials. Information and meeting summaries from working groups will be distributed five business days after the meetings.

**Information Request:** The PAC and its working groups have requested appropriate information be provided in advance concerning the issues that will be addressed. As an example, Matt Lutkus, City of Westminster, cited the BRT Operations Working Group Meeting, and expressed disappointment that the BRT White Paper had been released after the meeting.

**Meeting Protocol:** Debra Baskett, City and County of Broomfield, requested that at the beginning of each PAC meeting, progress, developments, and specific decision making parameters be reviewed. Debra also

Project No. NH 0361-070(14133)

addressed the terminology and syntax used to describe the Building Block approach. She requested the PAC be familiarized with the type of terminology that can be communicated to the public to answer questions around major components such as operations and costs for capital improvements.

**Decision Making:** Will Toor, Boulder County, encouraged the PAC to focus upon the implementable, agreeable, and fundable components of the Combined Alternative and Phase 1 implementation. He added that the need exists to establish criteria and triggers that will allow the committee to revisit decisions and issues. Heather Balsler, City of Louisville, reiterated support for the opportunity to re-evaluate decisions once new information is attained.

**CDOT:** Randy Jensen, CDOT, explained that specific elements of the corridor require focused analysis and that a phased implementation approach is acceptable. However, the group is required by regulations to base decisions on a twenty year projection and address needs identified within that time period. The DRCOG 2035 Travel Demand Forecast will provide the PAC with sufficient information to make decisions. Moe Awaznezhad, CDOT, clarified that a goal of the process is to agree upon as many issues as possible and then review the findings in order to define a Combined Alternative for the US 36 FEIS.

**Federal Highway Administration (FHWA):** Shawn Cutting explained that steps can be identified for a Phase 1 approach and that the Combined Alternative needs to meet the overall Purpose and Need statement or FHWA can not approve it as the Preferred Alternative. Shawn advised the group to identify an ultimate vision that will meet the needs of the corridor for 2035.

**Travel Demand Modeling & Forecasting:** Nate Larson, URS Corporation, clarified that fundamental decisions need to be made and can be modeled, but there is not the need, nor the time available to model every possible combination proposed. The new model runs for 2035 currently provide sufficient information to make conclusions about operations.

## US 36 BIKEWAY

Rick Pilgrim, URS Corporation, reviewed a refined US 36 Bikeway alignment based on the Bikeway Working Group recommendation and the Bikeway Field Visit Recommendation.

### Comments

**City of Westminster:** The City of Westminster expressed disappointment that the bikeway field visit occurred without the City's representative, John Carpenter. The City felt the Bikeway Field Visit Recommendation contained errors and that a number of the City's concerns could have been addressed on-site if John were present.

**Bikeway Connectivity:** Tracy Winfree, City of Boulder, requests the bikeway establish appropriate corridor-wide connectivity to local streets and existing paths and trails. Tracy also requests permission is granted to private developers to make connections to the US 36 Bikeway. The local jurisdictions will provide a list to CDR Associates of identified areas where connections are requested (See Next Steps below).

Project No. NH 0361-070(14133)

**Agreement on the US 36 Bikeway:** Agreement was reached for the West End and Coal Creek bikeway alignments. The Project Team will follow-up with the City of Westminster and Adams County to finalize the east-end alignment options.

**City & County of Broomfield:** Debra Baskett requested a refined bikeway alignment in Broomfield which would minimize impacts to private landowners.

**Additional Permitting:** Moe Awaznezhad, CDOT, explained that an additional permitting process would be required if bikeway improvements break the access line of the project or if others would want to access that right of way.

**FHWA:** Shawn Cutting advised the group to identify bikeway requests and requirements for the Combined Alternative before the US 36 FEIS.

**Purpose of Bikeway:** The focus of re-designing the bikeway is to meet transportation needs and this takes precedence over the bikeway's recreational aspects. The bikeway is to be implemented in Phase 1.

#### Next Steps:

**Bikeway Connections:** Jurisdictions will provide information about where connections to and from the bikeway are requested. This list is to be submitted to CDR Associates by 5:00pm, April 20, 2008. Those areas will be reviewed and the bikeway recommendation will be refined for the PAC meeting on April 29, 2008.

**East End Bikeway Meeting:** URS and CDOT are to meet with the City of Westminster and Adams County to address east end bikeway concerns. The meeting will take place before the April 29, 2008 PAC meeting. The goal is to provide a recommendation which addresses east-end concerns for the April 29, 2008 PAC meeting.

## **WEST END DESIGN OPTIONS**

Rick Pilgrim reviewed a refined alternative for West End Design Option A and explained its design features and operating patterns. This alternative was referred to as West End Design Option A-Refined. Rick communicated that based on analysis of impacts and costs, and the US Army Corps of Engineers' requirement to select the Least Environmentally Damaging Practicable Alternative (LEDPA), the Project Team is recommending this design option for the Combined Alternative.

**West End Design Option A-Refined:** This refinement of Design Option A consists of the transition of the Express Lane to a General-Purpose (GP) Lane at a point west of Cherryvale Road. The lane would change the regulatory designation from Express to GP and would be a continuous through-lane to 28<sup>th</sup> Street. The previous layout of Option A would have ended the Express Lane requiring all vehicles in that lane including the BRT vehicles to merge into the adjacent GP lane. A two lane weave to the BRT ramp would have been required. Option A-Refined requires only a one lane weave to the BRT ramp.

Project No. NH 0361-070(14133)

**West End Level of Service (LOS) and Operations:** Nate Larson, URS Corporation, explained that the bus travel time delay should decrease due to Design Option A-Refined because only one lane change is now required. Nate added that if the managed lane designation were to be extended to Table Mesa, an auxiliary lane would be needed and buses would have less distance to move over to the Table Mesa station.

### Comments

**RTD:** John Shonsey, RTD, expressed the importance for this option to consider overall impacts, costs, bus operations such as weaving, and how this design option would perform under the different configurations for median or side-loading ramp-stop BRT stations.

**West End Jurisdictions:** Boulder County, the City of Boulder, the City of Louisville and Town of Superior agreed that the refined design option is an improvement to Design Option A and offers fewer impacts. Tracy Winfree, City of Boulder, stated that there are additional ideas from the City that could be incorporated into Design Option A-Refined, including an extension of the westbound express lane as far as possible, and elements from Design Option B in the eastbound direction, such as a flyover option.

**Boulder County:** Will Toor, Boulder County, suggested that if traffic forecasts, transit operations, and travel impacts are contrary to what is expected, then triggers should be established within the Combined Alternative to re-evaluate the west-end design. Boulder County also requested information about impacts to the Boulder arterial system, such as 28<sup>th</sup> Street and to the east.

**NEPA Considerations:** Jonathan Bartsch clarified that Design Option A-Refined meets the project Purpose and Need and is the LEDPA, while Design Option B does not qualify as the LEDPA under Section 404. To answer Will Toor's question of whether Design Option B can be cleared by the FHWA based on conditions set for re-evaluating the west end design, Shawn Cutting, FHWA, clarified that if new information becomes available then the decision can be revisited. Randy Jensen, CDOT, explained that the objective is to clear the LEDPA based on the Purpose and Need statement and 2035 data. Shawn added that the USACE will be selecting the LEDPA to meet 2035 design needs in accordance with federal regulation. Boulder County and 36 Commuting Solutions expressed skepticism that highway and transit were being considered equitably in this process.

**Agreement on the West End Design Option:** The PAC agreed to move forward with Design Option A-Refined. Tracy Winfree, City of Boulder, said that the City of Boulder cannot support a preferred alternative that does not have a direct connection, though the Design Option A-Refined has improved performance for transit. Winfree appreciates effort to improve design, but requested additional design work and supported Will Toor's approach to creating "performance triggers" for transit with an agreement in the EIS document to develop a new design if the Design Option A-Refined does not perform as well as predicted. Additional analysis will be done to identify the best ending point for the west-end managed lane, improvements and efficiencies at the Table Mesa interchange, and establish bus travel time criteria that would define transit operation triggers. If the triggers are reached, agencies and jurisdictions would re-evaluate the design option.

Project No. NH 0361-070(14133)

### **Next Steps:**

- City of Boulder request for design refinements to West End Design Option A-Refined
- Request for modeling results of West End Design Option A-Refined, including analysis of weaving patterns and congestion forecasts.
- Request for criteria that would allow for re-evaluation for West End Design Option

**City of Boulder:** Tracy Winfree, City of Boulder, will check with Boulder officials before offering additional input. Tracy will update the PAC at the April 29, 2008 meeting of the City of Boulder's position on Design Option A-Refined.

## **2035 TRAVEL DEMAND MODELING**

Nate Larson, URS Corporation, reported the results from the 2035 Travel Demand Modeling Working Group Meeting and noted that there were no major concerns. Nate explained that the DRCOG model has been updated through a process of taking new input from local agencies about projected land use. Large land uses such as the Superior Town Center and Conoco Phillips are included in the model if they were part of that update process. The previous model did account for StorageTek, and it is highly unlikely that those employees would have been removed.

Additional information from the DRCOG 2035 Travel Demand Forecast will be available for the April 29, 2008 PAC meeting.

### **Comments**

**Boulder County:** Will Toor, Boulder County, disagreed with the argument that certain criteria specific to roadways, such as LOS in the general lanes, would justify a lone solution of adding additional general purpose lanes.

## **BRT OPERATIONS**

Rick Pilgrim presented a comparison of median and side-loading ramp-stop BRT stations, and reviewed the content of the BRT White Paper. It was noted that due to accounting for reduced costs, BRT operating strategy, and reducing the overall project footprint, the Project Team recommended the PAC to consider side-loading ramp-stop BRT stations for the US 36 corridor.

**2035 Bus Ridership:** Nate Larson explained that there are several reasons that 2035 bus ridership estimates are only slightly higher than today's ridership. First, many factors that boost ridership, such as Eco-Pass, one-seat rides for commuters, and good service options, are things RTD is already doing and there is not much room for improvement. Second, ridership is not all that sensitive to bus travel time. Ridership is somewhat sensitive to walking time and waiting time. The most important thing is whether there is a bus there or not, and whether or not a rider has to transfer buses. Jeff Dunning, RTD, added that Northwest Rail accounts for much of the transit ridership growth in the corridor.

Project No. NH 0361-070(14133)

**Performance Difference Between Median and Ramp-Stop Stations:** Nate Larson stated that side-loading ramp-stop stations perform slightly better than median stations because riders are more likely to have a one-seat ride and because the 86X and BF riders at two of the busiest stations (Sheridan and Broomfield) will not have any walk-time at all during peak hours because the buses serve both sides of the highway in the morning and the evening. A concern was expressed that there has been incomplete analysis related to median BRT stations.

### Comments

**Trade Offs:** Jonathan Bartsch encouraged the group to define the corridor-wide trade-offs between median and side-loading ramp-stop BRT stations

**Bus Rapid Transit vs. Enhanced Express Bus Service:** Lee Kemp, RTD, noted that there is a difference between the traditional definition of Bus Rapid Transit and what is being recommended for the US 36 corridor. Lee stated that the US 36 corridor's bus operations resemble more of an Enhanced Express Bus Service. Lee explained that by working towards implementing a dedicated Bus Rapid Transit system, the project is limited in options that can be considered, but if the project adopts an Enhanced Express Bus Service, then more options to optimize routes and service exist. Mayor Chuck Sisk, City of Louisville, emphasized the necessity to retain the name and include BRT service in order to attract federal funding when available for multi-modal transportation corridors.

**RTD:** John Shonsey, RTD, encouraged consideration for how the alternative station configurations affect bus routes and operations at individual stations. He also asked that the effects of barrier separations and auxiliary lanes be considered as well. Debra Baskett encouraged RTD to provide a proposed strategy for BRT operations and station configurations, in addition to providing information about both median and side-loading stations. Heather Balsler, City of Louisville, commented that the approach does not need to be either all side-loading stations or all median stations. There may be some locations that work best with a median station and others that work best with side-loading stations. This information is requested to be provided to the jurisdictions.

### Information Requests

- Median vs. Ramp-Stop Stations
  - Boulder to Denver BRT Service implications
  - Station by Station analysis of needs and difference between implementing a median or ramp-stop station
  - Frequency Data
  - Impact on headways
  - Analysis of implementing all median stations, all ramp-stop stations, or a combination of stations
  - Impacts of various configurations upon interchanges, with or without auxiliary lanes

### Next Steps

**BRT Operations Working Group:** The BRT Operations Working Group will reconvene to review new information on April 17, 2008.

Project No. NH 0361-070(14133)

## AUXILIARY LANES

---

Rick Pilgrim reviewed the Auxiliary Lane configurations and recommendation for the US 36 corridor. It was stated that the purposes of auxiliary lanes would be to offer connections between adjacent interchanges, to address geometric and/or operational inefficiencies in key segments without adding GP lanes, and to assist with BRT operations if ramp-stop stations are employed. More on the Auxiliary Lanes recommendation can be read in the Draft US 36 Auxiliary Lanes Working Group Meeting Summary which was distributed for this meeting.

### Comments

**Boulder County:** Will Toor noted that this particular topic is not an area where there may be agreement; however, Will felt the information is not available to know where the group disagrees. Toor believes that it is not worth getting into arguments until more information is provided.

**RTD:** John Shonsey, RTD, noted that the inclusion of auxiliary lanes and side-loading ramp-stop stations would provide added capacity for bus service between interchanges throughout the corridor.

**Information Request:** Heather Balsler, City of Louisville, requested analysis of operations with the inclusion and absence of auxiliary lanes west of McCaslin Blvd.

### Next Steps

The Auxiliary Lanes recommendation will be re-visited at the April 29, 2008 PAC meeting.

## UPCOMING MEETINGS

---

### **Access & Managed Lane Working Group and BRT Operations Working Group**

Date: Thursday, April 17, 2008

Location: The City and County of Broomfield Complex, Bal Swan Conference Room

- Access & Managed Lane Working Group
- BRT Operations Working Group

### **East End Working Group**

Date: Wednesday, April 30, 2008

Location: Adams County Planning, 12200 Pecos St., Westminster, CO

- East End Working Group
  - Bikeway
  - Property Impacts
  - Drainage
  - Broadway Access
  - Transition from I-25 to US 36

### **East-End Bikeway Meeting**

- URS and CDOT to meet with City of Westminster and Adams County - to be scheduled.

Project No. NH 0361-070(14133)

### **US 36 Preferred Alternative Committee Meetings**

Date: April 29, 2008

Location: Westminster City Park Recreation Center

- Traffic Forecasts
- Managed Lane Access and Operations

Date: May 27, 2008

Location: Westminster City Park Recreation Center

- Resolve outstanding issues
- Consensus on Combined Alternative

### **US 36 PAC MEMBERS NEXT STEPS**

**Bikeway Connections:** Jurisdictions are to list areas where connections are requested to be made to and from the bikeway. This list is to be submitted to CDR Associates by 5:00pm, April 20, 2008. Those areas will be reviewed and the bikeway recommendation will be refined for the PAC meeting on April 29, 2008.

**City of Boulder:** Tracy Winfree, City of Boulder, will verify acceptability with City of Boulder elected officials and update the PAC at the April 29, 2008 meeting of the City of Boulder's position on Design Option A-Refined.

### **US 36 PAC INFORMATION REQUESTS**

#### **Bikeway**

The City and County of Broomfield requested a defined bikeway alignment in Broomfield which would minimize impacts to private landowners.

#### **West End Design Option**

- Request for design refinements to West End Design Option A-Refined
- Request for modeling results of West End Design Option A-Refined
- Analysis of weaving and congestion for West End Design Option A-Refined
- Request for a statement acknowledging the possibility of re-evaluation for West End Design Option following implementation

#### **BRT Operations**

- Median vs. Ramp-Stop Stations
  - Boulder to Denver BRT Service implications
  - Station by Station analysis of needs and difference between implementing a median or ramp-stop station
  - Frequency Data
  - Impact on headways
  - Analysis of implementing all median stations, all ramp-stop stations, or a combination of stations
  - Impacts of various configurations upon interchanges, with or without auxiliary lanes

Project No. NH 0361-070(14133)

### Auxiliary Lanes

- Heather Balsler, City of Louisville, requested analysis of operations with the inclusion and absence of auxiliary lanes west of McCaslin Blvd.
- Mayor Chuck Sisk, City of Louisville, requested impact, cost, and operations analysis of including drop ramps at 88<sup>th</sup> Street.

### Information Distribution

April 10, 2008 – Working Groups receive information

April 23, 2008 – US 36 PAC receives information

## MEETING MATERIALS & HANDOUTS

- April 1, 2008 US 36 PAC Meeting Agenda
- April 1, 2008 US 36 PAC Meeting Presentation
- DRAFT US 36 Bikeway Working Group Recommendation and Meeting Summary
- Bikeway Field Visit Recommendations
- US 36 West End Design Options Working Group Meeting Summary
- West End Design Option A Refinements Overview
- US 36 BRT System: Implementation and Operation, DRAFT White Paper
- US 36 BRT Operations Working Group Meeting Summary
- US 36 Auxiliary Lane Working Group Meeting Summary

## MEETING ATTENDEES

NAME	AFFILIATION
1. Audrey DeBarros	36 Commuting Solutions
2. Chris McShane	36 Commuting Solutions
3. Jeanne Shreve	Adams County
4. George Gerstle	Boulder County
5. Will Toor	Boulder County
6. Leela Rajasekar	CDOT
7. Randy Jensen	CDOT
8. Michelle Halstead	CDOT, Government Relations
9. Bob Garcia	CDOT, Region 4
10. Mark Gosselin	CDOT, Region 4
11. Jim Paulmeno	CDOT, Region 6
12. Moe Awaznezhad	CDOT, Region 6
13. Irena Motas	CDOT, Region 6 Engineering
14. Andrea Meneghel	CDR Associates
15. Jonathan Bartsch	CDR Associates

Project No. NH 0361-070(14133)

16. Bill Lang	CH2M Hill
17. Debra Baskett	City and County of Broomfield
18. Pat Quinn	City and County of Broomfield
19. Bob Kochevar	City and County of Denver
20. Mike Sweeney	City of Boulder
21. Shaun McGrath	City of Boulder
22. Tracy Winfree	City of Boulder
23. Chuck Sisk	City of Louisville
24. David Thompson	City of Louisville
25. Heather Balsler	City of Louisville
26. Dave Downing	City of Westminster
27. Matt Lutkus	City of Westminster
28. Nancy McNally	City of Westminster
29. Shawn Cutting	FHWA
30. Bill Christopher	RTD
31. Jeff Dunning	RTD
32. John Shonsey	RTD
33. Lee Kemp	RTD
34. Karen Morales	RTD FasTracks
35. Reed Everett-Lee	RTD FasTracks
36. Jay Wolffarth	Town of Superior
37. Alex Ariniello	Town of Superior/LSC
38. Kelsey Johnston	URS Corporation
39. Nate Larson	URS Corporation
40. Rick Pilgrim	URS Corporation
41. Scott Franklin	US Army Corps of Engineers



Project No. NH 0361-070(14133)

## US 36 ENVIRONMENTAL IMPACT STATEMENT/BASIC ENGINEERING

**SUBJECT:** US 36 Managed Lane Access and Operations Working Group Meeting Summary  
**DATE:** April 17, 2008  
**TIME:** 9:00am - 11:30am  
**LOCATION:** Broomfield's City and County Complex, One Descombes Drive, Broomfield, CO

### MEETING PURPOSE

To review managed lane access, operations, and initial 2035 travel demand modeling results for the US 36 Combined Preferred Alternative.

### MEETING AGREEMENTS & RECOMMENDATIONS

The US 36 Managed Lane Access and Operations Working Group recommends to the PAC a US 36 lane configuration for the Preferred Alternative that includes:

- One new managed lane in both east and westbound directions (2 new managed lanes total) that are buffer separated and accessed at-grade via periodic breaks in the buffer.
- Addition of auxiliary lanes (interchange to interchange) to most segments from McCaslin Blvd to I-25.
- Addition of one continuous eastbound lane from Sheridan to I-25
- Issues for further PAC consideration:
  - Westbound climbing lanes from McCaslin Blvd to the top of Davidson Mesa that would change to bus-only lanes on the downhill to Table Mesa Dr; and an eastbound climbing lane from Table Mesa Dr to McCaslin Blvd.
  - Analysis of adding a 88<sup>th</sup> Street Drop Ramps
  - Analysis comparing auxiliary lanes versus general purpose lanes in the Broomfield segment
  - Consideration of Combined Alternative impacts on local arterials
  - Determining whether and how to accommodate future infrastructure needs when designing the Combined Alternative, such as future bridge-spans and accommodating water detention facilities (MS4 ponds).

### OVERVIEW OF COMBINED ALTERNATIVE MODELING AND 2035 TRAFFIC VOLUME FORECASTING RESULTS

Nate Larson, URS Corporation, presented an overview of the Combined Alternative assumptions for model runs based on 2035 traffic volume forecasting results and reviewed peak hour Level of Service (LOS) estimates.

**Combined Alternative Lane Configuration:** The proposed Combined Alternative lane configuration was developed in response to US 36 Draft Environmental Impact Statement (DEIS) comments and US 36 Preferred Alternative Committee (PAC) input and is intended to create a narrower corridor footprint that reduces right-of-way impacts while still meeting Purpose and Need and providing acceptable operational

Project No. NH 0361-070(14133)

benefits. Nate Larson noted that the refined design retains many of operational benefits provided by Package 2 and Package 4, while reducing the overall footprint.

### **2035 Combined Alternative Modeling**

The 2035 Combined Alternative modeling conducted for this meeting assumed auxiliary lanes would be included between most major interchanges. The only exceptions are the McCaslin to Foothills segment (where 2035 traffic volumes do not appear to warrant it at this time), the Sheridan-to-Federal segment, which is reasonably long and would already have one more lane than the segment to the west, and westbound from Broadway to Pecos.

The Combined Alternative tested appears to work generally well with respect to overall traffic patterns. While there are some segments that are projected to exhibit LOS F conditions in 2035 peak hours, there do not appear to be major flaws with the alternative. However, the project team has some concerns as to whether traffic can successfully weave between the managed lanes and the interchanges on short and/or congested segments. Research in other states compiled previously by CDOT staff has indicated that problems could be likely to occur when the hourly volume of traffic exiting a managed or HOV lane at one location exceeds about 400 vehicles. Standard analysis techniques are not well suited to test for problems with such complex operations, so the project team will be examining several potential problem areas (where higher access volumes are projected) with simulation after the PAC process, leading up to the FEIS.

Nate Larson discussed the following four basic reasons to provide an Auxiliary Lane between two interchanges:

- **Safety** – so that the ramp merge and/or diverge areas can be made to function safely, especially where the interchange-to-interchange distance is short;
- To facilitate **ramp-to-ramp traffic** – so that traffic that would otherwise be merging into and then diverging out of the through lanes does not have to do so;
- To facilitate **access to and from managed lanes** – so that the other end of the managed lane “weave” can be made with more flexibility; and
- **Transit** – in the case of Ramp Stops, so that “all-stop” or “local” buses on US 36 can avoid potential peak-period travel delays associated with merging into the through lanes.

Rick Pilgrim pointed out that by improving merging and diverging traffic and increasing flexibility of where ramp traffic enters and leaves the general lanes, auxiliary lanes also improve access to managed lanes.

**Boulder County Proposal:** George Gerstle, Boulder County, presented a proposal from the west end communities which included desired elements for Phase 1 implementation, an ultimate vision for the corridor, and requests for further analysis.

**West End Design:** The Town of Superior and City of Louisville reiterated support for the analysis of 88<sup>th</sup> Street drop ramps and Davidson Mesa climbing lanes that would become bus lanes on the other side. It

Project No. NH 0361-070(14133)

was noted that an additional cost of approximately \$15-\$30 million would be incurred for the 88<sup>th</sup> St drop ramps. Support was noted for climbing lanes by City of Boulder and Boulder County as well.

## DISCUSSION & DEVELOPMENT OF A POTENTIAL RECOMMENDATION

Jonathan Bartsch, CDR Associates, led a discussion to identify concerns and to solicit feedback about the Combined Alternative design.

**Adams County:** Adams County supports the proposed configuration as it addresses the County's needs. Additional issues exist which Adams County looks forward to discussing at the East End Working Group Meeting on April 30, 2008. Adams County looks forward to discussing US 36 access to and from Broadway and the configuration of US 36 from I-25 to Broadway.

**Boulder County:** Boulder County favors the analysis of the refined concept but refrains from expressing full support until elected officials have the opportunity to review the plan. Boulder County expressed concern for impacts associated with adding additional general purpose lanes in corridor through a conversion of auxiliary lanes.

**City of Westminster:** The City of Westminster supports buffer separated managed lanes in both directions, the proposed auxiliary lane configurations throughout the corridor, and the I-25 to Sheridan configuration with the continuous general purpose lane. Westminster questioned the traffic analysis data provided for the McCaslin Blvd to Table Mesa Dr section of the corridor, as not making intuitive sense.

**City & County of Broomfield:** Broomfield requests information be provided about converting auxiliary lanes to general purpose lanes and is concerned about safety issues associated with weaving and buffer separation.

**The Town of Superior:** Superior is in support of the proposed configuration as a starting point. Its elected officials will need to review it before final approval is confirmed. Superior continues to be concerned with safety features, how the managed lane will interact with BRT operations, and weaving issues.

**The City of Louisville:** Louisville supports moving forward with the proposed configuration and requests further analysis be conducted for the inclusion of 88<sup>th</sup> Street drop ramps and climbing lanes. It was emphasized that the project footprint be cleared to include these features in the Final Environment Impact Statement (FEIS). Louisville expressed concern with whether the projected traffic volumes could be handled by the proposed managed lane access plan and also emphasized the importance of providing good access to the managed lane to reduce weaving.

**City of Boulder:** The City of Boulder expressed its appreciation for the information provided and that the data provided a better corridor-wide perspective. Boulder supports moving forward with the proposed configuration, pending discussion with elected officials.

Project No. NH 0361-070(14133)

**36 Commuting Solutions:** 36 Commuting Solutions is in support of the proposed configuration as long as local government concerns are being addressed, such as 88<sup>th</sup> Street drop ramps and a refined auxiliary lane design between McCaslin Blvd and Table Mesa Dr.

**Federal Highway Administration (FHWA):** The US 36 corridor footprint should take into consideration cost implications and future infrastructure improvements in relation to what can be permitted as the Least Environmentally Damaging Practicable Alternative (LEDPA). Monica Pavlik expressed concern that there will be more demand for a managed lane than what has been outlined and per its capacity; thus consideration should be given to the impacts a Combined Alternative could have on local arterials. Monica also expressed concern for safety issues associated with buffer separation and suggested further analysis take place to examine how traffic movement will work with two-sided weaves when the general purpose lanes are at capacity. She suggested the analysis provide assurance that the US 36 managed lane configuration operate effectively.

**Colorado Department of Transportation (CDOT):** CDOT expressed support for moving forward with modeling the refined configuration and reviewing the results. Mark Gosselin, CDOT Region 4, added that the project footprint should be wide enough to accommodate future infrastructure improvements such as bridge improvements, the expansion of water detention ponds for drainage, and the possibility for potential conversion of the proposed climbing/dedicated bus lanes between McCaslin Blvd and Foothills Pkwy to full-length auxiliary lanes if needed.

## INFORMATION NEEDS & REQUESTS

---

**Boulder County:** George Gerstle, Boulder County, requested the following information be provided:

- Impacts and implications associated with the west end communities' proposal.
- Hours of delay and travel time per person comparisons for configuration alternatives.
- Cost and impact comparisons associated with the number of travelers per alternative.
- Cost comparisons associated with number of cars versus number of people.
- Capacity estimates for number of people, cars, and buses in the managed lane.
- Configuration impacts and how different configurations affect ridership estimates.

**US 36 Combined Alternative Communication Tool:** Mayor Andrew Muckle, Town of Superior, requested the development of a communication tool which could serve to educate city councils and policy makers about the Combined Alternative.

**MnPass Project:** To provide an example of how a successful managed lane could operate, the MnPass Project implemented in Minnesota will be presented. The Project Team used the success of the MnPass project as an initial indicator that one buffer-separated managed lane could work in this corridor. Further analysis will be conducted and a pdf of the Minnesota example will be provide to PAC members for review.

Project No. NH 0361-070(14133)

## MEETING MATERIALS & HANDOUTS

---

- US 36 Managed Lane Access and Operations Working Group Meeting Agenda
- US 36 Transportation Operations and Managed Lane Access Fact Sheet
- US 36 2035 Volumes
- US 36 Combined Alternative Schematic and Discussion Map

## MEETING ATTENDEES

---

NAME	AFFILIATION
1. Audrey DeBarros	36 Commuting Solutions
2. Chris McShane	36 Commuting Solutions
3. Jeanne Shreve	Adams County
4. George Gerstle	Boulder County
5. Angie Drumm	CDOT
6. Jim Paulmeno	CDOT
7. Michelle Halstead	CDOT, Government Relations
8. Mark Gosselin	CDOT, Region 4
9. Moe Awaznezhad	CDOT, Region 6
10. Irena Motas	CDOT, Region 6 Engineering
11. Jane Hann	CDOT, Region 6 Environmental
12. Leela Rajasekar	CDOT, Region 6 Traffic
13. Andrea Meneghel	CDR Associates
14. Jonathan Bartsch	CDR Associates
15. Danielle Yearsley	CH2M Hill
16. Debra Baskett	City & County of Broomfield
17. Kevin Standbridge	City & County of Broomfield
18. Mike Sweeney	City of Boulder
19. David Thompson	City of Louisville
20. Heather Balser	City of Louisville
21. Dave Downing	City of Westminster
22. Matt Lutkus	City of Westminster
23. Monica Pavlik	Federal Highway Administration
24. Shaun Cutting	Federal Highway Administration
25. Andrew Muckle	Town of Superior
26. Jay Wolffarth	Town of Superior
27. Alex Ariniello	Town of Superior (LSC)
28. Kelsey Johnston	URS Corporation
29. Nate Larson	URS Corporation
30. Rick Pilgrim	URS Corporation



## US 36 ENVIRONMENTAL IMPACT STATEMENT/BASIC ENGINEERING

**SUBJECT:** DRAFT - US 36 Bus Rapid Transit (BRT) Operations Working Group Meeting Summary  
**DATE:** April 17, 2008  
**TIME:** 1:30pm - 3:30pm  
**LOCATION:** Broomfield's City and County Complex, One Descombes Drive, Broomfield, CO

### MEETING PURPOSE

---

To review additional BRT operations data for the US 36 corridor comparing median and side-loading ramp-stop stations in order to develop a recommendation for the US 36 Preferred Alternative Committee (PAC) regarding the Combined Alternative BRT elements.

### MEETING RECOMMENDATIONS

---

#### Side-Loading Stations for Preferred Alternative

The working group discussed side-loading stations as part of the overall vision for the corridor. Numerous jurisdictions and agencies expressed support, with caveats, for moving forward with side-loading stations as part of the Preferred Alternative recognizing the fiscal realities and impacts associated with median stations. Other jurisdictions indicated that they felt that side-loading stations were not part of the ultimate vision for the corridor. Bus service enhancements and optimizations would be developed to serve side-loading stations. Additional information has been requested by the Town of Superior before it can support a side-loading BRT station configuration

### REVIEW OF BRT OPERATIONS AND STATION ELEMENTS

---

Rick Pilgrim, URS Corporation, reviewed the BRT operating plan and a comparison of costs, impacts, advantages, and disadvantages for median and side-loading ramp-stop stations for each location along the US 36 corridor.

**Median vs. Side-Loading Stations:** Jonathan Bartsch, CDR Associates, requested the group address the issue of developing a recommendation for the Preferred Alternative along with Phase 1 improvements. It was suggested the group consider which type of station configuration would be best for each location. Debra Baskett, City and County of Broomfield, suggested the group identify the best implementable configuration considering available funding and communicate this to the public as the best possible alternative.

**Jefferson County:** Will Kern, Jefferson County, indicated his support for side-loading BRT station configuration, as it could provide the flexibility to better serve communities by expanding service to the areas around the stations. Will indicated that a fixed guideway service (Northwest Rail) will be provided and that BRT service has the flexibility to better serve the communities by gathering commuters from outlying areas and operate in conjunction with local service. Jeff Dunning, RTD, added that a side-

loading station configuration would allow for the flexibility to provide such a service and that activity center circulators would not work with median stations.

**City of Boulder:** Martha Roskowski, City of Boulder, made the following points and requests:

- Martha questioned the accuracy of the ridership data, travel times assumptions, and the assumption that under congested conditions buses will use auxiliary lanes. Nate Larson, URS Corporation, responded that while it seems counterintuitive that bus ridership on US 36 could be lower than today's despite future growth and service enhancements, it must be recognized that the Northwest Rail project operating in this same corridor will account for much of the growth in transit ridership. Also, the ridership estimates provided include the impact of walking time and waiting time, both of which are valued differently by transit riders than in-vehicle travel time. Modeling did not accurately reflect ridership for side-loading stations; median stations have been modeled more accurately. Nonetheless, RTD and the Project Team agree that ridership for the two scenarios should be approximately equal.
- Additional analysis is requested to compare median stations to side-loading stations from a corridor-wide perspective and explain what the BRT service plan would be for median stations.
- Martha suggested that what is being proposed is less "true BRT" and more Enhanced Express Bus Service.

## **DISCUSSION & DEVELOPMENT OF RECOMMENDATION FOR THE US 36 PAC**

**RTD FasTracks Funding:** John Shonsey briefed the group about RTD's meeting on April 15, 2008 with the US 36 Mayors and Commissioners Coalition (MCC). John stated that RTD has committed \$214 million for BRT service implementation in the US 36 corridor and that for potential Phase 1 improvements, side-loading BRT stations will be implemented. If remaining RTD FasTracks funding exists after paying for the managed lane from Sheridan Blvd to Table Mesa Dr., the funds remain dedicated to the corridor to provide for additional transit and service improvements. RTD committed to providing the MCC with additional information about impacts and implications of median versus side-loading stations and operations, costs, impacts, land use, and spacing.

**Adams County:** Adams County supports side-loading ramp-stop stations for the Combined Alternative of the US 36 EIS as they would provide for less right-of-way impacts and cost less with comparable ridership.

**Jefferson County:** Jefferson County supports side-loading ramp-stop stations for the Preferred Alternative of the US 36 EIS as they provide the flexibility for future opportunities to enhance bus service.

**City of Westminster:** Matt Lutkus stated that Westminster is in support of side-loading ramp-stop stations for the Preferred Alternative of the US 36 EIS based on the data provided.

**Town of Superior:** Superior supports the RTD FasTracks plan included in the original vision for the corridor. The Town of Superior requested further information regarding the McCaslin Interchange BRT Station before it could support side-loading stations.

Project No. NH 0361-070(14133)

**City of Louisville:** Louisville supports side-loading ramp-stop stations for the Preferred Alternative of the US 36 EIS.

**City of Boulder:** Martha Roskowski stated that the Boulder City Council may have significant concerns about an alternative that does not provide median BRT stations in the US 36 corridor. Martha expressed a willingness to implement side-loading stations for Phase 1 implementation although she has concerns about this configuration for a long-term vision. She requested additional analysis take place before moving forward.

**36 Commuting Solutions:** 36 Commuting Solutions stated that, based on the presented information, side-loading ramp-stop stations for the US 36 corridor make the most sense.

**RTD FasTracks:** Reed Everett-Lee explained RTD is in favor of implementing one managed lane in each direction and optimizing bus service to side-loading stations. Reed also stated that additional enhanced services can be provided if there are funds available.

## ADDITIONAL COMMENTS

---

**Media Coverage:** Martha Roskowski, City of Boulder, stated that when these concepts are presented to the Boulder City Council, the media and the public will be present, thus it would be wise for the jurisdictional representatives and the Project Team to prepare PAC members in anticipation of media attention.

**Message to Councils, Constituencies, and the Public Stakeholders:** A message that can be expressed about the US 36 EIS is that after four years, jurisdictions and agencies have come together to develop a transportation solution with a reduced footprint, lower cost, and responds to the comments received during the US 36 DEIS comment period to deliver something that is implementable, fundable, and becoming a reality. Karen Morales, RTD FasTracks, will work with CDOT and RTD officials to provide support in communicating messages to the public. John Shonsey, RTD, and Moe Awaznezhad, CDOT, stated their willingness to help deliver a coordinated message. Public relations material and messages for the public will be reviewed with the PAC.

**Questions from Councils, Elected Officials and Policy-Makers:** Group members are encouraged to contact Jonathan Bartsch or Andrea Meneghel, CDR Associates (303) 442-7367, with questions from their respective policy-makers about the US 36 EIS and the Combined Alternative process.

**PAC Decision Making:** Jonathan Bartsch re-emphasized the importance of the decision making process and the PAC's involvement. He reminded the working group that decisions will need to be made by the PAC and cautioned them not to skip a step. He also clarified that working group recommendations are preliminary until finalized by the PAC.

## INFORMATION NEEDS & REQUESTS

---

**BRT Operations:** George Gerstle, Boulder County, requested a BRT operations plan be provided to show service benefits if median stations are implemented, and a comparison of ridership and person-oriented travel measures instead of just looking at vehicle-oriented benefits.

**Station Diagrams:** Group members requested that station diagrams included in the US 36 Comparison of Median vs. Ramp-Stop Stations handout be redesigned to better illustrate the impact difference between side and median stations.

**Route Benefits & Property Impacts:** Martha Roskowski requested information describing which routes (with ridership numbers) benefit more from a median station than a side-loading station and vice versa. She also added that it would be helpful to receive information comparing the specific impacts upon properties by median and side-loading stations. She encouraged the Project Team to include a recommendation about which type of station would be suited best for each location.

**McCaslin BRT Station/Town of Superior:** Mayor Andrew Muckle, Town of Superior, requested additional information about the impacts associated with a median station at the McCaslin Interchange such as ridership, cost comparisons, safety features, travel time estimates, and community and property impacts. It was requested that the graphic provided in the US 36 Comparison of Median vs. Ramp-Stop Stations be refined to provide better definition of property impacts, land use and space considerations.

## MEETING MATERIALS & HANDOUTS

---

- US 36 BRT Operations Working Group Meeting Agenda
- US 36 BRT Operations Overview and Outline of Materials
- US 36 BRT Operations Plan
- US 36 Comparison of Median vs. Ramp-Stop Stations per Location & Operating Scenarios

## MEETING ATTENDEES

---

NAME	AFFILIATION
1. Audrey DeBarros	36 Commuting Solutions
2. Chris McShane	36 Commuting Solutions
3. Jeanne Shreve	Adams County
4. George Gerstle	Boulder County
5. Angie Drumm	CDOT
6. Michelle Halstead	CDOT, Government Relations
7. Moe Awaznezhad	CDOT, Region 6
8. Irena Motas	CDOT, Region 6 Engineering

Project No. NH 0361-070(14133)

9. Jane Hann	CDOT, Region 6 Environmental
10. Andrea Meneghel	CDR Associates
11. Jonathan Bartsch	CDR Associates
12. Danielle Yearsley	CH2M Hill
13. Debra Baskett	City & County of Broomfield
14. Martha Roskowski	City of Boulder
15. Heather Balsler	City of Louisville
16. Dave Downing	City of Westminster
17. Matt Lutkus	City of Westminster
18. Monica Pavlik	Federal Highway Administration
19. Will Kerns	Jefferson County
20. Jeff Dunning	RTD
21. John Shonsey	RTD
22. Reed Everett-Lee	RTD FasTracks
23. Andrew Muckle	Town of Superior
24. Jay Wolfarth	Town of Superior
25. Alex Ariniello	Town of Superior (LSC)
26. Kelsey Johnston	URS Corporation
27. Nate Larson	URS Corporation
28. Rick Pilgrim	URS Corporation



## US 36 ENVIRONMENTAL IMPACT STATEMENT/BASIC ENGINEERING

**SUBJECT:** US 36 Preferred Alternative Committee - Meeting Summary  
**DATE:** April 29, 2008  
**TIME:** 7:30am - 10:00am  
**LOCATION:** The City Park Recreation Center, Westminster, CO

### MEETING AGREEMENTS & RECOMMENDATIONS

---

#### US 36 COMBINED ALTERNATIVE DESCRIPTION

The US 36 Preferred Alternative Committee (PAC) has agreed to a Combined Alternative design to be evaluated in the US 36 FEIS. The following elements will be included in the agreed upon Combined Alternative:

**Managed Lane:** One buffer-separated managed lane in each direction from Pecos to the Table Mesa/Foothills Parkway interchange, and maintain the existing 1-lane reversible managed lane operation from Pecos to I-25.

**Access to Managed Lane:** Separate at-grade buffer openings for entering and exiting traffic between each interchange.

**Auxiliary Lanes:** Ramp-to-ramp auxiliary lanes for most segments from McCaslin to I-25.

**General-purpose Lane:** One new continuous eastbound lane from Sheridan to I-25.

**Climbing Lanes:** One new climbing lane in each direction (westbound from McCaslin and eastbound from Table Mesa) to the top of Davidson Mesa

**BRT Stations:** Side-loading stations with further definition of a high level of premium transit components to support BRT operations.

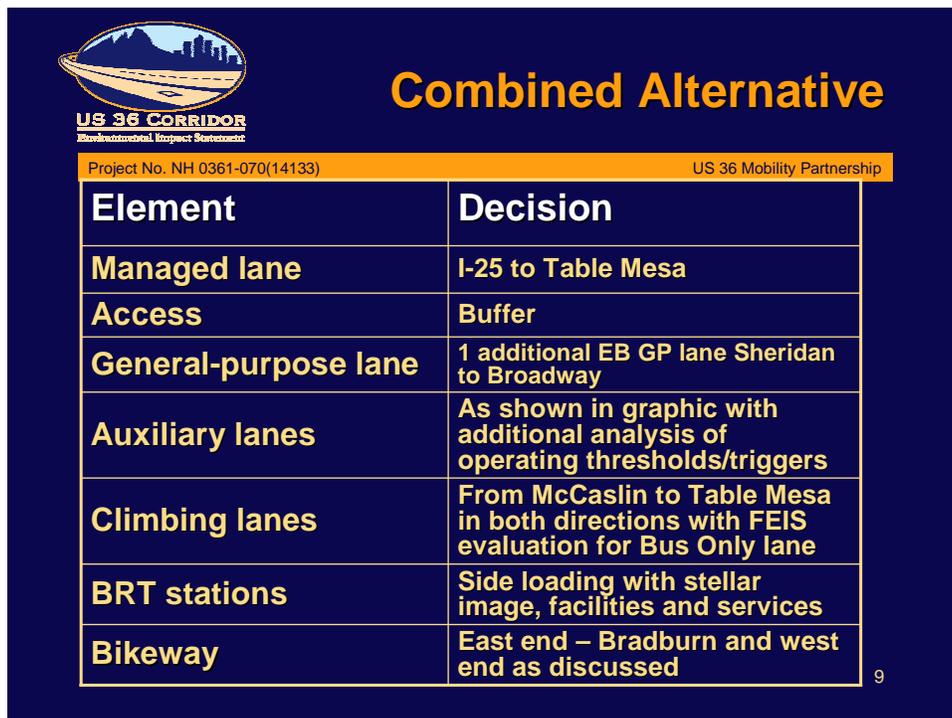
**BRT access to Table Mesa:** Option A-Refined (A+) for the Table Mesa BRT Connection. This option consists of the transition of the Express Lane to a General-Purpose (GP) Lane at a point west of Cherryvale Road. The lane would change the regulatory designation from Express to GP and would be a continuous through-lane to 28<sup>th</sup> Street. Option A-Refined requires only a one lane weave to the BRT westbound side platform ramp.

Project No. NH 0361-070(14133)

**Bikeway Alignment**

- **West End Alignment** - ‘US 36 Bikeway Option’ (along the south side of the highway from Table Mesa to South Boulder Creek, then along the north side at Cherryvale to **McCaslin**)
- **McCaslin - Sheridan** - Bikeway along the north side of the highway from McCaslin to Coal Creek, crossing to the south side to the access road under US 36 to cross to the north side to Flatiron West, then along the south side through Broomfield to Sheridan.
- **Sheridan - Broadway** - Bikeway follows along the south side of US 36 to Bradburn Boulevard, then on Bradburn south to 72<sup>nd</sup> Avenue, where it will connect to the Little Dry Creek trail.

THE FOLLOWING SLIDE CAPTURED THE AGREEMENT AT THE MEETING:



**US 36 CORRIDOR**  
Environmental Impact Statement

Project No. NH 0361-070(14133) US 36 Mobility Partnership

Element	Decision
<b>Managed lane</b>	I-25 to Table Mesa
<b>Access</b>	Buffer
<b>General-purpose lane</b>	1 additional EB GP lane Sheridan to Broadway
<b>Auxiliary lanes</b>	As shown in graphic with additional analysis of operating thresholds/triggers
<b>Climbing lanes</b>	From McCaslin to Table Mesa in both directions with FEIS evaluation for Bus Only lane
<b>BRT stations</b>	Side loading with stellar image, facilities and services
<b>Bikeway</b>	East end – Bradburn and west end as discussed

9

**WELCOME & INTRODUCTIONS**

Jonathan Bartsch, CDR Associates, welcomed the Preferred Alternative Committee (PAC), facilitated introductions, reviewed the meeting agenda, and asked for opening comments.

- It was acknowledged that the US 36 Mayors and Commissioners Coalition (MCC) has drafted a Position Summary outlining the MCC’s preferred elements to be included in a Combined Alternative.

## RESULTS OF TRAFFIC ACCESS AND OPERATIONS WORKING GROUP

Nate Larson, URS Corporation, presented an overview of Package 2, Package 4, the Combined Alternative, and reviewed the results of the Traffic Access and Operations Working Group in addition to reviewing information about Auxiliary Lanes.

**Project Footprint (Right-of-Way & Property Impacts):** It was explained that a goal of the project is to reduce the overall footprint in the east end of the corridor to minimize property impacts while still meeting the project's Purpose and Need. Jeanne Shreve, Adams County, expressed encouragement for the refined design of the Combined Alternative as it reduces property impacts in Adams County as compared to Packages 2 and 4. Mayor Chuck Sisk, City of Louisville, noted the importance of communicating the rationale behind the procedural decisions made to avoid, minimize and mitigate property impacts and suggested a communication mechanism be developed.

**Project Footprint (Auxiliary Lanes vs. GP Lanes):** A discussion occurred about the impacts and costs associated with planning a wider project footprint to accommodate future bridge-span and interchange improvements, and planning for a 75 year vision versus the project's 30 year needs. The idea was to clear a project footprint for future infrastructure needs and account for how an auxiliary lane would fit those needs versus a GP lane. PAC members also discussed the opportunity for auxiliary lanes to become GP lanes if needed. The FHWA clarified NEPA process requirements and suggested the committee focus on identifying a single Preferred Alternative (PA) that meets the needs for 2035.

**Boulder County:** Will Toor, Boulder County, stated that it would be difficult for Boulder County to support the inclusion of auxiliary lanes in the Combined Alternative if they are a stepping stone to become future GP lanes. He also did not agree with clearing a footprint which would accommodate interchanges with as much space as possible.

**Climbing Lanes:** The idea had been presented to include westbound and eastbound climbing lanes to the top of Davidson Mesa from McCaslin Blvd and Foothills Pkwy. Further evaluation in the US 36 Final Environmental Impact Statement (FEIS) will occur to identify the need to extend these climbing lanes as bus-only lanes on both downhill sides of Davidson Mesa to the respective interchanges.

### General Purpose, Auxiliary and Climbing Lane Results

**General Purpose Lane:** One new continuous eastbound lane from Sheridan Blvd to I-25.

**Auxiliary Lanes:** Ramp-to-ramp auxiliary lanes for most segments from McCaslin to I-25. The conversion of Auxiliary Lanes to GP Lanes will be further discussed and resolved at the next PAC meeting.

**Climbing Lanes:** One new westbound climbing lane from McCaslin Blvd to the top of Davidson Mesa; one new eastbound climbing lane from Foothills Parkway to the top of Davidson Mesa.

## RESULTS OF BRT WORKING GROUP

---

Rick Pilgrim, URS Corporation, gave an overview of the comparison between Median and Ramp-Stop BRT stations including travel times. He also reviewed the BRT Operating Plan handout.

**BRT Service:** There was a request to define specific components that could be included in the BRT service so that the public knows what to expect. The MCC Position Statement had requested “stellar” BRT service. Will Toor, Boulder County, requested language be included in the FEIS with as much specificity as possible to define BRT service. George Gerstle, Boulder County, added that the MCC’s recommendation to move forward with “side-loading stations AND stellar service” is to be regarded as a single position and should not be considered as two separate elements of the overall BRT plan for the corridor.

### BRT Results

**BRT Stations:** Side-loading stations with further definition of a high level of premium transit components to support BRT operations.

**BRT Access to Table Mesa:** Option A Enhanced (A+) for the Table Mesa BRT Connection. This option consists of the transition of the Express Lane to a General-Purpose (GP) Lane at a point west of Cherryvale Road. The lane would change the regulatory designation from Express to GP and would be a continuous through-lane to 28<sup>th</sup> Street. Option A Enhanced requires only a one lane weave to the BRT westbound side platform ramp.

## OTHER COMBINED ALTERNATIVE ELEMENTS

---

### The US 36 Bikeway

Kelsey Johnston, URS Corporation, reviewed results from the bikeway follow-up meeting which discussed the east end alignment. Kelsey explained that some fallback alignments exist.

**Bikeway Connections:** Matt Lutkus, City of Westminster, and Debra Baskett, City and County of Broomfield, both emphasized the need to address bikeway connections to existing trails and opportunity for private development connections.

### East End Bikeway Result

**Sheridan to Broadway Bikeway Alignment** - Bikeway follows along the south side of US 36 to Bradburn Boulevard, then follows Bradburn south to just north of 72<sup>nd</sup> Avenue where that connection will provide a separate link to the Little Dry Creek trail to the west of Bradburn.

## ADDITIONAL ANALYSIS & DESIGN REFINEMENTS

---

- Mayor Shaun McGrath, City of Boulder, requested the identification of defined thresholds which would require further analysis of auxiliary lane/GP lane conversion.
- Kevin Standbridge, City and County of Broomfield, requested the analysis of an alternative with GP lanes through the Broomfield segment of the corridor in terms of Level of Service (LOS) standards. Kevin also asked for clarification of what would indicate the need to re-evaluate element configurations for further analysis. He requested that criteria be identified stating how the Combined Alternative will function and how elements would be re-evaluated based on those criteria.
- Analysis of converting Auxiliary Lanes to General Purpose Lanes
  - Include travel time in minutes in addition to LOS standards
  - Impacts on side-loading BRT stations of conversion of auxiliary lanes to GP lanes
- Cost Analysis as it relates to impacts related to bridge-widening
- Travel Time Data
- 88<sup>th</sup> Street Drop Ramp
- VISSIM Modeling at select locations
- Bikeway to Broadway; identify connections to existing trails, bikeways and new development
- Lane configuration between McCaslin Blvd and Table Mesa Dr.
- Design Refinement of Table Mesa BRT Connection
- Define specific components to support BRT transit operations

**East End Working Group:** Matt Lutkus reminded the PAC that further refinement to the Combined Alternative could be forthcoming due to recommendations from the East End Working Group meeting taking place the next day.

## MEETING MATERIALS & HANDOUTS

---

- April 29, 2008 US 36 PAC Meeting Agenda
- US 36 Transportation Operations & Managed Lane Access Fact Sheet
- US 36 Combined Alternative Lane Schematic & Discussion Map
- US 36 2035 Volumes
- MnPass Presentation to CDOT
- Updated US 36 Comparison of Median vs. Ramp-Stop/Side-Loading Stations
- US 36 Comparison of Median & Ramp-Stop/Side-Loading Stations Operating Plans
- US 36 BRT Operational Enhancements Fact Sheet

## MEETING ATTENDEES

---

	NAME	AFFILIATION
1.	Audrey DeBarros	36 Commuting Solutions
2.	Chris McShane	36 Commuting Solutions
3.	Jeanne Shreve	Adams County
4.	George Gerstle	Boulder County

Project No. NH 0361-070(14133)

5. Will Toor	Boulder County
6. Angie Drumm	CDOT
7. Jim Paulmeno	CDOT
8. Randy Jensen	CDOT
9. Michelle Halstead	CDOT, Government Relations
10. Bob Garcia	CDOT, Region 4
11. Bob Hays	CDOT, Region 4
12. Moe Awaznezhad	CDOT, Region 6
13. Irena Motas	CDOT, Region 6 Engineering
14. Jane Hann	CDOT, Region 6 Environmental
15. Leela Rajasekar	CDOT, Traffic
16. Andrea Meneghel	CDR Associates
17. Jonathan Bartsch	CDR Associates
18. Bill Lang	CH2M Hill
19. Danielle Yearsley	CH2M Hill
20. Debra Baskett	City & County of Broomfield
21. Kevin Standbridge	City & County of Broomfield
22. Pat Quinn	City & County of Broomfield
23. Bob Kochevar	City & County of Denver
24. Mike Sweeney	City of Boulder
25. Shaun McGrath	City of Boulder
26. Tracy Winfree	City of Boulder
27. Chuck Sisk	City of Louisville
28. Heather Balser	City of Louisville
29. Matt Lutkus	City of Westminster
30. Nancy McNally	City of Westminster
31. Monica Pavlik	Federal Highway Administration
32. Shaun Cutting	Federal Highway Administration
33. Will Kerns	Jefferson County
34. Bill Christopher	RTD
35. Jeff Dunning	RTD
36. John Shonsey	RTD
37. John Tayer	RTD
38. Lee Kemp	RTD
39. Karen Morales	RTD FasTracks
40. Reed Everett-Lee	RTD FasTracks
41. Dana D'Souza	Town of Superior
42. Jay Wolffarth	Town of Superior

Project No. NH 0361-070(14133)

- |                     |                           |
|---------------------|---------------------------|
| 43. Alex Ariniello  | Town of Superior (LSC)    |
| 44. Kelsey Johnston | URS Corporation           |
| 45. Nate Larson     | URS Corporation           |
| 46. Rick Pilgrim    | URS Corporation           |
| 47. Scott Franklin  | US Army Corp of Engineers |



## US 36 ENVIRONMENTAL IMPACT STATEMENT/BASIC ENGINEERING

**SUBJECT:** US 36 East End Working Group - Meeting Summary  
**DATE:** April 30, 2008  
**TIME:** 1:00pm - 4:00pm  
**LOCATION:** Adams County Public Works, Westminster, CO

### OVERVIEW OF COMBINED ALTERNATIVE

Kelsey Johnston, URS Corporation, reviewed the features and elements being considered for the US 36 Combined Alternative.

### DRAINAGE & LOCAL CONCERNS

Besharah Najjar, Adams County, spoke on issues and concerns of Adams County and asked how the project plans to address the following issues in the FEIS:

- Water Quality
- Adams County Drainage Systems
- Impacts to local ponds
- Impacts to Kalcevic Gulch

**Partnership Opportunities:** Adams County sought definition of what areas of the above topics lie within the project's mitigation obligations, which areas would be local government obligations, and where opportunities existed to partner to create benefits. During the US 36 FEIS process, CDOT and FHWA will work with Adams County to address drainage and water quality issues within its jurisdiction that may be affected by the project.

**Project Obligations:** Moe Awaznezhad and Jane Hann, CDOT, outlined the standards and requirements that define CDOT's mitigation obligations related to water quality. Besharah agreed that Adams County and CDOT are following the same guidelines and regulations regarding water quality standards.

**Combined Alternative Design:** Bill Lang, CH2M Hill, expressed appreciation to Adams County for defining their areas of concern. Bill stated that it is helpful to be aware of the drainage areas and facilities which were discussed so that the proper mitigations are taken into account during the Combined Alternative design process.

**Planning Schedules:** Moe Awaznezhad, CDOT, noted that because the Combined Alternative is not currently fully funded, Adams County should maintain its planning schedules rather than becoming dependent on the project's schedule to make improvements.

## COMBINED ALTERNATIVE DISCUSSION

---

**US 36 Right-of-Way (ROW):** Jeanne Shreve, Adams County, expressed appreciation for the reduced ROW impacts in the Combined Alternative and looks forward to further definition in the Combined Alternative footprint. Bill Lang, CH2M Hill, stated that right-of-way impacts in Segment 2 would be further defined now that a Combined Alternative had been agreed upon.

**Operational Triggers Identifying Needs:** Jonathan Bartsch, CDR Associates, and Monica Pavlik, FHWA, added that triggers are a procedural method used to advance the decision making process by establishing a method to re-evaluate areas where consensus is not attained, particularly at the west end. Jane Hann, CDOT, and Kelsey Johnston, URS Corporation, noted that the US 36 FEIS will describe what these triggers will be and how issues will be re-evaluated. Once these definitions are established, phasing can be determined. In response to Jeanne Shreve's question about when a General Purpose Lane would be implemented, Irena Motas, CDOT, explained that the US 36 FEIS will define those needs and establish the criteria. Nate Larson, URS Corporation, noted that the need for an additional continuous lane from Sheridan Blvd eastbound will present itself before there is funding available.

**US 36 Eastbound Traffic:** Nate Larson reviewed the 2035 I-270/I-25 Traffic Split Graphic and described that while the project team is designing the US 36 project to meet the corridor's needs, 2035 modeling indicates that the segments of I-270 and I-25 receiving US 36 traffic would be congested regardless of US 36 improvements. Those congestion problems will need to be addressed outside the US 36 EIS.

**Broadway Slip Ramp:** Further evaluation of a Broadway slip ramp from the southbound I-25 to westbound US 36 ramp will take place. Moe Awaznezhad noted that a fatal-flaw analysis had been completed and a Broadway slip ramp is possible. However, a freeway to freeway connection with I-25 is preferred due to safety concerns.

**US 36 Bikeway:** Jeanne Shreve, reiterated Adams County's interest to extend the bikeway as close to I-25/Broadway as possible. The Project Team will take this into consideration with the understanding to avoid property impacts in the process. Bill Lang noted that while the Project Team will examine the extension of the bikeway to Broadway, it is unlikely that it can be implemented without additional ROW acquisition.

**88<sup>th</sup> Avenue Over/Underpass:** Matt Lutkus, City of Westminster, indicated that an underpass connecting 88<sup>th</sup> Avenue on either side of US 36 was included in the earlier design drawings for US 36 but was not in the DEIS. Matt understands that an 88<sup>th</sup> Avenue connection will not measurably impact north-south traffic flow on Sheridan, but believes that it will relieve the traffic congestion at 92<sup>nd</sup> Ave. and Sheridan Blvd. It also provides another access point to the Westminster Center area which will be revitalized with the redevelopment of the Westminster Mall. Matt acknowledged that while the improvement is not needed for US 36 operations, it is important to Westminster. Matt added that if 88<sup>th</sup> Avenue is not completed during the US 36 project, it is probable that it will never be completed.

Nate Larson explained the design rationale regarding 88<sup>th</sup> Avenue and stated that originally the 88<sup>th</sup> Avenue connection was conceived as a way to relieve some of the traffic burden placed on the Sheridan

Project No. NH 0361-070(14133)

interchange. When the project was originally designed based on Year 2025 modeling information and a specific Sheridan interchange design, the 88<sup>th</sup> Avenue connection was shown to reduce traffic on Sheridan enough to make the interchange function within project level of service standards. However, when the project team was later directed to examine the entire project for ways to reduce costs and impacts, the Sheridan interchange design was revisited, and ramps configured in such a way that the 88<sup>th</sup> Avenue underpass was no longer needed for its original purpose. Additionally, subsequent modeling information suggests that the connection would result in a substantial increase in traffic along 88<sup>th</sup> Avenue, east of US 36 which is a residential collector with houses fronting it and multiple schools. While the project team recognizes the strong potential for local benefits of such a connection, it was removed from the US 36 project because it is not necessary to meet purpose and need, and has strong potential to exhibit significant costs and impacts relative to the corridor-wide operational benefit it would provide.

## MEETING MATERIALS & HANDOUTS

---

- Revised East End Working Group Meeting Agenda
- Response to Meeting Agenda Proposed by Adams County
- March 21, 2007 Drainage and Water Quality Overview
- April 16, 2007 US 36 Project Benefits in Adams County
- US 36 Transportation Operations and Managed Lane Access Fact Sheet
- US 36 Combined Alternative Lane Diagram
- US 36 2035 Volumes
- 2035 I-270/I-25 Traffic Split Graphic

## MEETING ATTENDEES

---

NAME	AFFILIATION
1. Audrey DeBarros	36 Commuting Solutions
2. Jeanne Shreve	Adams County
3. John Wolken	Adams County
4. Besharah Najjar	Adams County Public Works
5. Moe Awaznezhad	CDOT, Region 6
6. Irena Motas	CDOT, Region 6 Engineering
7. Jane Hann	CDOT, Region 6 Environmental
8. Andrea Meneghel	CDR Associates
9. Jonathan Bartsch	CDR Associates
10. Bill Lang	CH2M Hill
11. Danielle Yearsley	CH2M Hill
12. Doug Stewart	CH2M Hill
13. Debra Baskett	City & County of Broomfield
14. Bob Kochevar	City & County of Denver

Project No. NH 0361-070(14133)

- |                      |                                |
|----------------------|--------------------------------|
| 15. Dave Downing     | City of Westminster            |
| 16. Matt Lutkus      | City of Westminster            |
| 17. Monica Pavlik    | Federal Highway Administration |
| 18. Will Kerns       | Jefferson County               |
| 19. Reed Everett-Lee | RTD FasTracks                  |
| 20. Bill DeGroot     | UDFCD                          |
| 21. Kelsey Johnston  | URS Corporation                |
| 22. Nate Larson      | URS Corporation                |

## US 36 ENVIRONMENTAL IMPACT STATEMENT/BASIC ENGINEERING

**SUBJECT:** US 36 Phasing Working Group Meeting Summary  
**DATE:** May 15, 2008  
**TIME:** 9:00am - 11:00am  
**LOCATION:** The Town of Superior Town Hall, Superior, CO

### WELCOME & OPENING COMMENTS

Jonathan Bartsch, CDR Associates, welcomed the working group, facilitated introductions, reviewed the meeting agenda, and asked for opening comments.

- The US 36 Project Team explained that project phasing relies on preparing additional technical information, in addition to conducting further engineering, design analysis, and identify funding options. The substantive points of the phasing plan are dependant upon this analysis and will require jurisdictional input at key milestones. The US 36 jurisdictions will prioritize the phasing goals during the next phase of the project.

### PROJECT SCHEDULE: STEPS REQUIRED TO RECEIVE APPROVAL FOR A PHASED ROD

Kelsey Johnston, URS Corporation, reviewed the Draft Schedule for the Final Environmental Impact Statement (FEIS)/Record of Decision (ROD) period. Kelsey explained where additional technical work, including engineering design and analysis, and funding identification will need to occur. She indicated how the phases of project implementation may occur and the relationship those phases have to the funding that is available to implement them.

Kelsey also explained how and when the Combined Alternative agreement becomes the Preferred Alternative. The Preferred Alternative will be identified in the FEIS and phases will be identified at that time for implementation. The Preferred Alternative will be selected in the ROD. Kelsey identified where opportunities exist for local jurisdiction input and where and when periodic updates will occur.

**Communicating Project Implementation Steps:** The need was identified for a coordinated and consistent message regarding project implementation steps.

- It was noted that a Combined Alternative agreement has been developed and there is additional testing and analysis required for it to become the Preferred Alternative. The Combined Alternative symbolizes an agreement which the US 36 Preferred Alternative Committee (PAC) has developed to evaluate further and represents the broad policy agreement. In June/July 2008, the PAC will convene to confirm its commitment to the Combined Alternative and advance it for further analysis and approvals as a Preferred Alternative.
- Various jurisdiction representatives expressed how important it is to be able to present a Preferred Alternative to the public and for funding opportunities.

Project No. NH 0361-070(14133)

- Moe Awaznezhad, CDOT, confirmed CDOT's commitment to moving forward with the process and the plan to present a Preferred Alternative to the public in 2009, including through a series of corridor-wide open-houses and public hearings after the FEIS is released.

**City of Westminster:** Matt Lutkus, City of Westminster, requested clarification regarding how funding drives the process of identifying implementable phases of the project. Kelsey Johnston responded that identification of phases includes funding availability, identification of segments of independent utility and others.

**Boulder County:** George Gerstle, Boulder County, indicated that the County felt that phasing language should be included in any resolution or documentation of PAC agreement. He emphasized that from Boulder County's perspective, the identification of phasing is critical and is a key component of any formal resolution supported by the County. He encouraged further discussion on the preferred elements and priorities which should receive attention through phasing.

## WHAT IS A PHASED RECORD OF DECISION (ROD)?

Jane Hann, CDOT Region 6 Environmental, presented the Valley Highway EIS example and reviewed elements which could relate to the US 36 project. Jane explained funding allocation, its relation to phases of project construction, and what options exist within phases through incremental funding availability. Jane clarified that the US 36 corridor will have unique priorities and criteria that will affect phasing decisions and spoke about how identified phases will relate to the project's purpose and need and that mitigation will need to be identified for each phase, as impacts need to be mitigated for in same phase they occur. Jane also spoke about the constructability of pieces, engineering, and design work that will need additional analysis.

**Boulder County:** George Gerstle indicated that it is important to identify what elements of the project's purpose and need are of the highest priorities to corridor communities and to develop phases to meet those priorities, for example to alleviate congestion through transit. Moe Awaznezhad agreed that CDOT is committed to work closely with corridor jurisdictions to develop these options and strategies.

**Funding/Financing:** It was noted that other alternative funding strategies should be examined including bonding through the CTE or the use of public private partnerships.

## FUNDING AVAILABILITY & TIMING

RTD FasTracks representatives Reed Everett-Lee and Karen Morales spoke about RTD's commitment of \$214 million to the US 36 corridor. Although RTD's \$214 million contribution is committed to corridor elements such as implementing a managed lane and bikeway improvements, it does not preclude other priorities which may be identified by future PAC discussions.

RTD's objective is to identify ways in which the funding would be integrated with buildable packages and phases. Reed encouraged the working group to figure out how the \$214 million RTD has committed to US 36 improvements can be best used in Phase 1 to provide the maximum transit benefits.

Project No. NH 0361-070(14133)

## ADDITIONAL COMMENTS

---

**Combined Alternative Agreement Signing:** A ceremonial signing of an agreed upon Combined Alternative will take place at the final PAC Meeting in late June/early July 2008. This agreement will formally establish a clear indication of the US 36 PAC's commitment to the alternative package it has developed and is forwarding for further evaluation to become the Preferred Alternative. It is proposed that all PAC members sign the document; those that can not will submit a clear indication of why they abstain. This document will also present a clear and purposeful indication that the US 36 corridor communities and agencies support the additional time and resources that the Project Team will commit to the next phase of the project to identify the Preferred Alternative.

**Project Updates:** After the PAC has signed the formal agreement in late June/early July 2008, periodic US 36 project updates will occur at on-going 36 Commuting Solutions and Mayors and Commissioners Coalition meetings. There will also be regularly scheduled status reports by CDOT, RTD and the Consulting Team.

**Next Steps:** Jonathan Bartsch indicated that activities for the next month will include:

- Articulating a project message to be communicated to the public and elected officials.
- Identification of substantive phasing priorities and project goals by the US 36 corridor communities.
- Further clarifying the funding availability from the agencies.

## MEETING MATERIALS & HANDOUTS

---

- May 15, 2008 US 36 Phasing Working Group Meeting Agenda
- Draft Schedule for FEIS/ROD
- Valley Highway EIS Example

## MEETING ATTENDEES

---

	NAME	AFFILIATION
1.	Audrey DeBarros	36 Commuting Solutions
2.	Chris McShane	36 Commuting Solutions
3.	Jeanne Shreve	Adams County
4.	Larry Pace	Adams County Commissioner
5.	George Gerstle	Boulder County
6.	Jim Paulmeno	CDOT
7.	Mark Gosselin	CDOT, Region 4
8.	Moe Awaznezhad	CDOT, Region 6
9.	Jane Hann	CDOT, Region 6 Environmental

Project No. NH 0361-070(14133)

- |                       |                                |
|-----------------------|--------------------------------|
| 10. Andrea Meneghel   | CDR Associates                 |
| 11. Jonathan Bartsch  | CDR Associates                 |
| 12. Danielle Yearsley | CH2M Hill                      |
| 13. Kevin Standbridge | City & County of Broomfield    |
| 14. Tracy Winfree     | City of Boulder                |
| 15. Heather Balsler   | City of Louisville             |
| 16. Matt Lutkus       | City of Westminster            |
| 17. Monica Pavlik     | Federal Highway Administration |
| 18. Karen Morales     | RTD FasTracks                  |
| 19. Reed Everett-Lee  | RTD FasTracks                  |
| 20. Kelsey Johnston   | URS Corporation                |
| 21. Rick Pilgrim      | URS Corporation                |

## US 36 ENVIRONMENTAL IMPACT STATEMENT/BASIC ENGINEERING

**SUBJECT:** US 36 Preferred Alternative Committee (PAC) Meeting Summary  
**DATE:** June 11, 2008  
**TIME:** 7:30am – 10:00am  
**LOCATION:** City Park Recreation Center, Westminster, CO

### WELCOME & INTRODUCTIONS

Jonathan Bartsch, CDR Associates, welcomed the US 36 PAC, facilitated introductions, and reviewed the meeting agenda.

### RESULTS OF EAST END & PHASING WORKING GROUPS

Jonathan reviewed results from the US 36 East End Working Group meeting which took place on April 30, 2008. There were no questions or comments. The PAC received the April 30, 2008 US 36 East End Working Group Meeting Summary as a meeting handout.

Jane Hann, CDOT Region 6 Environmental, gave an overview of project phasing that had been discussed with the US 36 Phasing Working Group. She presented the Valley Highway Environmental Impact Statement (EIS) to show how highway improvements have been packaged into phases and explained how such phasing strategies can be applied to the US 36 corridor.

#### Prioritization & Phasing of Combined Alternative Elements

- Jane explained that it is important for jurisdictions to prioritize goals of phased implementation for elements of the Combined Alternative in terms of a function rather than a feature/item; CDOT can then determine how to meet those goals through phasing.
- Will Toor, Boulder County, indicated that an initial phase resembling the US 36 Mayors and Commissioners Coalition's Urban Partnership Agreement (UPA) proposal is desirable as a first phase of implementation. Will also indicated that the jurisdictions seek specific details and commitments about phasing efforts and what can be expected. He suggested a starting point be the agreement that the first phase include the implementation of a managed lane and the bikeway. Heather Balsler, City of Louisville, agreed to starting with implementing a managed lane in each direction and then determining what additional Combined Alternative elements can be added based on available funding.
- Debra Baskett, City and County of Broomfield, suggested adopting the US 36 MCC's UPA approach to segmenting the corridor for phased improvements. Karen Morales, RTD FasTracks, understood that there are elements within the managed lane that jurisdictions would like to see defined conceptually to weigh possible options. She suggested an approach of developing smaller implementation packages based on funding availability within the first phase, and when additional funding becomes available, the subsequent prioritized packages can be implemented. Randy

Project No. NH 0361-070(14133)

Jensen, CDOT, agreed that small combination packages could be presented so that once funding is identified and defined, the PAC can determine the combination of packages to implement.

- Randy Jensen, CDOT, acknowledged that he understands the group's first request is to implement a managed lane. CDOT will conduct additional analysis, present the PAC with options about what is possible in the initial phase of improvements, and then discuss what can be implemented given the available funding. Randy explained that the Combined Alternative Agreement is a significant milestone which now allows a specific alternative package to be studied, the process to move faster, and decisions to be made.
- Moe Awaznezhad, CDOT, explained that the US 36 alternatives are currently at a 5-7% design level, and that additional engineering design and safety analysis needs to occur to reach a 15-20% design level which would allow for phasing decisions to be made and for the preferred alternative to meet a level of design acceptable for the Final Environmental Impact Statement (FEIS).
- In November 2008, the Project Team will provide the PAC with options regarding the first phase of improvements including how to phase implementation of a managed lane.

**Funding:** Matt Lutkus, City of Westminster, asked how does the lack of identified funding limit the US 36 phasing of improvements? Jane Hann replied that the FEIS does not require identified funding in order to have a signed document. Different phased packages will be outlined in the FEIS, most of which will not have identified funding sources. Only the packages that will be selected for the first phased Record of Decision (ROD) will need to have funding identified. Then, as funding becomes available, especially if a jurisdiction contributes funding toward that package, then a subsequent ROD can be prepared and signed to advance that project.

## PROJECT FUNDING SCENARIOS

---

**CDOT Funding:** Randy Jensen identified current CDOT funding sources, described when funds would be available, and defined challenges of obtaining funds. Moe Awaznezhad committed to promptly providing the PAC with an understanding about how much funding is available and when that amount will be available. The funding described was based on 2035 planning and it should be noted that in the future the figures could vary.

**RTD Funding:** RTD FasTracks representative, John Shonsey, spoke about RTD's commitment of approximately \$214 million to the US 36 Corridor in FasTracks. RTD's objective is to identify ways to fund feasible packages and phases that provide the maximum transit benefits. RTD's \$214 million contribution is committed to corridor elements such as implementing a managed lane, transit, and bikeway improvements; however, it does not preclude other priorities which may be identified by future PAC discussions.

As with each of the RTD FasTracks corridors, funding is received incrementally through the life of the project. There is some flexibility in how RTD's funds could be programmed based on the packages and phasing developed in the FEIS, and opportunities to leverage funding through alternative project

Project No. NH 0361-070(14133)

delivery methods such as Design-Build. RTD funding must be used for project elements that benefit transit. RTD's funding commitment is limited to that identified in the FasTracks Plan for US 36 BRT.

**Alternative Funding Sources:** Peggy Catlin, CDOT, described alternative funding opportunities which exist. She explained that:

- The benefits of transit need to be achieved
- Alternative funding ideas will not preclude any other work being done on the project
- Funding is flexible, not constrained
- There are many opportunities for this group to consider
- CDOT is pursuing pricing strategies to obtain additional funding
- CDOT is pursuing public-private partnerships as an option to leverage financing for congestion management, and the design-build phase to deliver a completed project in a quicker time frame

**CDOT Funding Information:** Heather Balsler and Will Toor communicated that receiving funding information associated with the first phase of implementation promptly will assist elected officials in their efforts to obtain additional funding from federal sources and pursue additional opportunities.

**Alternative Funding Task Force:** Peggy Catlin expressed the desire to collaborate with a combined group of elected officials and jurisdictional staff representatives, creating a task force dedicated to pursuing alternative funding opportunities.

## FEIS/ROD SCHEDULE & PROJECT MILESTONES

---

Kelsey Johnston, URS Corporation, reviewed changes and revisions in the Draft Schedule for the FEIS/ROD. She presented the project management and public involvement sections in detail and described efforts that will take place for focused stakeholder outreach. Kelsey stated that it is important to understand that additional design work for the Combined Alternative will occur.

**September PAC Meeting:** Heather Balsler noted the need for an additional PAC meeting in September to discuss what can be implemented with the available funding once further analysis and design work takes place.

## US 36 COMBINED ALTERNATIVE AGREEMENT & RESOLUTION

---

Jonathan Bartsch facilitated a discussion to revise the Combined Alternative Agreement text, while Andrea Meneghel, CDR Associates, revised the content to reflect PAC agreement. The revised document was distributed to the PAC following the meeting.

Project No. NH 0361-070(14133)

## NEXT STEPS & MEETINGS

---

**Jurisdictional Phasing Priorities:** Jane Hann requested the PAC develop prioritized phasing requests for CDOT to screen before testing of the Combined Alternative begins. She asked submissions be made before July 9, 2008.

### US 36 Combined Alternative Agreement Signing

**Date:** Wednesday, July 9, 2008

**Time:** 7:30 a.m. - 9:30 a.m.

**Location:** City Park Recreation Center, 10455 Sheridan Boulevard, Westminster, CO 80031

**September PAC Meeting:** A US 36 PAC meeting will take place in September 2008 to update the PAC about phasing options and Combined Alternative analysis and design.

**November PAC Meeting:** A US 36 PAC meeting will take place in November 2008 to present detailed phasing options and receive feedback from the PAC.

## MEETING MATERIALS & HANDOUTS

---

- FINAL April 29, 2008 US 36 PAC Meeting Summary
- FINAL April 30, 2008 US 36 East End Working Group Meeting Summary
- DRAFT May 15, 2008 US 36 Phasing Working Group Meeting Summary
- June 11, 2008 US 36 PAC Meeting Agenda
- June 11, 2008 US 36 PAC Meeting Presentation
- Phased Record of Decision Process Document
- Schedule for Final EIS and Record of Decision Schedule
- DRAFT US 36 Combined Alternative Agreement
- DRAFT US 36 Resolution

## MEETING ATTENDEES

---

	NAME	AFFILIATION
1.	Audrey DeBarros	36 Commuting Solutions
2.	Chris McShane	36 Commuting Solutions
3.	Jeanne Shreve	Adams County
4.	George Gerstle	Boulder County
5.	Will Toor	Boulder County
6.	Jim Paulmeno	CDOT
7.	Leela Rajasekar	CDOT
8.	Peggy Catlin	CDOT
9.	Tom Lorz	CDOT, Government Relations

Project No. NH 0361-070(14133)

10. Sharleen Bakeman	CDOT, HQ, Environmental Policy Mgr.
11. Bob Hays	CDOT, Region 4
12. Mark Gosselin	CDOT, Region 4
13. Irena Motas	CDOT, Region 6
14. Moe Awaznezhad	CDOT, Region 6
15. Randy Jensen	CDOT, Region 6
16. Jane Hann	CDOT, Region 6 Environmental
17. Andrea Meneghel	CDR Associates
18. Jonathan Bartsch	CDR Associates
19. Danielle Yearsley	CH2M Hill
20. Debra Baskett	City & County of Broomfield
21. Patrick Quinn	City & County of Broomfield
22. Bob Kochevar	City & County of Denver, Public Works
23. Mike Sweeney	City of Boulder
24. Tracy Winfree	City of Boulder
25. Suzy Ageton	City of Boulder, City Council
26. Chuck Sisk	City of Louisville
27. Heather Balsler	City of Louisville
28. Dave Downing	City of Westminster
29. Matt Lutkus	City of Westminster
30. Nancy McNally	City of Westminster
31. Marisel Lopez-Cruz	Federal Highway Administration
32. Monica Pavlik	Federal Highway Administration
33. Shawn Cutting	Federal Highway Administration
34. Jeff Dunning	RTD
35. John Shonsey	RTD
36. Karen Morales	RTD FasTracks
37. Reed Everett-Lee	RTD FasTracks
38. John Tayer	RTD, Board of Directors
39. Alex Ariniello	Town of Superior
40. Jay Wolffarth	Town of Superior
41. Kelsey Johnston	URS Corporation
42. Nate Larson	URS Corporation
43. Scott Franklin	US Army Corps of Engineers



**Subject:** US 36 Phasing Working Group Meeting Summary  
**Date:** October 28, 2008  
**Location:** Broomfield Health & Human Services Bldg., Broomfield, CO

## MEETING PURPOSE

---

**Meeting Purpose:** To review Phasing Scenarios and 88<sup>th</sup> Street Drop Ramp issues.

## INTRODUCTION & WELCOME

---

Jonathan Bartsch, CDR Associates, welcomed the group and facilitated introductions. Jonathan explained how the Preferred Alternative Committee (PAC) will be involved in advancing the project towards the US 36 Final Environmental Impact Statement (FEIS). Revised Operating Protocols, a proposed Work Plan, and a Project Schedule are planned to be presented to the PAC prior to their meeting on November 17, 2008.

### Comments

**CDOT/RTD Partnership in the US 36 Corridor:** Debra Baskett, City and County of Broomfield, inquired about how the RTD FasTracks Annual Program Evaluation (APE) could impact the US 36 corridor, and about the general partnership between CDOT and RTD as it relates to developing transit solutions for the US 36 corridor. Reed Lee, RTD FasTracks, responded that the RTD FasTracks APE is moving forward with the evaluation of the US 36 Corridor and there is an expected decision in March 2009. Irena Motas and Moe Awaznezhad, CDOT, explained what is expected in the next phase of the US 36 EIS.

## PHASING APPROACH

---

Jane Hann, CDOT, presented the group with an example of the phasing approach taken in the Valley Highway EIS. She described various strategies which could be pursued in planning what to build and in what stages. She described that US 36 improvements are planned to be implemented in three phases, given available funding. To completely implement the US 36 Combined Alternative, the improvements would have to be made as follows:

- Phase 1: \$700 Million
- Phase 2: \$500 Million
- Phase 3: \$500 Million

*\*Each phase is based on 2006 dollars. A ROD would be written for each phase as funding is identified.*

**Phase 1 ROD:** Jane explained that the approach to phasing the scenarios in relation to the ROD would be with the first ROD covering the 2035 funding identified in the DRCOG Fiscally Constrained Long-Range Plan.

George Gerstle, Boulder County, strongly advocated for developing a Phase 1 ROD which accounts for improvements that are immediately fundable between now and 2015. Jane

explained that the first ROD would include this immediate funding as well so that work to be done between now and 2015 would be covered.

Once the first phased ROD is signed, the project team can begin to develop plans to implement this first phase. It will be built in segments associated with the funding stream, at which point members of the PAC will be able to provide input about phasing strategies to consider regarding which part of the first phase should be built with the available funding. Although these discussions can currently take place to strategize what should be included in the first phased ROD, this issue will not be resolved until the ROD is signed and allowing for those discussions to take place.

## PHASING SCENARIOS

Bill Lang and Danielle Yearsley, CH2M Hill, presented construction phasing options for implementing the US 36 highway improvements of the Combined Alternative. They explained the information found in the meeting handout *US 36 Phasing Alternatives*. This handout described anticipated funding scenarios, existing pavement conditions along the corridor, and six possible phasing approaches/scenarios including the benefits and challenges of each. The Project Team hopes consensus is reached as to which phasing scenario best implements highway improvements found in the US 36 Combined Alternative.

### General Information

**Refinement & Modification of Scenarios:** It is understood that a preferred scenario can be modified as the funding situation and stakeholder desires become more defined in the future. Refinements can be made to the phasing scenarios with input from stakeholders and as additional information becomes available. Once a preferred scenario is selected, further analysis will be conducted during the preliminary design phase to provide more detailed information about construction approaches and to develop methods to meet challenges.

**Scenario Budget:** Each phasing scenario is covered by the proposed phasing approach and budget as described above. These costs are preliminary for planning purposes and can be refined as details are developed. The costs do not take into account “throw-away” or other operational considerations that may be necessary when more detailed analysis is conducted. Therefore, it is likely that some costs could change as these items are considered.

**Pavement Service Life:** Moe Awaznezhad, CDOT, indicated that the remaining service life of the corridor’s pavement is an important piece of information to consider when selecting a phasing scenario.

**Bridges & Interchanges:** Irena Motas, CDOT, stated that the Cherryvale Rd. and 80<sup>th</sup> Ave. bridges are scheduled to be replaced by 2011. The southbound Wadsworth Pkwy (SH 121) and Old Wadsworth Blvd. bridges also need to be replaced. Although the funding has not been identified, these bridges are included on the FHWA Select List for Bridge Replacement.

Improvements to the Wadsworth interchange structures could be included as part of US 36 Phase 1 improvements. Following the meeting, Debra Baskett, City and County of Broomfield, articulated that Broomfield has a strong preference for the inclusion of rebuilding the Wadsworth Interchange and bridge in Phase 1 of each scenario based on the information that the southbound bridge rating has dropped from 51 to 34 in the last two years.

### Phasing Scenarios

**Scenario 1 - Single Phased:** This scenario includes all improvements, made in a single phase. Because the required funding is not available, it was agreed that this scenario can be set aside from further consideration.

**Scenario 2 - Interchange Priority:** This scenario benefits all communities by prioritizing the replacement of four critical bridges and interchanges in the Phase 1 that are substandard and are causing pinch-points that restrict widening. The working group recommends this scenario be set aside from further consideration based on little-to-no transit/mobility benefits being provided in the first phase.

**Scenario 3 - HOT Lanes Priority:** The benefits of this scenario were deemed to be consistent with the direction the PAC provided for improvements to the entire corridor.

- Jane Hann, CDOT, and Monica Pavlik, FHWA, expressed the following concerns about this scenario: it does not provide auxiliary lanes and thus only 'some' congestion relief; safety concerns exist; and there are greater construction impacts.
- Monica stated that FHWA is concerned about 'throw-away', construction impacts, safety and operations in all scenarios. In Scenario 3, because a section of highway has to be touched multiple times in different phases to achieve total build-out, the construction impacts would be severe and counter FHWA philosophy of "get in, get out, stay out". In light of minimizing 'throw-away', the FHWA's evaluation would have to consider if it is the best investment of dollars in light of how much first phase construction would be throw-away because of total build-out needs in later phases and the number of times a section of roadway would be impacted by construction.
- Heather Balsler, City of Louisville, indicated that in this scenario she is concerned about access to the managed lane from the McCaslin interchange.
- Jeanne Shreve, Adams County, expressed that Adams County is not supportive of any scenario where the first phase would use scarce resources to build something that would be considered throw-away in future phases, duplicates and takes away ridership from the rail service, or is not in coordination with RTD FasTracks' current status.
- Debra Baskett, City and County of Broomfield, emphasized Broomfield's desire that the Wadsworth Interchange be rebuilt in the first phase of this scenario.
- In a subsequent meeting with the City of Westminster, Matt Lutkus expressed preference for this scenario, which he said best addressed mobility concerns in the most congested end of the corridor.
- The working group agreed that Scenario 3 will be included for further consideration and discussed with the US 36 PAC.

**Scenario 4 - Segments from Federal Out:** In this scenario, all improvements to the intersection of US 36 and I-25 would be constructed in the first phase along with improvements from Federal Blvd. to 112<sup>th</sup> Ave. Jeanne Shreve, Adams County, stated that given this option's limited benefits to the west end of the corridor, property impacts at the east end, and the realization that the east end may receive RTD FasTracks rail service, Adams County could support this option being set aside from further discussion. The working group recommends this scenario be set aside from further consideration.

**Scenario 5 - Segments from East to West:** In this scenario the reconstruction of the east end of the corridor is prioritized. It would begin by replacing the pavement with the longest estimated service life, thus potentially causing waste by failing to take full advantage of that remaining service life. Jeanne Shreve expressed the same concerns as in Scenario 4. The working group recommends this scenario be set aside from further consideration.

**Scenario 6 - Segments from West to East:** This scenario begins phased improvements from the west end of the corridor. It was noted that if RTD FasTracks rail service occurs, it would begin from Denver Union Station and serve the east end of the corridor. Thus, this option provides transit improvements at the west end and could compliment anticipated rail service at the east end.

- Mike Sweeney, City of Boulder, suggested that based on traffic analysis, greater mobility benefits could be realized if the first phase of this scenario were to be constructed from the east.
- Debra Baskett indicated that a complete re-building of the Wadsworth Interchange should be included in Phase 1 of this scenario.
- In a subsequent meeting with the City of Westminster, Matt Lutkus expressed concerns about Scenario 6. Matt said this alternative does not address mobility concerns in the most congested part of the corridor.
- It was agreed that Scenario 6 will be included for further consideration and discussed with the US 36 PAC.

#### **Additional Comments**

**Scenario Selection:** The goal of the PAC is to select a favored conceptual phasing scenario in an efficient manner. Revisions and further analysis can be conducted once the PAC has identified its preferred scenario.

- George Gerstle, Boulder County, indicated that the discussion should build upon the PAC recommendations in the Combined Alternative.
- Jane Hann stated that the preferred scenario could be refined through the selection of elements which could be incorporated if needed.
- Moe Awaznezhad confirmed that presenting the various scenarios assures that the proper review is occurring for the FEIS and all options are being considered to thoroughly address impacts, costs, and safety.

**Construction Impacts:** Once a favored scenario is selected, the analysis of the scenario will be prepared for the FEIS. Jonathan Bartsch stated that, in the meantime, information could be evaluated through other qualitative methods which the jurisdictions could access in order to further evaluate the remaining scenarios. Construction phasing of the first phase will be further developed in final design following the ROD. CDOT will seek municipality and county input when developing the construction phasing.

## 88<sup>TH</sup> STREET DROP RAMP

---

One of issues identified by the US 36 PAC for further analysis prior to the completion of the US 36 FEIS is the 88<sup>th</sup> Street Drop Ramps. Kelsey Johnston, URS Corporation, explained the additional analysis which took place and presented information about access to and from the ramps, traffic information and the associated pros and cons. It was concluded that the 88<sup>th</sup> Street Drop Ramps can fit within the project footprint and can be cleared in US 36 FEIS.

**Cost:** The 88<sup>th</sup> Street Drop Ramps cost \$70 million and would add this cost to any of the phasing scenarios.

**Analysis:** Monica Pavlik, FHWA, explained that implementing 88<sup>th</sup> Street Drop Ramps can be further studied as a separate process or project that can be pursued at a later date. Relevant baseline information for such a project could then be adopted from the US 36 EIS.

Jane Hann indicated that if the 88<sup>th</sup> Street Drop Ramps are accepted, then the structure can be added to the Combined Alternative and included in the FEIS. Kelsey Johnston stated that if the inclusion of the drop ramps causes the project footprint to widen, then additional environmental clearance would be required. Procedurally from a NEPA standpoint, the baseline information in the area could be used to support the impact analysis but if there are additional impacts that require formal documentation, such as for Section 4(f), there could be an additional cost to that analysis.

**Town of Superior & City of Louisville:** Jay Wolffarth, Town of Superior, and Heather Balsler, City of Louisville, stated that they would present the information to their respective councils before rendering a decision which could be recommended to the PAC.

## RECOMMENDATIONS TO THE US 36 PAC

---

**City of Westminster:** The City of Westminster's absence from the original working group discussion was noted. Thus the working group refrained from making any formal recommendations until Westminster representatives had the opportunity to provide input. The Project Team met with the City of Westminster in a subsequent meeting on Monday, November 3<sup>rd</sup>. The City of Westminster had been provided with a summary from the initial meeting and had all the same meeting materials. At the initial meeting, it was agreed that if the City of

Westminster was in agreement with the recommendations made, then the group proposed to put them forward to the PAC. The City of Westminster recommendations from the subsequent meeting have been incorporated into this summary and added to the scenario discussion above.

## MEETING MATERIALS

---

- US 36 Phasing Working Group Meeting Agenda
- US 36 Phasing Alternatives
- Combined Alternative Additional Analysis - 88<sup>th</sup> Street Drop Ramp

## MEETING ATTENDEES

---

### OCTOBER 28, 2008 WORKING GROUP MEETING

NAME	AFFILIATION
1. Audrey DeBarros	36 Commuting Solutions
2. Jeanne Shreve	Adams County
3. George Gerstle	Boulder County
4. Angie Drumm	CDOT Government Relations
5. Bob Hays	CDOT Region 4
6. Mark Gosselin	CDOT Region 4
7. David Kosmiski	CDOT Region 6
8. Moe Awaznezhad	CDOT Region 6
9. Irena Motas	CDOT Region 6 Engineering
10. Jane Hann	CDOT Region 6 Environmental
11. Jim Paulmeno	CDOT Region 6 Environmental
12. Leela Rajasekar	CDOT Region 6 Traffic
13. Andrea Meneghel	CDR Associates
14. Jonathan Bartsch	CDR Associates
15. Bill Lang	CH2M Hill
16. Danielle Yearsley	CH2M Hill
17. Debra Baskett	City & County of Broomfield
18. Bob Kochevar	City & County of Denver Public Works
19. Carl Castillo	City of Boulder
20. Mike Sweeney	City of Boulder
21. Gavin McMillan	City of Louisville
22. Heather Balsler	City of Louisville
23. Paul S. Wood	City of Louisville

Project No. NH 0361-070(14133)

- |                     |                            |
|---------------------|----------------------------|
| 24. Monica Pavlik   | FHWA                       |
| 25. Vivian Hoang    | FHWA                       |
| 26. Will Kerns      | Jefferson County           |
| 27. Reed Lee        | RTD FasTracks              |
| 28. Jay Wolffarth   | Town of Superior           |
| 29. Kelsey Johnston | URS Corporation            |
| 30. Rick Pilgrim    | URS Corporation            |
| 31. Scott Franklin  | US Army Corps of Engineers |
| 32. Jody Ostendorf  | US EPA                     |

**NOVEMBER 3, 2008 CITY OF WESTMINSTER MEETING**

- |    | <b>NAME</b>    | <b>AFFILIATION</b>          |
|----|----------------|-----------------------------|
| 1. | David Kosmiski | CDOT Region 6               |
| 2. | Moe Awaznezhad | CDOT Region 6               |
| 3. | Irena Motas    | CDOT Region 6 Engineering   |
| 4. | Jane Hann      | CDOT Region 6 Environmental |
| 5. | Matt Lutkus    | City of Westminster         |
| 6. | Dave Downing   | City of Westminster         |



## U.S. 36 ENVIRONMENTAL IMPACT STATEMENT

**Subject:** US 36 Preferred Alternative Committee Meeting Summary  
**Date:** November 17, 2008  
**Location:** CDOT Region 6, Turnpike Conference Room, 4670 Holly St., Denver, CO

### MEETING PURPOSE

**Meeting Purpose:** The purpose of the meeting was to reconvene the Preferred Alternative Committee (PAC) for completion of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). Additionally, the purpose of the meeting was to refine and narrow the phasing approaches and to address the 88<sup>th</sup> Street Drop Ramp, an unresolved issue from the Combined Alternative.

### INTRODUCTION & WELCOME

Jonathan Bartsch, CDR Associates, welcomed the group, facilitated introductions, and reviewed the meeting agenda. Jonathan explained the role of the Preferred Alternative Committee (PAC) as the study advances in the US 36 Final Environmental Impact Statement (FEIS).

### OPENING REMARKS

**Colorado Department of Transportation (CDOT):** Randy Jensen, CDOT, recognized the PAC's previous effort and thanked the phasing working group for evaluating the phasing scenarios. Randy addressed the need to meet the project schedule while meeting federal regulatory agency requirements. Randy also stressed that CDOT has been working closely with RTD to tackle critical funding issues and will continue to coordinate efforts.

**Regional Transportation District (RTD):** John Shonsey, RTD, emphasized that RTD is working in close partnership with CDOT to complete the US 36 FEIS and is committed to identifying potential implementation options for highway and transit improvements.

### Comments

**US 36 Mayors and Commissioners Coalition (MCC):** Mayor Patrick Quinn, City and County of Broomfield, and Mayor Charles Sisk, City of Louisville, expressed the US 36 MCC's strong desire for continued coordination between CDOT and RTD to effectively position the US 36 EIS for potential federal funding and stimulus packages.

**Identifiable Projects:** PAC members asked CDOT and RTD if there are any identifiable projects, elements, or phases of the project which could qualify for federal funding by being considered "ready to go" for immediate implementation.

- Randy Jensen explained that a project could be considered "ready to go" if it is one that can be constructed within 90-180 days; or where it can be shown with certainty that a

project is scheduled for construction in a specific number of days. However, this does not preclude the necessity of meeting federal, state, or local requirements.

- Jane Hann, CDOT, stated that in order to build a project listed in an on-going NEPA process earlier than that process can support, the project would need to prove that it does not preclude any alternatives discussed in the DEIS, or for the Combined Alternative that is under analysis. Projects such as replacing bridges or pavement, or adding park-N-Rides or queue jumps might qualify, depending on the footprint of the impact compared to the planned options at that site. Such projects would require NEPA analysis such as a Categorical Exclusion or other (depending on the impacts). However, those processes could go easily since the US 36 DEIS has gathered information for most of the resources that could be affected by those actions.
- CDOT identified the following projects as ones that are close to construction and could potentially be included in a stimulus package: 120<sup>th</sup> Ave Connection, 80<sup>th</sup> Ave bridge reconstruction (already funded), and the Cherryvale Road overpass.
- In response to an inquiry by George Gerstle, Boulder County, about identifiable RTD/BRT improvements, John Shonsey responded that RTD, in conjunction with CDOT, will evaluate the feasibility of implementing queue jumps and provide the PAC with a response.
- Jonathan Bartsch confirmed that this issue of identifying immediate implementable improvements will be revisited at the January Working Group Meeting.
- Mayor Charles Sisk requested that if it is determined that a project cannot be completed in an appropriate amount of time to qualify for potential funding, then it specifically needs to be defined how many days it will take for the project to be completed.

## OPERATING PROTOCOLS & WORK PLAN

---

**US 36 PAC ACTION:** The US 36 PAC accepted the revised *Operating Protocol for reaching a FEIS and PAC Work Plan for the US 36 FEIS*.

## DRCOG 1148 PROCESS UPDATE

---

Michelle Halstead, CDOT, provided the group with an update about the DRCOG 1148 process. She stated that all staff representatives of PAC jurisdictions should have received the draft 1148 proposal that the Colorado Tolling Enterprise will submit to DRCOG under the organization's existing 1148 process. The proposal requests an amendment to the regional transportation plan, changing the HOV lanes along US 36 to HOT lanes.

Michelle indicated that CDOT had received some comments from PAC jurisdiction staff members in reference to the proposal. She requested that any additional comments be submitted to CDOT as soon as possible. CDOT will review all comments received and send a formal response. CDOT is tentatively scheduled to submit a proposal to DRCOG in late November/early December.

## PHASING

Bill Lang, CH2M Hill, reviewed six phasing scenarios for implementing the US 36 highway improvements of the Combined Alternative. He explained the information presented in the meeting handout *US 36 Phasing Alternatives* and described the benefits and challenges of each scenario. A preliminary discussion had occurred at the Oct. 28, 2008 Working Group meeting where each scenario was reviewed in detail and the group indicated that Scenarios 3 and 6 were to be carried forward for further consideration.

**US 36 PAC ACTION:** The US 36 PAC agreed to move forward with Scenario 3 (HOT lane build-out), with the goal of minimizing 'throw-away', maximizing safety, and conducting additional operational analysis. Scenario 3 includes, based on PAC agreement, the rebuilding of the Wadsworth Pkwy interchange in Phase 1 implementation.

### Comments

**FHWA:** Monica Pavlik explained that a challenge with Scenario 3 is being able to construct it in a way that FHWA can support so that it does not have operational and safety issues that defeat the purpose of adding the infrastructure.

**Phasing/Funding Assumptions:** Will Toor, Boulder County, asked for clarification about why a three-phase approach (with \$700 million in Phase 1) was chosen and how the funding assumptions were determined. Bill Lang explained that \$700 million was based on the amount of funding available in the RTP. The remaining cost (approximately \$1 billion) was assumed to be divided into two reasonable funding packages/phases in coordination with FHWA. The \$700 million first phase would be intended to be cleared with the Record of Decision. This package would not preclude further subdivision into smaller construction packages based on timing of available funding.

**Phasing/ROD:** Jane Hann, CDOT, explained that Phase 1 is \$700 million since that is the available amount in the fiscally constrained plan. Money will be available at different times from now until 2035 so smaller construction packages will be designed after the ROD is signed.

**Wadsworth Interchange:** It was agreed upon that rebuilding of Wadsworth Interchange will be included in the first implementation phase of Scenario 3.

**Adams County:** Jeanne Shreve, Adams County, expressed that Adams County is not supportive of any scenario for US 36 Phase I that: 1. Uses scarce resources to build something that would be

considered throw-away in future phases; 2. Duplicates and takes away ridership from the rail service (DEIS ~ 10% of rail trips are reduced by BRT); or 3. Is not in coordination with RTD FasTracks' current financial situation and predicament. The US 36 corridor needs to be in coordination with RTD FasTracks programmatic developments and impacts or could be perceived as inequitable from a regional perspective.

Jeanne indicated a preference for Phase 1 to take place at the west end of the corridor given a primary objective of Phase I for the corridor jurisdictions is provide transit service. Adams County would support the US 36 corridor working with RTD's Northwest Rail to determine if it is possible to extend the NWR to connect to a shared US 36 BRT station, meaning the US 36 corridor Phase I would potentially start in Boulder and work its way east. Phase I, using Scenario 3, should consider this alternative starting point, as well as the original alternative concept in Scenario 3 to start at the existing reversible HOV lanes at Sheridan and work its way west. Will Toor, Boulder County, indicated his support for implementing continuous improvements without gaps in the first phase of implementation rather than the other options.

## 88<sup>TH</sup> STREET DROP RAMP

---

**US 36 PAC ACTION:** The US 36 PAC agreed to eliminate inclusion of the 88<sup>th</sup> Street Drop Ramps in the US 36 FEIS.

**City of Louisville:** The City of Louisville met with CDOT to review the analysis done for the 88<sup>th</sup> St. Drop Ramps and decided that a separate 1601 process for the implementation of the drop ramps (or a possible interchange) will be pursued outside of the EIS process with the support of neighboring communities. Monica Pavlik, FHWA, and Jane Hann confirmed that implementing 88<sup>th</sup> Street Drop Ramps can be studied as a separate process or project and can be pursued at a later date. Relevant baseline information for such a project could then be adopted from the US 36 EIS in order to streamline the subsequent NEPA process for that action.

## PROJECT SCHEDULE

---

Kelsey Johnston reviewed the project schedule and next steps for the US 36 FEIS/ROD and stated that the PAC can expect to receive the project schedule.

### Upcoming PAC Meetings

1. US 36 Working Group: January 2009 Working Group Meeting (Date TBD)
2. US 36 PAC: Tuesday, January 27, 2009
  - o Discuss unresolved issues: Bikeway; Broadway slip ramp & access; West end climbing lanes between McCaslin Blvd & Foothills Pkwy
3. US 36 Working Group: March 2009 Working Group Meeting (Date TBD)
4. US 36 PAC: March 2009 (Date TBD)
  - o Review FEIS Analysis: further define phasing; identify Combined Alternative Impacts

5. US 36 PAC: Tuesday, June 23, 2009
  - o Present FEIS Results
  - o Review Public Hearings Information

## MEETING MATERIALS

---

- US 36 PAC Meeting Agenda
- US 36 PAC Meeting #7 Presentation Handout
- US 36 PAC Operating Protocol for reaching a Final Environmental Impact Statement
- Proposed PAC Work Plan for the US 36 FEIS
- US 36 Phasing Alternatives
- Combined Alternative Additional Analysis – 88<sup>th</sup> Street Drop Ramp
- Oct. 28, 2008 US 36 Phasing Working Group Meeting Summary

## MEETING ATTENDEES

---

NAME	AFFILIATION
1. Audrey DeBarros	36 Commuting Solutions
2. Chris McShane	36 Commuting Solutions
3. Jeanne Shreve	Adams County
4. George Gerstle	Boulder County
5. Will Toor	Boulder County
6. Pam Hutton	CDOT
7. Randy Jensen	CDOT
8. Angie Drumm	CDOT Government Relations
9. Michelle Halstead	CDOT Government Relations
10. Bob Hays	CDOT Region 4
11. Mark Gosselin	CDOT Region 4
12. David Kosmiski	CDOT Region 6
13. Moe Awaznezhad	CDOT Region 6
14. Irena Motas	CDOT Region 6 Engineering
15. Jane Hann	CDOT Region 6 Environmental
16. Jim Paulmeno	CDOT Region 6 Environmental
17. Leela Rajasekar	CDOT Region 6 Traffic
18. Andrea Meneghel	CDR Associates
19. Joan Kathol	CDR Associates
20. Jonathan Bartsch	CDR Associates
21. Bill Lang	CH2M Hill
22. Danielle Yearsley	CH2M Hill

Project No. NH 0361-070(14133)

23. Debra Baskett	City & County of Broomfield
24. Patrick Quinn	City & County of Broomfield
25. Bob Kochevar	City & County of Denver Public Works
26. Suzy Ageton	City of Boulder
27. Tracy Winfree	City of Boulder
28. Chuck Sisk	City of Louisville
29. Heather Balsler	City of Louisville
30. Dave Downing	City of Westminster
31. Matt Lutkus	City of Westminster
32. Monica Pavlik	FHWA
33. John Shonsey	RTD FasTracks
34. Karen Morales	RTD FasTracks
35. Liz Winfield	RTD FasTracks
36. Lee Kemp	RTD District I
37. Bill Christopher	RTD District J
38. Alex Ariniello	Town of Superior
39. Andrew Muckle	Town of Superior
40. Jay Wolffarth	Town of Superior
41. Kelsey Johnston	URS Corporation
42. Lissa Myers	URS Corporation
43. Rick Pilgrim	URS Corporation
44. Scott Franklin	US Army Corps of Engineers

## US 36 ENVIRONMENTAL IMPACT STATEMENT

**SUBJECT:** US 36 Working Group - Meeting Summary  
**DATE:** January 13, 2009  
**TIME:** 2:00pm - 4:00pm  
**LOCATION:** The City and County of Broomfield Complex, Bal Swan Conference Room,  
One Descombes Drive, Broomfield, CO 80020

### MEETING PURPOSE

---

The purpose of this meeting was to present updated information on 'unresolved issues' and develop proposed recommendations to the US 36 Preferred Alternative Committee (PAC) for its meeting on January 27, 2009. Informational briefings included the east-end bikeway alignment, and managed lane access point striping options. Options and recommendations for the extension of the climbing lane in each direction between McCaslin Boulevard and the Foothills Pkwy/Table Mesa Interchange were also discussed.

### WELCOME AND INTRODUCTIONS

---

Andrea Meneghel, CDR Associates, welcomed the group, facilitated introductions, reviewed the meeting agenda, and confirmed the meeting's purpose.

### EAST END BIKEWAY ALIGNMENT

---

Andrea explained that in the US 36 Combined Alternative Agreement it was agreed to further examine the feasibility of aligning the US 36 bikeway along the south side of the US 36 from Sheridan Blvd to Broadway. Bill Lang, CH2M Hill, presented updated information about the analysis which was conducted. Bill described several challenges with aligning the bikeway along US 36 in that area, (those challenges were presented in detail in the meeting presentation) and concluded that the bikeway cannot be extended to Broadway without additional right-of-way acquisitions. An alignment along Bradburn Blvd will be used to connect the bikeway to the Little Dry Creek Trail.

**Adams County and City of Westminster:** Jeanne Shreve, Adams County, accepted the analysis and the project team's conclusion. She added that the recommended alignment has several benefits such as connections to Lowell Blvd from the Little Dry Creek Trail, and that a potential link could eventually be established to the proposed RTD FasTracks Northwest Rail Station at 71<sup>st</sup> & Lowell. Dave Downing, City of Westminster, also agreed with the analysis and recommendation.

**Recommendation to the US 36 PAC:** The Working Group supported the recommendation to end the proposed bikeway at Bradburn Blvd and to keep the existing alignment of the bikeway between Bradburn Blvd and Lowell Blvd.

## ACCESS TO MANAGED LANE

Kelsey Johnston, URS Corporation, introduced two options for the striping of entry and exit points of the managed lane. Both options fall within previously defined parameters of the project footprint. It was explained that all managed lane access points will be striped the same to consistently meet driver expectations.

**Recommendation to the US 36 PAC:** The Working Group expressed agreement with the Project Team's suggestion of Option 1 where an access point is indicated by the double solid white lines turning to a single dotted line (as illustrated in the meeting presentation). Reasons for selecting Option 1 included the lower maintenance/re-painting requirements, and that the design seemed to promote less confusion thus better for general safety. The Project Team will refine these options in future engineering and design activities.

## WEST END LANE OPTIONS – LANES BETWEEN MCCASLIN BLVD & FOOTHILLS PKWY/TABLE MESA

Andrea Meneghel reviewed the west-end lane options discussion which originated from input received at the March 2008 US 36 Auxiliary Working Group meeting and later further defined in the Combined Alternative Agreement. The Combined Alternative Agreement recognized that the extension of climbing lanes would be evaluated for the section between McCaslin Blvd and Foothills Parkway/Table Mesa Drive, and 'triggers' would be identified for when such a design approach would be considered.

Kelsey Johnston presented updated information about these lanes which included 2035 traffic data, and three proposed design/planning options to be considered. The options and information presented were outlined in the meeting handout "*Lanes between McCaslin Blvd and Foothills Pkwy/Table Mesa Drive Fact Sheet*".

The three West End Lane Options include:

- Option 1 - Climbing Lane Only
- Option 2 - Environmental Clearance of Continuous Auxiliary Lane
- Option 3 - Environmental Clearance and Construction of Continuous Auxiliary Lane

**Working Group Discussion:** While divergent viewpoints remain on how to proceed with the west-end lane options listed above, the Working Group concluded the following:

1. Options 1 and 3 should continue to be considered further.
2. There is potential common ground in Option 2 which may provide opportunities to problem solve further.
3. A goal of 'triggers', to be included if Option 2 is chosen, is to maximize person trips.
4. Triggers to be explored further and defined include:
  - a. Delays and impacts to bus travel times
  - b. Congestion on local arterials and General Purpose lanes - further definition on how to measure congestion will be required
  - c. Safety - as it relates to operations, incidents, and accidents

## Comments

**Option 1:** Option 1 has not been eliminated at this time. Boulder County requested that Option 1 be left on the table pending further discussion, as there are concerns that relate to clearance of the project footprint and auxiliary lane construction. The City of Louisville and Town of Superior are not in support of Option 1 because of a perceived lack of benefits to their communities.

**Option 2:** It was suggested that Option 2 was the most likely to reach consensus around how it could mutually meet the needs of west-end stakeholders. If this option were to be chosen it would also include a commitment to monitor traffic operations and outline what would occur once further defined levels are met regarding bus travel times, congestion, and safety. The City of Louisville, Town of Superior, and Boulder County are open to further discussing Option 2. Mike Sweeney, City of Boulder, stated that Boulder could not support auxiliary lanes without a set of clearly defined triggers that would indicate the need to establish a plan for extending the lanes.

**Option 3:** Option 3 will be further discussed with the PAC. Heather Balsler, City of Louisville, expressed the view that Option 3 provided the most benefit for westbound travel from the McCaslin Interchange to Boulder. She was concerned about the lack of access to the managed lane from McCaslin Blvd. and transit travel time.

**Agency Comments:** To include a lane extension within the Final Environmental Impact Statement (FEIS), both Federal Highway Administration and US Army Corps of Engineers articulated that the document would need to explain the need for the extension within the planning horizon. Monica Pavlik, Federal Highway Administration (FHWA), emphasized that if a continuous lane were to be implemented, the EIS would need to identify the impacts, appropriate mitigations, and defined triggers. Margaret Langworthy, US Army Corps of Engineers, explained that it is most practical to include the maximum footprint, all impacts, and the mitigation factors whether the lanes would be immediately built or not.

**Project Footprint:** Debra Basket, City and County of Broomfield, recommended that the project footprint be cleared for the FEIS to include the auxiliary lanes between McCaslin Blvd and Foothills Pkwy/Table Mesa Interchange in order to provide flexibility for future conversations about possible implementation.

**Colorado Department of Transportation (CDOT):** Jane Hann, CDOT, indicated that the EIS needs to include whether or not construction of the auxiliary lanes are an option. If the footprint is to be cleared, the following must be addressed in the EIS: the impacts of the auxiliary lanes, the mitigations for those impacts, and the triggers for constructing the auxiliary lanes. Finally, the FEIS needs to clearly define what is to occur once a trigger is met.

**Regional Transportation District (RTD):** John Shonsey, RTD, stated that bus-only or auxiliary lanes would improve bus travel times and that even a one minute travel time savings is important to RTD to maintain bus schedules. There is a significant cost to RTD associated with bus delays; the cost over a yearly period would be substantial.

**Bus Only Use of Extended Lanes:** It was suggested that another option for the use of extended auxiliary lanes is to authorize use of the lanes to busses only. This was noted as a significant feature which was

addressed in the Combined Alternative Agreement, should be further explored as part of a solution, and included as part of Option 2 or Option 3.

**Criteria/Triggers for Auxiliary Lanes:** There was support to establish clear language to define what type of action a 'trigger' would signal and how it would be known once that 'trigger' is reached. It was agreed that triggers should be clearly defined, easily quantifiable, and observed over a long period to determine when a trigger has or has not been met.

- George Gerstle, Boulder County, recommended that when a trigger is met it initiates a conversation rather than calling for the immediate implementation of the auxiliary lanes.
- Monica Pavlik, FHWA, stated that data collected to indicate the need for additional lanes in association with potential triggers should be information that would already be available and clearly measurable.
- CDOT agreed to draft a proposal which would clearly define criteria around the triggers, how they would be monitored, what levels would have to occur to realize they have been reached, and how the process of establishing auxiliary lanes and/or bus-only lanes would be addressed. Proposed language will be sent prior to the PAC meeting for discussion.

**MEETING MATERIALS & HANDOUTS**

---

- January 13, 2009 US 36 Working Group Meeting Agenda
- Lanes Between McCaslin Blvd and Foothills Pkwy/Table Mesa Drive Fact Sheet
- US 36 Preferred Alternative Committee Working Group Updates January 13, 2009 (Meeting Presentation)

**MEETING ATTENDEES**

---

NAME	AFFILIATION
1. Audrey DeBarros	36 Commuting Solutions
2. Jeanne Shreve	Adams County
3. George Gerstle	Boulder County
4. Michelle Halstead	CDOT Government Relations
5. Mark Gosselin	CDOT, Region 4
6. Bob Hays	CDOT, Region 4
7. David Kosmiski	CDOT, Region 6
8. Irena Motas	CDOT, Region 6 Engineering
9. Jane Hann	CDOT, Region 6 Environmental
10. Jim Paulmeno	CDOT, Region 6 Environmental
11. Andrea Meneghel	CDR Associates
12. Joan Kathol	CDR Associates
13. Bill Lang	CH2M Hill



Project No. NH 0361-070(14133)

14. Danielle Yearsley	CH2M Hill
15. Debra Baskett	City & County of Broomfield
16. Bob Kochevar	City & County of Denver Public Works
17. Mike Sweeney	City of Boulder
18. Heather Balsler	City of Louisville
19. Sean McCartney	City of Louisville
20. Gavin McMillan	City of Louisville
21. Dave Downing	City of Westminster
22. Monica Pavlik	Federal Highway Administration
23. Vivien Hoang	Federal Highway Administration
24. Will Kerns	Jefferson County
25. John Shonsey	RTD
26. Reed Lee	RTD FasTracks
27. Gina McAfee	RTD FasTracks
28. Karen Morales	RTD FasTracks
29. Jay Wolffarth	Town of Superior
30. Alex Ariniello	Town of Superior (LSC)
31. Kelsey Johnston	URS Corporation
32. Nate Larson	URS Corporation
33. Rick Pilgrim	URS Corporation
34. Margaret Langworthy	US Army Corps of Engineers





Project No. NH 0361-070(14133)

## U.S. 36 ENVIRONMENTAL IMPACT STATEMENT

**Subject:** U.S. 36 Preferred Alternative Committee Meeting Summary  
**Date:** January 27, 2009  
**Location:** Westminster City Park Recreation Center, 10455 Sheridan Blvd, Westminster, CO

### MEETING PURPOSE

---

The purpose of the meeting was to present updated information about 'unresolved issues', and discuss those issues with the Preferred Alternative Committee (PAC) for completion of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). The unresolved issues that were addressed included the east-end bikeway alignment, managed lane access point striping options, and options for extending the climbing lanes in each direction between McCaslin Boulevard and the Foothills Pkwy/Table Mesa Interchange.

### INTRODUCTION & WELCOME

---

Jonathan Bartsch, CDR Associates, welcomed the group, facilitated introductions, and reviewed the meeting agenda.

### OPENING REMARKS

---

**Colorado Department of Transportation (CDOT):** Randy Jensen, CDOT, commended the PAC's progress and the effort put towards addressing all unresolved issues. Randy addressed the economic stimulus package, and explained how projects within Colorado, as well as along the US 36 corridor, have been prioritized and proposed for funding. Projects along the US 36 corridor that are proposed to receive federal funding through the economic stimulus package are the 120<sup>th</sup> Ave Connection, 80<sup>th</sup> Ave bridge reconstruction, concrete improvements to US 36 between 88<sup>th</sup> St. and the Table Mesa Interchange, and queue jumps for RTD bus service.

### EAST END BIKE WAY

---

Jonathan Bartsch explained that in the US 36 Combined Alternative Agreement it was agreed to further examine the feasibility of aligning the US 36 bikeway along the south side of the US 36 from Sheridan Blvd to Broadway. Bill Lang, CH2M Hill, presented updated information about the analysis which was conducted. Bill described several challenges with aligning the bikeway along US 36 in that area, (those challenges were presented in detail in the meeting presentation) and concluded that the bikeway cannot be extended to Broadway without additional right-of-way acquisitions. An alignment along Bradburn Blvd will be used to connect the bikeway to the Little Dry Creek Trail.

**US 36 PAC Agreement:** The PAC supports the recommendation to align the bikeway between Bradburn Blvd and Lowell Blvd.

### ACCESS TO MANAGED LANES

---

Kelsey Johnston, URS Corporation, introduced two options for the striping of entry and exit points of the managed lane. Both options fall within previously defined parameters of the project footprint. The Project Team and US 36 Working Group recommend Option 1, where an access point is indicated by the double solid white lines turning to a single dotted line (as illustrated in the meeting presentation). Reasons for suggesting Option 1 include lower maintenance/re-painting requirements, and the design promotes less confusion thus better for general safety.

**US 36 PAC Agreement:** The US 36 PAC supports the Project Team moving forward with using Option 1 in future design activities for access points to the managed lanes.

**Law Enforcement:** Matt Lutkus, City of Westminster, requested consideration for the inclusion of designated areas for law enforcement officials within the managed lane. Kelsey Johnston indicated that such considerations have been taken into account and adequate space for law enforcement officials to monitor traffic is included.

## **WEST END LANES BETWEEN MCCASLIN BLVD AND TABLE MESA DR**

Jonathan Bartsch reiterated that the Combined Alternative agreement recognized that climbing lanes in each direction would be implemented from McCaslin Blvd and Table Mesa Dr to the top of Davidson Mesa. The Combined Alternative also stated that the extension of those lanes for the section descending from Davidson Mesa to each of those respective points, and the 'triggers' that would be identified for initiating such a design approach would be further evaluated. The updated information evaluating the extension of the lanes was presented. The discussion built on what had been discussed at the January 13, 2009 US 36 Working Group Meeting.

Kelsey Johnston presented 2035 traffic data and three proposed design/planning options to be considered for the west end lanes. The options and information presented were outlined in the meeting handout "*Lanes between McCaslin Blvd and Foothills Pkwy/Table Mesa Drive Fact Sheet*".

The three West End Lane Options include:

- Option 1 - Climbing Lane Only
- Option 2 - Environmental Clearance of Continuous Auxiliary Lane
- Option 3 - Environmental Clearance and Construction of Continuous Auxiliary Lane

### **Conceptual Agreement**

As a preliminary conceptual agreement, the US 36 PAC requested the Project Team draft the language to be included in the US 36 FEIS to define the procedural and analytical approach that extending the lanes will undergo before improvements can be implemented. The PAC asked the language reflect the following conceptual agreement:

- Clear the project footprint to include the lanes
- Clear the lanes to be for bus-only purposes
- Identify specific transit travel time triggers

- Define a specific technical approach for the analysis
- Develop clear text for a full range of action options
- The lanes will be implemented for bus-only transit and opening them to General Purpose will have to undergo an additional re-evaluation process

### **Comments**

**Option 1:** The City of Louisville and Town of Superior are not in support of Option 1 because of a lack of transit benefits from the McCaslin interchange westbound to Boulder. The City of Boulder expressed support for Option 1 due to an avoidance of additional environmental impacts.

**Option 2:** Heather Balser, City of Louisville, indicated that designating the extended lanes as bus-only could be an acceptable solution. Suzy Ageton, City of Boulder, stated that this option is much closer to Boulder's preferences, but expressed concern over the possibility that lanes could become designated as general-purpose (GP) lanes in the future.

**Option 3:** There was little discussion or support for carrying forward Option 3.

### **US 36 FEIS West End Lane Options Language & Criteria/Triggers for Implementing**

**Auxiliary Lanes:** It was requested that the language developed for the US 36 FEIS clearly specify what type of data will be evaluated and the specific analysis that will be conducted to evaluate the need for extending the west-end auxiliary lanes. It was also requested that it be defined what type of action a 'trigger' would signal and how it would be known once a 'trigger' is reached. Additional comments included the following:

- Will Toor and George Gerstle, Boulder County, requested that the triggers prompt a process or discussion to explore a range of options, not the immediate implementation of the auxiliary lanes. It is important to Boulder County that the lanes would not be extended without a re-evaluation process to consider what the best solution is based on bus operations and other operational approaches. George requested that the FEIS language include clear and strict protocols for the type of analysis to be completed for the evaluation of triggers, and the public process of review. Specifically, he requested that the language define what type of data will be used to evaluate triggers, how the analysis will be done, how the re-evaluation process will be structured, and who will be involved. Boulder County expressed concern that the lanes could go from being designated as bus-only to GP lanes, and requested that the FEIS language reflect that allowing general traffic to use the lanes would require an additional NEPA process.
- Tracy Winfree, City of Boulder, also supported an additional process being initiated when specific triggers are reached to explore a full-range of implementation options and operating solutions. The City of Boulder supported exploring other operational solutions to aid bus transit and to not extend the lanes without all options being fully considered.

City of Boulder is concerned that bus-only auxiliary lanes, once built, could open to general vehicle traffic at a later date. Boulder is strongly opposed to such an outcome.

- Jane Hann, CDOT, confirmed that the FEIS language can be written to acknowledge the conceptual agreement as stated above and can reflect that if the auxiliary lanes are to be designated as GP there must be another environmental evaluation and public involvement process.
- The PAC supported using bus travel times and arterial congestion as criteria for triggers.
- Goals of the auxiliary lanes should be to increase person trips, increase transit, improve bus travel times, reduce congestion, and provide for safety.

**Equity:** Charles Sisk, City of Louisville, stated that it is important for the proposed FEIS language to address the build-out of both the eastbound and westbound auxiliary lanes in an equitable manner.

**Agency Comments:** Margaret Langworthy, US Army Corps of Engineers, explained that if the PAC anticipates the possibility of building the auxiliary lanes, then the auxiliary lanes footprint impacts should be included, and – when constructed - mitigated for. If the permit is issued without these impacts and auxiliary lanes are required in the future, then an additional permitting process would be required. You can always do less than the permit authorizes, but not more.

**Regional Transportation District (RTD):** John Shonsey, RTD, stated that bus-only auxiliary lanes could improve bus travel times and that even a one minute travel time savings is important to RTD, as there are significant costs to RTD associated with delays (one minute delay = approx. \$100,000 loss per year). In order to maximize efficiency, buses that stop at both the McCaslin and Table Mesa park-n-Rides would use a continuous auxiliary lane; this advantage would be lost if the climbing lanes were to stop at the top of Davidson Mesa. John stated that operational variances could occur in the future and RTD is continuously re-evaluating its operating plan to maximize efficiencies. It can be expected that future operations will mirror the current operating plan and be consistent with the number of express buses that bypass McCaslin and those that stop at both park-n-Rides. John requested that benefits to transit be considered in all review processes now and in the future; and that any action does not negatively impact bus travel times.

## PROJECT SCHEDULE

Kelsey Johnston reviewed the project schedule and next steps for the US 36 FEIS/ROD.

- The US 36 Newsletter will be available in early February

- Corridor-wide public meetings are being planned for early April

### Upcoming PAC Meetings

1. March 3, 2009 - US 36 Working Group Meeting
2. March 17, 2009 - US 36 PAC Meeting
  - Review FEIS analysis - further define phasing, identify Combined Alternative impacts
  - Review public meetings information
  - Review the west end lanes between McCaslin Blvd & Foothills Pkwy
  - Review BRT service
  - Present corridor maps and the project footprint
3. June 23, 2009 - US 36 PAC Meeting
  - Present US 36 Final EIS Results
  - Review US 36 Public Hearings information

### MEETING MATERIALS

- January 13, 2009 US 36 PAC Meeting Agenda
- January 13, 2009 US 36 Working Group Meeting Summary
- January 27, 2009 US 36 PAC Meeting Presentation
- Fact Sheet: West End Lanes between McCaslin Blvd and Foothills Pkwy/Table Mesa Dr
- Fact Sheet: Triggers for Extension of Climbing Lanes at Davidson Mesa
- US 36 FEIS & ROD Project Schedule

### MEETING ATTENDEES

	<b>NAME</b>	<b>AFFILIATION</b>
1.	Audrey DeBarros	36 Commuting Solutions
2.	Chris McShane	36 Commuting Solutions
3.	Jeanne Shreve	Adams County
4.	George Gerstle	Boulder County
5.	Will Toor	Boulder County
6.	Randy Jensen	CDOT
7.	Michelle Halstead	CDOT Government Relations
8.	Mark Gosselin	CDOT Region 4
9.	Bob Hays	CDOT Region 4
10.	David Kosmiski	CDOT Region 6
11.	Moe Awaznezhad	CDOT Region 6
12.	Irena Motas	CDOT Region 6 Engineering
13.	Jane Hann	CDOT Region 6 Environmental
14.	Andrea Meneghel	CDR Associates

15. Joan Kathol	CDR Associates
16. Jonathan Bartsch	CDR Associates
17. Bill Lang	CH2M Hill
18. Danielle Yearsley	CH2M Hill
19. Debra Baskett	City & County of Broomfield
20. Patrick Quinn	City & County of Broomfield
21. Kevin Standbridge	City & County of Broomfield
22. Bob Kochevar	City & County of Denver Public Works
23. Suzy Ageton	City of Boulder
24. Tracy Winfree	City of Boulder
25. Heather Balsler	City of Louisville
26. Chuck Sisk	City of Louisville
27. David Thompsen	City of Louisville
28. Sean McCartney	City of Louisville
29. Dave Downing	City of Westminster
30. Matt Lutkus	City of Westminster
31. Nancy McNally	City of Westminster
32. Will Kerns	Jefferson County
33. John Shonsey	RTD FasTracks
34. Gina McAfee	RTD FasTracks
35. Karen Morales	RTD FasTracks
36. Lee Kemp	RTD Board of Directors
37. Alex Ariniello	Town of Superior
38. Jay Wolffarth	Town of Superior
39. Kelsey Johnston	URS Corporation
40. Nate Larson	URS Corporation
41. Rick Pilgrim	URS Corporation
42. Margaret Langworthy	US Army Corps of Engineers

## U.S. 36 ENVIRONMENTAL IMPACT STATEMENT

**Subject:** U.S. 36 Working Group Meeting Summary  
**Date:** March 3, 2009  
**Location:** Broomfield City & County Building, Broomfield, CO

### MEETING PURPOSE

---

The purpose of the meeting was to review the Combined Alternative footprint and impacts, resolve the issue of bus-only lanes between McCaslin Blvd and the Table Mesa Interchange, and to review the Travel Demand Management and Bus Rapid Transit proposals.

### INTRODUCTION & WELCOME

---

Jonathan Bartsch, CDR Associates, welcomed the group, facilitated introductions, and reviewed the meeting agenda.

### COMBINED ALTERNATIVE FOOTPRINT & IMPACTS

---

Bill Lang, CH2M Hill, presented updated information about the Combined Alternative footprint and impacts. He reviewed the design features from the US 36 Draft Environmental Impact Statement (DEIS) Packages 2 & 4 and outlined how those designs have been refined and presented in the Combined Alternative. Bill noted that the Combined Alternative will have a smaller overall footprint than Packages 2 & 4 due to the removal of median BRT stations and the inclusion of side-loading stations, buffer versus barrier separated lanes and a reversible lane on the east end of the corridor. However, there were specific areas with greater impacts due to the inclusion of items that help accomplish the Purpose and Need such as ramp metering, HOV bypass lanes, and an improved bikeway design.

#### Comments

**Combined Alternative Description at Public Meetings:** George Gerstle, Boulder County, requested that in addition to presenting a comparison between the Combined Alternative and Packages 2 & 4 at the upcoming US 36 Public Meetings, the Project Team should also clearly present improvement elements included in the Combined Alternative and not assume that the public will remember what was in the DEIS.

### PHASING

---

Bill Lang explained that the Project Team is continuing to define the phasing details of the Combined Alternative by identifying the components, the cost, and the operational and safety considerations. Bill reminded the group that based on PAC input the implementation of the managed lane has received top priority in Phase I. He noted that sections of the US 36 bikeway will be implemented in Phase I, likely in conjunction with improvements and as it makes sense with regard to community connectivity and ease of implementation.

### Comments

**Funding and Prioritization:** Working Group members informed the Project Team of possible funding opportunities and asked how phasing could be aligned with the pursuit of such opportunities. Working Group members explained that identifying what improvements can be included in each phase would allow the corridor to be competitive when applying for federal funds. It was indicated that a potential federal grant exists of approximately \$300 million, which when included with the RTD FasTracks funding would provide approximately \$550 million for improvements in the corridor. Bill Lang responded that the funding opportunity is helpful to know now so that, based on the elements that have been prioritized, further definition can be provided that indicates what can be included in each phase for specific amounts of funding.

**US 36 Bikeway:** It was noted that the Working Group puts a high degree of importance on building the US 36 Bikeway as soon as possible and has national political support. The Project Team will identify elements of the bikeway that can be built prior to full build-out of the Preferred Alternative and will provide associated costs to those elements to help with decision making concerning the phasing of it.

**DRCOG 1148 Process:** Debra Baskett, City and County of Broomfield, inquired as to how the DRCOG 1148 Process (plan amendment process) and the Combined Alternative were being coordinated. The 1148 is adding tolling capability to US 36, a critical element of the Combined Alternative. This has been submitted to DRCOG as a plan amendment so that US 36 Combined Alternative can be supported as the Preferred Alternative in the FEIS. Debra requested that an update on this issue be provided at the next PAC meeting.

## **WEST END LANES BETWEEN MCCASLIN BLVD AND TABLE MESA DR**

Building upon the discussion from the last US 36 PAC meeting, Jonathan Bartsch reviewed the Draft FEIS West End Lanes language. Additional areas of discussion included clarification of the process and outcomes for if/when triggers are met, the bikeway implementation plan, the effects of regional degradation of average peak bus travel, and other suggested language modifications. In order to reach closure on finalizing the language for the FEIS, and because there were specific questions regarding the language, the Project Team met with interested group members consisting of City of Boulder, City of Louisville, Town of Superior, and Boulder County following the meeting to address their concerns and finalize the language.

### Comments

**Evaluation of Triggers:** In an earlier version of the language, the idea of prioritizing primary and secondary triggers had been proposed. The meeting following the Working Group addressed concerns about this concept and revised the language accordingly. The group found a solution to clarify the language in order to address how US 36 will be evaluated in relation to

its arterials and in relation to other regional traffic congestion that may or may not impact US 36. The language was also revised to reflect that the evaluation of US 36 operational performance is an on-going process and should actions other than construction of the bus-only lane occur and the triggers are met again the re-analysis process will be re-initiated as necessary.

**US 36 Bikeway:** The Working Group expressed its support for including elements of the bikeway in the first phase of construction. Bill Lang re-emphasized that portions of the bikeway will be implemented in Phase 1 as opportunities allow and that the goal is to implement those portions as soon as possible, given available funding. Some areas will be required to wait for interchange improvements where additional ROW will be required; in some of these cases, the bike path is planned to be located on the outside edge of the improvements.

## **TRAVEL DEMAND MANAGEMENT (TDM)**

Gina McAfee, RTD FasTracks, reviewed the *US 36 Travel Demand Management Fact Sheet* and explained the approach for implementing a TDM program and its components. Gina explained the following:

- The T-REX project offers a potential template for US 36 corridor TDM
- There will be a focus on TDM during construction and the budget for that TDM may be a portion of construction cost
- 36 Commuting Solutions' methods and strategies will be used to implement TDM
- TDM strategies will be adjusted based on experiences in previous phases
- Performance matrices will be used to measure effectiveness on a project by project basis

### **Comments**

**36 Commuting Solutions:** Audrey DeBarros, 36 Commuting Solutions, indicated that the information provided in the *US 36 Travel Demand Management Fact Sheet* is in agreement with, and responsive to, the comments 36 Commuting Solutions submitted during the DEIS public comment period. Audrey confirmed that the project has referenced and addressed the comments her organization had made requesting additional efforts for TDM. Jane Hann, CDOT, supported the idea of collaborating with 36 Commuting Solutions to use and integrate the organization's ideas and efforts to improve the corridor and establish TDM strategies.

**Additional Components & Funding:** It was suggested to also include "Incident Management" and "Courtesy Patrol" for US 36 TDM. These TDM features had been used in T-REX. Gina indicated that this is normally not considered a TDM measure, but rather an ITS measure. It was inquired if TDM would be able to be funded beyond construction by tolling revenues. CDOT agreed to look into this.

**US 36 Working Group Support:** The Working Group expressed general support for the TDM proposal presented.

## OPTIMAL BRT SERVICE

---

Gina McAfee, RTD FasTracks, reviewed the *US 36 Optimal BRT Service Fact Sheet*. She presented what RTD proposed be provided in Phase 1 and future phases as “optimal BRT service”.

### Comments

**City and County of Broomfield & 36 Commuting Solutions:** Debra Baskett and Audrey DeBarros expressed concern with the proposed description of what would be provided as “optimal BRT service”. They advocated for a more ‘progressive’ plan which includes branding (bus wraps), special bus purchases with level boarding and dual entry features for vehicles. They indicated that the BRT proposal needs to be further developed and include some of the ideas mentioned. They both acknowledged that the language describing BRT service could include limitations of what would not be provided.

**Further Discussion with RTD:** Gina McAfee and Karen Morales, RTD FasTracks, recognized that RTD funding for BRT service is fiscally constrained, and that additional improvements for Phase 1 would have to come from this funding. Gina noted that issues include both capital and operations cost and difficulties in addition to the challenges of managing a bus fleet that is not completely compatible. RTD is willing to work with the communities to explore additional funding sources which could allow added improvements, although the issues of how a branded US 36 fleet could be integrated into the overall system remain. RTD agreed to an additional meeting with the Working Group members to further discuss how to meet the needs and desires of the group while addressing the limitations.

## COMBINED ALTERNATIVE FOOTPRINT INSPECTION

---

The Working Group was invited to inspect the impacts of the Combined Alternative footprint after the meeting was concluded. Of special interest to UC Boulder was the elimination of the access from South Boulder Road to Loop Drive. The suggested access to their land via Tantra Drive met opposition by the City as well as concern by CU Boulder that this access would not work in the long term. A meeting is being set up to work out an alternative access that will solve this access problem in the short term. It was pointed out that once CU Boulder knows what the use of their land will be, they can approach CDOT with a proposal to change their access as shown in the FEIS; that proposal will go through a separate NEPA process that will trump the EIS suggestion at that time once it is accepted by all parties.

## APRIL 2009 US 36 PUBLIC MEETINGS

---

- **Wednesday, April 1, 2009** – Westminster City Park Recreation Center
- **Wednesday, April 8, 2009** – Boulder Public Library
- **Thursday, April 9, 2009** – The Global Leadership Academy (Adams County)

**Schedule for all Public Meetings:**

- Open House (6:00 – 6:30 p.m.)
- Presentation (6:30 – 7:00 p.m.)
- Facilitated Discussion relating to Combined Alternative & FEIS (7:00 – 7:45p.m.)
- Closing Open House (7:45 –?)

**Comments**

**Adams County:** Jeanne Shreve requested that the Project Team spend more time on the east end issues at the Adams County public meeting than other issues. Jeanne indicated that the Project Team should be prepared to discuss local access at Broadway and if it is eliminated, then what solutions exist. Jeanne emphasized that there are significant impacts at the east end of the corridor in Adams County and they will need to be addressed. It was agreed that an update will be provided to the PAC prior to the public meetings.

**MEETING MATERIALS**

---

- March 3, 2009 US 36 Working Group Meeting Agenda
- March 3, 2009 US 36 Working Group Meeting Presentation
- West End Lanes Language to be included in the US 36 FEIS
- US 36 Travel Demand Management Fact Sheet
- US 36 Optimal BRT Service Fact Sheet

**MEETING ATTENDEES**

---

NAME	AFFILIATION
1. Audrey DeBarros	36 Commuting Solutions
2. Jeanne Shreve	Adams County
3. George Gerstle	Boulder County
4. Michelle Halstead	CDOT Government Relations
5. Bob Hays	CDOT Region 4
6. Mark Gosselin	CDOT Region 4
7. Jim Paulmeno	CDOT Region 6
8. Irena Motas	CDOT Region 6 Engineering
9. Jane Hann	CDOT Region 6 Environmental
10. Andrea Meneghel	CDR Associates
11. Jonathan Bartsch	CDR Associates
12. Bill Lang	CH2M Hill
13. Candice Hein	CH2M Hill
14. Danielle Yearsley	CH2M Hill

15. Will Voss	CH2M Hill
16. Debra Baskett	City & County of Broomfield
17. Bob Kochevar	City & County of Denver Public Works
18. John Firouzi	City of Arvada
19. Mike Sweeney	City of Boulder
20. Heather Balser	City of Louisville
21. Matt Lutkus	City of Westminster
22. Casey Jones	CU Boulder
23. Philip Simpson	CU Boulder
24. Monica Pavlik	Federal Highway Administration
25. Will Kerns	Jefferson County
26. Gina McAfee	RTD FasTracks
27. Karen Morales	RTD FasTracks
28. Jay Wolffarth	Town of Superior
29. Kelsey Johnston	URS Corporation
30. Margaret Langworthy	US Army Corps of Engineers

## U.S. 36 ENVIRONMENTAL IMPACT STATEMENT

**Subject:** U.S. 36 Bus Rapid Transit (BRT) Meeting Summary  
**Date:** March 13, 2009  
**Location:** RTD FasTracks, 1560 Broadway, Denver, CO

### MEETING PURPOSE

---

The purpose of the meeting was to have further discussion with US 36 corridor jurisdiction contacts to address concerns expressed about the proposed BRT service which was presented at the March 3, 2009 US 36 Working Group meeting for the Combined Alternative.

### INTRODUCTION & WELCOME

---

Jonathan Bartsch, CDR Associates, welcomed the group, facilitated introductions, and reviewed the meeting agenda, which included the following:

- RTD FasTracks plan and PAC direction in the Combined Alternative
- Phase 1 BRT - What is included
- Issues & Concerns
- Future BRT Components
- Next Steps - direction for the PAC

### U.S. 36 BRT SERVICE

---

Gina McAfee, RTD FasTracks, reviewed the *US 36 BRT Service Fact Sheet* that had been presented at the Working Group meeting, and specified what was proposed for Phase 1 and future phases for US 36 BRT service.

The discussion began by identifying goals for Phase 1 BRT and defining what types of services could be included to meet those goals. The group specified that BRT service should include the following:

**Unique Marketing & Branding:** US 36 BRT, in addition to other capital improvements, should be easily identifiable through marketing efforts to specifically brand the service as unique to the US 36 corridor. Specific marketing efforts should communicate that there is a new and unique bus service known as "US 36 BRT" to establish brand recognition. An additional objective should be to attract new riders by explaining the bus service improvements and to increase familiarity of the service. It was suggested that corridor specific features could apply to vehicles. However, it was recognized and explained that branding vehicles would have to be done in a way where it wouldn't be restrictive to other corridors and the vehicle could still be used regionally throughout the RTD system.

**Predictable Service & Information to the User:** Another important goal of US 36 BRT service should be to provide predictable service to increase ridership through familiarity and by providing information to the system user. Strong support was expressed for providing “real time” system-wide information to the user and identifying points of connectivity from US 36 to the entire system in order to promote/improve regional connectivity and knowledge of service.

**Convenience & Efficiency of Service:** Emphasis was placed on convenience of the service to the user. Support was expressed for quick moving vehicles with improved travel times and features that promoted quick and easy boarding. Support was also expressed for vehicles which promoted comfort and provided amenities.

## MOVING FORWARD WITH US 36 BRT

There was a commitment and understanding expressed by all parties to work together to achieve common goals. Community participation will occur to aid marketing efforts and to support RTD operations. As a corridor, jurisdictions will work with RTD and each other as partners to identify how improvements can be made in a cost effective manner, and how to educate the populace to attract new riders. The group expressed a willingness to maintain on-going discussions focused on identifying ways to continually improve and build upon the BRT service.

**Post-Meeting:** During the meeting, Kelsey Johnston, URS Corporation, reminded the group that for the US 36 Final EIS and Record of Decision, there is a need to define as much as possible in regards to capital improvements. Thus a subsequent document was developed to further define Phase 1 BRT service for inclusion in the US 36 FEIS.

## MEETING ATTENDEES

NAME	AFFILIATION
1. Audrey DeBarros	36 Commuting Solutions
2. George Gerstle	Boulder County
3. Andrea Meneghel	CDR Associates
4. Jonathan Bartsch	CDR Associates
5. Debra Baskett	City & County of Broomfield
6. Bob Kochevar	City & County of Denver Public Works
7. John Firouzi	City of Arvada
8. Chris Jones	City of Boulder
9. Dave Downing	City of Westminster
10. Will Kerns	Jefferson County



Project No. NH 0361-070(14133)

- |                     |                  |
|---------------------|------------------|
| 11. Jeff Dunning    | RTD              |
| 12. John Shonsey    | RTD              |
| 13. Gina McAfee     | RTD FasTracks    |
| 14. Liz Winfield    | RTD FasTracks    |
| 15. Jay Wolfarth    | Town of Superior |
| 16. Kelsey Johnston | URS Corporation  |





Project No. NH 0361-070(14133)

## U.S. 36 ENVIRONMENTAL IMPACT STATEMENT

**Subject:** U.S. 36 Preferred Alternative Committee Meeting Summary  
**Date:** March 17, 2009  
**Location:** City Park Recreation Center, Westminster, CO

### MEETING PURPOSE

---

The purpose of the meeting was to review the Combined Alternative footprint, resolve the inclusion of bus-only lanes between McCaslin Blvd and the Table Mesa Interchange, and to review the Travel Demand Management and Bus Rapid Transit proposals. Also included were updates about US 36 access to Broadway Blvd and the Denver Regional Council of Governments (DRCOG) 1148 process.

### INTRODUCTION & WELCOME

---

Jonathan Bartsch, CDR Associates, welcomed the group, facilitated introductions, and reviewed the meeting agenda. He also shared the results of the Travel Demand Management/Bus Rapid Transit Meeting which took place March 13, 2009.

### COMBINED ALTERNATIVE FOOTPRINT, IMPACTS, & PHASING

---

Bill Lang, CH2M Hill, presented updated information about the Combined Alternative footprint and impacts. He reviewed previous design features for US 36 Draft Environmental Impact Statement (DEIS) Packages 2 & 4 and how those designs have been refined and presented in the Combined Alternative. The Combined Alternative will have a smaller overall footprint than Packages 2 & 4 due to the removal of median BRT stations and the inclusion of side-loading stations, buffer versus barrier separated lanes, and a reversible lane on the east end of the corridor. Bill also explained that the Project Team is continuing to define the phasing details of the Combined Alternative by identifying the components, the cost, and the operational and safety considerations. Bill reminded the group that based on their input, the implementation of the managed lane has received top priority in Phase I. He noted that sections of the US 36 bikeway will be implemented in Phase I, likely in conjunction with improvements and as it makes sense with regard to community connectivity and ease of implementation.

**Property Impacts:** It was indicated that there was approximately a 2/3 reduction of properties impacted from DEIS projections.

**Implementation of the Managed Lane:** In response to the inquiry of whether the managed lane could be implemented from the west to the east, Monica Pavlik, Federal Highway Authority (FHWA), indicated that NEPA requirements do not dictate the sequence that the managed lane

is to be implemented in. Bill indicated that the goal is to implement the entire managed lane throughout the entire corridor in the first phase.

### Comments

**Boulder County:** Will Toor expressed concern that if the first phase of implementation included significant reconstruction of bridges and interchanges, then funding could be depleted for constructing the managed lane.

## TRAVEL DEMAND MANAGEMENT (TDM)

Gina McAfee, RTD FasTracks, reviewed the *US 36 Travel Demand Management Fact Sheet* and explained the approach for implementing a TDM program and its components. Gina explained the following:

- The T-REX experience (TransOptions) offers a potential template for US 36 corridor TDM
- There will be a focus on TDM during construction and the budget for that TDM may be a portion of the construction cost
- 36 Commuting Solutions' methods and strategies will be considered in the implementation of TDM
- Performance matrices will be developed to measure effectiveness on a project by project basis
- TDM strategies will be adjusted based on experiences in previous phases
- Another idea that could be included in a TDM program is the involvement of a TDM task force consisting of 36 Commuting Solutions, CDOT, RTD, DRCOG to collect data to determine the effectiveness of TDM programs during construction. A post construction assessment could be effective for next construction phase.
- It is understood that there is a desire to fund a post-construction TDM program.

### Comments

**Tolling to Fund On-going TDM:** PAC members supported the idea of using toll revenue from the managed lane to fund on-going TDM initiatives in the corridor and asked the Project Team to determine if that was possible.

**36 Commuting Solutions:** Audrey DeBarros emphasized that 36 Commuting Solutions is committed to maintaining an existing presence in the corridor and will continue its efforts to support TDM strategies.

**US 36 PAC Support:** The US 36 PAC expressed support for moving forward with the TDM proposal presented.

## U.S. 36 BUS RAPID TRANSIT (BRT) SERVICE

Gina McAfee, RTD FasTracks, reviewed what had occurred at the March 13, 2009 BRT Meeting. Based on the input received at that meeting, she presented what is proposed for Phase 1 BRT

service. Gina described features and elements that would be included in the first phase and what could be expected in later phases, and what elements would be corridor specific, and which would be implemented as system-wide improvements. The costs associated with implementing system-wide improvements will not be assigned to the US 36 corridor (or subtracted from RTD's \$220 million contribution to US 36). Gina added that following the BRT meeting, it was clarified that fiber installed along the US 36 corridor would be connected to BRT stations and that RTD would look at using vehicles that could accommodate bicycles.

### Comments

**System-wide Fare Box Upgrades:** Lee Kemp, RTD Board of Directors, explained that the Board is voting to approve the purchase of system-wide fare box upgrades which provide for greater data collection capabilities. It is possible that this new information technology can be implemented on all buses by the end of the year.

**'Real-Time' Information:** It was explained that 'real time' transit information and data collection can be provided in Phase 1 as funding allows. PAC members expressed their support for the inclusion of this feature. John Shonsey, RTD, indicated that it is RTD's intent to provide this; although there are technological and cost issues to overcome.

**BRT Vehicles & Amenities:** John Shonsey confirmed that RTD is willing to look into purchasing high speed, low floor busses if available. Will Toor, Boulder County, encouraged RTD to define costs for added BRT vehicle amenities to determine whether it would be a worthy investment. Lee Kemp responded that the RTD Board continues to evaluate costs associated with amenities and service features.

**Funding for Queue Jumps:** \$7.5 million has been allocated for the implementation of queue jumps in the US 36 corridor. These improvements will not be implemented as part of Phase 1 because the funding needs to be applied within 180 days. Therefore, queue jumps will be implemented before Phase 1 and designated as part of the No Action alternative.

**Signal Prioritization for BRT:** Currently, CDOT is identifying what technology is available to determine if signal prioritization is possible. PAC members supported the inclusion of signal prioritization as a feature to be included in Phase 1 BRT improvements. Support was expressed for conducting the analysis to determine if it could be included, and what the tradeoffs and costs would be. Moe Awaznezhad, CDOT, explained that signal prioritization can be evaluated on a case by case basis for intersections as they are improved. Randy Jensen, CDOT, raised the point that signal priority for buses has impacts upon other traffic.

**US 36 EIS Phase 1 BRT vs. RTD FasTracks Phase 1 BRT:** It was requested that as part of the Final EIS, the differentiation is made between what is being included as part of US 36 EIS Phase 1 BRT and what is part of RTD FasTracks Phase 1 BRT improvements.

**Community Support for US 36 BRT:** US 36 communities agreed to work together in a collaborative manner for future BRT efforts with RTD to provide assistance regarding regulations and financial investments.

**US 36 PAC Support:** The US 36 PAC expressed support for moving forward with the BRT proposal presented.

## **BROADWAY ACCESS**

Moe Awaznezhad, CDOT, reviewed what had been evaluated to make the freeway to freeway connections where US 36 meets I-25, I-270 and I-76. Moe explained that the community in that area has requested that access to Broadway from US 36 is maintained. CDOT has been working with FHWA to determine what solutions exist and is evaluating a range of options. Moe reviewed three options that CDOT is currently considering and explained that two of the options provide one way access to US 36.

### **Comments**

**Adams County:** Jeanne Shreve asked the Project Team to consider the impacts to the community in that area if that access is eliminated. Jeanne indicated that it is not Adams County's intention to delay the US 36 EIS, but she requested that additional analysis be done to identify the impacts to that community, and to provide additional options. Jeanne indicated that she has been working with a community group to prepare a presentation to be delivered to CDOT and FHWA at the April 9<sup>th</sup> Public Meeting. She also suggested that if the additional analysis that Adams County has requested can not be accomplished in time, then perhaps this area be excluded from the US 36 EIS and be examined through its own impact study. Jonathan Bartsch indicated that the Project Team will make an effort to conduct extended outreach with this group.

## **WEST END LANES BETWEEN MCCASLIN BLVD AND TABLE MESA DR**

Jonathan Bartsch reviewed the US 36 FEIS West End Lanes language and noted that the Project Team met with Working Group members from City of Boulder, City of Louisville, Town of Superior, and Boulder County following the March 3, 2009 meeting to address their concerns and finalize the language.

### **Comments**

**Federal Highway Administration:** A minor revision had been made to the language to address a point that FHWA had concerns about. Monica Pavlik indicated that there was language referring to "disturbance of the land" that may not be practical to have in the document as it relates to what could (or could not) be done during Phase 1 construction. Monica explained that the land would have to be prepared for implementing the shoulder and other project improvements associated with construction. This would not allow for the construction of an auxiliary lane, as City of Boulder had concerns about.

**US 36 Bikeway:** Tracey Winfree, City of Boulder, expressed support for including elements of the bikeway in the first phase of construction. It was re-emphasized that portions of the bikeway will be implemented in Phase 1 as opportunities allow and that the goal is to implement those portions as soon as possible, given available funding.

**US 36 PAC Support:** The US 36 PAC expressed general support for moving forward with the US 36 FEIS West End Lanes Language as presented. However, Heather Balsler, City of Louisville, stated that before she could confirm Louisville's support she would have to verify that with the Mayor.

## **DRCOG 1148 PROCESS & RTP AMENDMENT – STATUS UPDATE**

---

Michelle Halstead, CDOT, updated the group on the DRCOG 1148 process and RTP amendment. The Colorado Tolling Enterprise submitted a plan amendment request for US 36 under DRCOG's 1148 process Feb. 27, 2009. Michelle thanked all jurisdictions for reviewing the proposal and submitting edits. The plan amendment changes the US 36 HOV lanes in the regional transportation plan (RTP) to managed lanes. Also submitted, was a plan amendment to ensure the phase one record of decision was consistent with what was in the plan. For example, there were several placeholders, notably \$47 million for additional lanes on US 36 from Wadsworth to Interlocken. The plan amendment moved this money to the placeholder for constructing the managed lanes. The remaining interchanges that had money identified in the fiscally constrained RTP (Sheridan, Wadsworth and McCaslin) remained as is. RTD's BRT funding also remains, less the \$7.5 for the queue jumps. The final proposal was distributed to all PAC members following the meeting.

## **APRIL 2009 US 36 PUBLIC MEETINGS**

---

- **Wednesday, April 1, 2009** – Westminster City Park Recreation Center
- **Wednesday, April 8, 2009** – Boulder Public Library
- **Thursday, April 9, 2009** – The Global Leadership Academy (Adams County)

### **Schedule for all Public Meetings:**

- Open House (6:00 – 6:30 p.m.)
- Presentation (6:30 – 7:00 p.m.)
- Facilitated Discussion relating to Combined Alternative & FEIS (7:00 – 7:45p.m.)
- Closing Open House (7:45 – ?)

## **ADDITIONAL COMMENTS**

---

**Phasing:** PAC members requested that information be provided to describe what will be included in Phase 1 US 36 EIS improvements. Kelsey Johnston, URS Corporation, stated that the information should be available in late April/early May and that it will be distributed

electronically. PAC members asked the Project Team to be aware that there could be a potential grant opportunity that is connected to how improvements are phased and the timing of the application is parallel to this project's schedule. Randy Jensen confirmed that CDOT is ready to discuss how to best prepare for that grant application.

**Corridor Maps:** Bill Lang, CH2M Hill, was available post-meeting to review corridor maps with PAC members.

## MEETING MATERIALS

---

- March 17, 2009 US 36 PAC Meeting Agenda
- March 17, 2009 US 36 PAC Meeting Presentation
- West End Lanes Language to be included in the US 36 FEIS
- US 36 Travel Demand Management Fact Sheet
- US 36 BRT Fact Sheet

## MEETING ATTENDEES

---

NAME	AFFILIATION
1. Audrey DeBarros	36 Commuting Solutions
2. Chris McShane	36 Commuting Solutions
3. Jeanne Shreve	Adams County
4. George Gerstle	Boulder County
5. Will Toor	Boulder County
6. Dave Kosmiski	CDOT
7. Leela Rajasekar	CDOT
8. Randy Jensen	CDOT
9. Michelle Halstead	CDOT Government Relations
10. Mark Gosselin	CDOT Region 4
11. Jim Paulmeno	CDOT Region 6
12. Moe Awaznezhad	CDOT Region 6
13. Irena Motas	CDOT Region 6 Engineering
14. Jane Hann	CDOT Region 6 Environmental
15. Andrea Meneghel	CDR Associates
16. Jonathan Bartsch	CDR Associates
17. Bill Lang	CH2M Hill
18. Candice Hein	CH2M Hill
19. Danielle Yearsley	CH2M Hill
20. Will Voss	CH2M Hill
21. Debra Baskett	City & County of Broomfield

22. Kevin Standbridge	City & County of Broomfield
23. Bob Kochevar	City & County of Denver Public Works
24. John Firouzi	City of Arvada
25. Suzy Ageton	City of Boulder
26. Tracy Winfree	City of Boulder
27. Heather Balser	City of Louisville
28. Sean McCartney	City of Louisville
29. Dave Downing	City of Westminster
30. Matt Lutkus	City of Westminster
31. Nancy McNally	City of Westminster
32. Monica Pavlik	Federal Highway Administration
33. Will Kerns	Jefferson County
34. John Shonsey	RTD
35. Lee Kemp	RTD Board of Directors
36. Gina McAfee	RTD FasTracks
37. Karen Morales	RTD FasTracks
38. Liz Winfield	RTD FasTracks
39. Alex Ariniello	Town of Superior
40. Jay Wolfarth	Town of Superior
41. Kelsey Johnston	URS Corporation
42. Rick Pilgrim	URS Corporation
43. Margaret Langworthy	US Army Corps of Engineers





Project No. NH 0361-070(14133)

## U.S. 36 ENVIRONMENTAL IMPACT STATEMENT

**Subject:** U.S. 36 Phasing Working Group Meeting Summary  
**Date:** April 24, 2009  
**Location:** Broomfield City & County Building, Broomfield, CO

### MEETING PURPOSE

---

The purpose of the meeting was to review the proposed phasing approach and elements for the US 36 Phase I Record of Decision (ROD). In addition, Phases II and III of the ROD were reviewed and discussed.

### INTRODUCTION & WELCOME

---

Jonathan Bartsch, CDR Associates, welcomed the group and reviewed the meeting agenda.

### PHASE I RECORD OF DECISION ASSUMPTIONS AND PROPOSED ELEMENTS

---

Bill Lang, CH2M Hill, presented the phasing approach, including information about the costs for the overall Combined Alternative (CA) and Phases I, II, and III, the process for selecting a philosophical approach to phasing, the selection of Phasing Scenario 3 - High Occupancy Toll (HOT) Lanes priority from Federal Blvd to Boulder - as the preferred option, the guiding principles for implementing Phase I, the pinch points in Phase I, and finally projects that are included or not included in Phase I. He also provided a section by section overview of aerial maps to show the design of the proposed Phase I. Bill stated that Phase I will cost approximately \$850 M (2008 dollars), which is within the range of the fiscally constrained plan.

#### Comments

**Implementation of Phase I & Grant Applications:** It was explained that Phase I improvements would likely be implemented from the east end of the corridor to the west. This would include implementation of the managed lane all the way to Boulder; and then interchange improvements as funding allows.

Bill Lang indicated that based on the Phase I ROD improvements, the team would begin to define construction plans for Phase I based on available funding. This specific information is being developed independent of the US 36 Final Environmental Impact Statement (FEIS) for the purpose of supporting the ARRA grant application. Monica Pavlik, FHWA, explained that the FEIS must include an approach for construction/implementation of Phase I improvements. Jane Hann, CDOT, added that a high level of detail is not required for the US 36 FEIS, but more specific information will be available in May to support the grant application process. Bill mentioned that the Guiding Principles used to determine the preferred option for Phase I will also apply to the sub-packages.

**White-Topping US 36:** Moe Awaznezhad, CDOT, confirmed the need for white-topping in Phase I. Typically, white-topping (un-bonded concrete overlay) lasts approximately 20 years with periodic maintenance providing an extension of the existing pavement. Mark Gosselin, CDOT, added that white-topping must be placed on a good foundation and noted that while the existing lanes are on solid foundation, the shoulders may or may not be. Therefore, the shoulder will need to be redone in order to lay the white-topping on the entire surface of US 36. The Working Group supported white-topping in Phase I due to the conditions of the existing pavement today.

**US 36 Bikeway in Phase I:** There was support for a continuous connected bikeway between Boulder and Denver to be implemented in Phase I. Based on available dollars and impacts, the team is showing three areas along the corridor where gaps will occur. Bill Lang stated that there will be ways to get between Denver and Boulder using alternate routes at those gap areas, such as on-street paths. Bill also noted that there are more at-grade crossings in Phase I than in the combined alternative.

**Broadway Access:** Jeanne Shreve, Adam's County, informed the working group about the public response to the proposed closure of the SB I-25 and US-36/I-270 accesses to Broadway. She reiterated the County's position that both existing accesses should remain in place. If this is not acceptable at this time, the County would like to see this portion of the FEIS removed.

**Queue Jumps:** Matt Lutkus, City of Westminster, asked whether queue jumps would be included as part of Phase I improvements. Kelsey Johnston, URS Corporation, explained that the \$7.5 million allocated by RTD for queue jumps is part of the US 36 "No Action" Alternative and the queue jumps will be implemented before Phase I improvements.

**Bus Breakdown and Enforcement Lanes:** Alex Ariniello, Town of Superior, asked whether bus breakdown and enforcement lanes had been identified for Phase I. Bill Lang indicated that the need for bus breakdown and enforcement lanes has been identified, but specific locations where those features will be located will be determined in final design.

## PHASES II AND III OF THE ROD

---

Bill Lang explained that Phases II and III consist of the remaining improvements not implemented in Phase I and indicated that the split between Phases II and III is at the Wadsworth Interchange. Phase II construction will occur either east or west of the Wadsworth Interchange. Phase III construction will consist of whichever direction (east or west) is not included in Phase II.

### Comments

**Support for West End Priority in Phase II:** Heather Balsler, City of Louisville, indicated support for West End priority in Phase II since most of Phase 1 will occur in the eastern end of the corridor.

**Support for East End Priority in Phase II:** As a counterproposal, Debra Baskett, City & County of Broomfield, expressed support for prioritizing east end improvements for Phase II construction, and to have those improvements be made all the way to the Wadsworth Interchange. Moe Awaznezhad, CDOT, stated that there are more interchanges on the east end and that this may be a good reason to prioritize east-end construction in Phase II.

**Support for West End Priority in Phase II with Wadsworth Included:** The Working Group agreed that Phase II should focus on the west-end and include remaining improvements to the Wadsworth interchange. Phase III would be the remaining east-end improvements.

**Phasing/Funding:** Jane Hann, CDOT, indicated that as funding becomes available, improvements scheduled for later phases can be implemented earlier. She added that even though the phases are numbered, they do not necessarily need to be built in that sequence.

**US 36 Bikeway:** Mike Sweeney, City of Boulder, requested that the bikeway be extended from Cherryvale to Table Mesa during Phase II or III. He also asked that the bikeway be extended to the creek path instead of to Cherryvale in Phase I. Bill Lang indicated that this is a possibility, and that the costs associated with this extension are relatively small.

## **US 36 FEIS AND ROD**

---

Kelsey Johnston, URS Corporation, provided a brief overview of how the phasing approach will be documented in the FEIS and ROD.

### Comments

**Details of the Phasing Approach:** Jane Hann, CDOT, indicated that the FEIS needs guidelines for how projects will be implemented in Phases II and III. If funding becomes available for a specific project that falls into Phase II or III, the project can then be implemented. Monica Pavlik, FHWA, added that the FEIS and ROD should include information on projects included in each phase, but revisions can be made based on availability of funds.

**Cost of Phases II and III:** Rather than documenting the same funding needs for both phases, it is possible for Phase II to have a higher budget than Phase III. The inclusion of the managed lane in Phase 1 provides for more flexibility in later phases.

**Preliminary Design:** Matt Lutkus, City of Westminster, inquired about the level of engineering design detail that will be presented in the FEIS. Moe Awaznezhad, CDOT, commented that the

current engineering design for Phase I does not reflect a very detailed level of specificity at this point (5% design), but that additional detail will be provided once further engineering design is completed.

## **REQUESTED INFORMATION**

**Maps and Talking Points for Proposed Phase I:** Mike Sweeney, City of Boulder, and Heather Balser, City of Louisville, both requested that plot maps be provided with talking points that can be shared with elected officials and enhance jurisdictional conversations. The Project Team agreed to provide these materials on the URS ftp site for Working Group members to access.

**Phase II & Phase III Descriptions:** Working Group members requested a document detailing the corridor improvements that can be expected in Phases II and III.

## **MEETING MATERIALS**

- April 24, 2009 US 36 Phasing Working Group Meeting Agenda
- April 24, 2009 US 36 Working Group Meeting Presentation

## **MEETING ATTENDEES**

<b>NAME</b>	<b>AFFILIATION</b>
1. Audrey DeBarros	36 Commuting Solutions
2. Jeanne Shreve	Adams County
3. George Gerstle	Boulder County
4. Moe Awaznezhad	CDOT
5. David Kosmiski	CDOT
6. Michelle Halstead	CDOT Government Relations
7. Mark Gosselin	CDOT Region 4
8. Jane Hann	CDOT Region 6 Environmental
9. Andrea Meneghel	CDR Associates
10. Jonathan Bartsch	CDR Associates
11. Joan Kathol	CDR Associates
12. Bill Lang	CH2M Hill
13. Candice Hein	CH2M Hill
14. Danielle Yearsley	CH2M Hill
15. Debra Baskett	City & County of Broomfield
16. Mike Sweeney	City of Boulder
17. Heather Balser	City of Louisville
18. Matt Lutkus	City of Westminster



Project No. NH 0361-070(14133)

- |                     |                                |
|---------------------|--------------------------------|
| 19. Monica Pavlik   | Federal Highway Administration |
| 20. Gina McAfee     | RTD FasTracks                  |
| 21. Liz Winfield    | RTD FasTracks                  |
| 22. Alex Ariniello  | Town of Superior               |
| 23. Jay Wolfarth    | Town of Superior               |
| 24. Rick Pilgrim    | URS Corporation                |
| 25. Kelsey Johnston | URS Corporation                |





Project No. NH 0361-070(14133)

## U.S. 36 ENVIRONMENTAL IMPACT STATEMENT

**Subject:** U.S. 36 Preferred Alternative Committee Meeting Summary  
**Date:** June 22, 2009  
**Location:** City Park Recreation Center, Westminster, CO

### MEETING PURPOSE

---

The purpose of the meeting was to review and adopt the proposed phasing approach and elements for the US 36 Phase I Record of Decision, review and finalize the Broadway and Foothills/Table Mesa access issues and update the PAC on the FEIS schedule and comment period. In addition, Phases II and III of the FEIS were reviewed and discussed.

### INTRODUCTION & WELCOME

---

Jonathan Bartsch, CDR Associates, welcomed the group, facilitated introductions, and reviewed the meeting agenda.

### UPDATE FROM ARRA GRANT MEETING

---

Prior to the US 36 PAC meeting, CDOT held an American Recovery and Reinvestment Act (ARRA) grant meeting. Randy Jensen explained that the ARRA grant application is being developed and that CDOT is pursuing funding scenarios for \$50 M, \$100 M, \$200 M, and \$300 M. The application is due in September of this year.

### PHASE I ROD ASSUMPTIONS AND PROPOSED ELEMENTS

---

Bill Lang, CH2M Hill, presented the phasing approach, including information about the costs for the Combined Alternative (CA), Phase I improvements, and the 'philosophical' approach (Scenario 3 - HOT as a priority). Bill outlined the principles for implementing the CA and Phase I, the three proposed pinch points in Phase I, and finally the elements that are included or not included in Phase I. Bill stated that Phase I implementation will cost approximately \$850 M (2008 dollars), which is within the range of the fiscally constrained plan.

#### Comments

**Implementation of Phase I:** Will Toor, Boulder County, asked for clarification about the prioritization of implementing Phase I improvements. It was explained that Phase I improvements would likely be implemented from the east end of the corridor to the west. This would include implementation of the managed lane (highest priority) all the way to Boulder; and then interchange improvements as funding allows.

It was indicated that based on the Phase I ROD improvements, the team would begin to define sub-phases for Phase I based on potential/available funding. This specific information is being

developed independent of the US 36 Final Environmental Impact Statement (FEIS) and will support the ARRA grant application.

**2008 Dollars:** Mayor Patrick Quinn, City & County of Broomfield, asked how 2008 dollars are estimated. Bill Lang explained that 2008 dollars are estimated after computing quantities for approximately twelve items, such as pavement and bridge areas, and then subsequently applying percentage to approximate other costs, based on CDOT's approved approach. This equation has resulted in a conservative estimation of project costs.

**US 36 Bikeway:** It was explained that in three areas the full CA bikeway would not be built due to costs associated with retaining walls, right of way acquisition, and reconstruction of a railroad bridge. PAC members supported revisiting the US 36 bikeway improvements in Phase I and finding a way to fully complete the bikeway in Phase I. Comments and suggestions include:

- **Boulder County:** Will Toor expressed concern with the Phase I plan due to the emphasis placed on the bikeway in discussions with representatives in Washington, D.C., to receive federal funding to support the development of multi-modal transit solutions in the US 36 corridor. He suggested reevaluating funding priorities so that the full build out of the bikeway occurs in Phase I.
- **Federal Highway Administration:** Monica Pavlik, Federal Highway Administration, explained that there is nothing to preclude a jurisdiction from advancing the bikeway as long as federal funds are not involved for a solution other than what is evaluated in the FEIS and approved in a ROD. If funds are not available in the current fiscally constrained plan, a subsequent ROD can be approved at a later date when funding for this purpose is available. If the jurisdictions recommend implementing an action other than what is in the document, the EIS does not preclude them from implementing a desired plan, it would just not authorize the use of federal dollars for an initiative outside of the EIS.
- **City of Boulder:** Tracy Winfree, City of Boulder, asked if interchange improvements at Sheridan could be reduced so as to complete the full build out of the bikeway in Phase I. She inquired if interim improvements could be made at the interchanges so that more funding can be applied to complete the bikeway. Bill responded that there would have to be some trade-offs. She also requested the FEIS not preclude any local agreements that might close bikeway gaps, if it is not possible to include a completed bikeway in Phase I. The City of Boulder is willing to use local tax dollars to complete the gap on the west end of US 36. Bill Lang explained that construction costs are higher for the two other bikeway gaps.
- **City of Louisville:** Mayor Chuck Sisk, City of Louisville, supported the completion of the bikeway in Phase I.
- **Concrete Shoulders:** Mayor Chuck Sisk and Bob Garcia, CDOT, suggested improving US 36 shoulders for bike-use in the three gaps. Bill Lang indicated that the bikeway in two of the bikeway gaps is already placed adjacent to the highway shoulder as designed in the Combined Alternative.

- **Bus Rapid Transit (BRT):** Audrey DeBarros asked about the possibility of advancing purchase of BRT vehicles in Phase 1. John Shonsey confirmed that RTD is willing to look into purchasing high speed, low floor buses however all available RTD resources had been committed to building the HOT infrastructure as directed by the PAC. John added that RTD is committed to fulfilling the agreement articulated in the US 36 Proposed BRT Improvements that was developed and finalized by the PAC during the March 17, 2009 US 36 PAC Meeting. Ultimately it is up to the PAC to determine what initiatives it supports pursuing.
- **Interchange Improvements and Throwaway:** Several PAC members suggested improving only the bridges at the Sheridan and Wadsworth Interchanges in Phase I in order to have funds for bikeway completion. Bill Lang explained that the Wadsworth Interchange is already limited to partial improvements that amount to about half the cost of the full improvement. Monica Pavlik, Federal Highway Administration, indicated that an important factor in the FEIS review will be minimizing throwaway.
- **US 36 Project Schedule:** Jane Hann, CDOT, explained that including full construction of the bikeway in Phase I may have impacts on the project footprint, which will impact the project schedule. Kelsey Johnston, URS Corporation, indicated that a change in the project footprint could result in a two-week delay of the FEIS. Matt Lutkus, City of Westminster, supported staying on schedule because the FEIS is needed for the ARRA grant application.
- **Requested Information:** PAC members requested information that would allow them to evaluate alternatives and trade-offs for bikeway completion. Mayor Matthew Appelbaum, City of Boulder, requested information about the additional time and distance that would be required of bicycle commuters at the three gaps in the bikeway. Several members of the PAC requested cost estimates for the Sheridan and Wadsworth interchanges. In addition, information was requested regarding improving the shoulders for portions of the bikeway, and the full construction of the bikeway (including individual estimations for the three gaps).

**Structurally Deficient Bridges:** Will Toor, Boulder County, asked for clarification of “structurally deficient”. Bill Lang explained that the Wadsworth Parkway and Old Wadsworth bridges over US 36 are structurally unsafe and need to be replaced. Sheridan over US 36 and US 36 over Lowell bridges raise safety concerns because they do not meet CDOT’s minimum height requirement of 16.5’. Randy Jensen, CDOT, added that the bridges need to be raised because vehicles have hit low clearance bridges. Mayor Appelbaum asked if it is possible to lower portions of US 36, rather than raise the bridges. Bill Lang explained that it is possible, but that numerous other impacts and costs will occur. Mayor Appelbaum asked about the improvement costs for the four structurally deficient bridges.

**US 36 PAC Agreement:** The US 36 PAC agreed to the improvements for the managed lane in Phase I, with the provision that a decision on the bikeway and the interchanges at Sheridan/Wadsworth be made for Phase I after receiving additional information. It was stated that it is important to show a fully connected bikeway in Phase I and there is support to

complete the west-end segment of the bikeway in Phase I, with additional funding from the jurisdiction. The PAC is aware that there could be project schedule implications to make these changes.

**Follow-Up Meeting Results:** Following this PAC meeting, the US 36 Mayors and Commissioners Coalition met with Randy Jensen and Michelle Halstead, CDOT, on June 25, 2009 and all parties agreed that \$20 million can be added to fund bikeway construction to build the entire bikeway as part of the Phase I ROD. It was understood that this decision would result in a slight delay in the overall project schedule.

## **PHASES II AND III OF THE FEIS**

Bill Lang explained that Phase II will consist of the remaining improvements between Table Mesa and Wadsworth (including the rest of Wadsworth) at an estimated cost of \$691 M (2008 dollars). Phase III will consist of the remaining improvements between Wadsworth and I-25 at an estimated cost of \$509 M (2008 dollars). He added that Phases II and III can be divided differently based on the success of Phase I, funding, and the condition of US 36.

### **Comments**

**Impacts of Phase I on Phases II and III:** Monica Pavlik and Gina McAfee, RTD FasTracks, explained that once the Phase I ROD is complete, there will be increased flexibility in Phases II and III. Will Toor asked whether the progress/success of Phase I will impact the implementation of Phases II and III. Monica and Gina indicated that it would and that the general condition of US 36 also will be a factor.

**US 36 PAC Agreement:** The US 36 PAC agreed to the proposed improvements for Phases II and III in the US 36 FEIS with the caveat that the direction is open to modification and will be based on performance and additional analysis.

## **BROADWAY AND FOOTHILLS/TABLE MESA ACCESS**

Jonathan Bartsch reviewed the US 36 FEIS Broadway language and US 36 FEIS Foothills/Table Mesa Interchange language. Jeff Lipton, University of Colorado at Boulder, noted that the Foothills/Table Mesa addressed the concerns of the university.

**US 36 PAC Agreement:** The PAC agreed to both the Broadway language and the FEIS approach for the Foothills/Table Mesa Interchange.

## **FEIS COMMENTS AND SCHEDULE**

Gina McAfee, RTD FasTracks, reviewed the preferred method of receiving jurisdictional/agency comments on the US 36 FEIS. She requested that jurisdictions submit comments within 30 days, rather than the allowed 45 days during the Final EIS Comment Period in order to be able to respond to those comments and expedite the schedule. She asked

that design-related comments are identified so that responses can be more efficiently generated. Gina explained that the preferences are not meant to limit stakeholder comments, but are a request to obtain comments/suggestions in an efficient way to maintain the schedule.

**US 36 PAC Support:** The PAC supported the recommended method of submitting US 36 FEIS comments during the formal comment period, but indicated that comments are not likely to be submitted until after the ARRA grant application is complete (mid-September).

## MEETING MATERIALS

---

- June 22, 2009 US 36 PAC Meeting Agenda
- June 22, 2009 US 36 PAC Meeting Presentation
- US 36 FEIS Language for Broadway Access
- US 36 FEIS Language for the Foothills/Table Mesa Interchange

## MEETING ATTENDEES

---

	NAME	AFFILIATION
1.	Audrey DeBarros	36 Commuting Solutions
2.	Chris McShane	36 Commuting Solutions
3.	George Gerstle	Boulder County
4.	Will Toor	Boulder County
5.	Randy Jensen	CDOT
6.	Peggy Catlin	CDOT
7.	Michelle Halstead	CDOT Policy & Government Relations
8.	Bob Garcia	CDOT Region 4
9.	Mark Gosselin	CDOT Region 4
10.	Jim Paulmeno	CDOT Region 6
11.	Moe Awaznezhad	CDOT Region 6
12.	Jane Hann	CDOT Region 6 Environmental
13.	Jonathan Bartsch	CDR Associates
14.	Joan Kathol	CDR Associates
15.	Andrea Meneghel	CDR Associates
16.	Bill Lang	CH2M Hill
17.	Danielle Yearsley	CH2M Hill
18.	Debra Baskett	City & County of Broomfield
19.	Patrick Quinn	City & County of Broomfield
20.	Kevin Standbridge	City & County of Broomfield
21.	Brian Pinkerton	City & County of Denver
22.	John Firouzi	City of Arvada

23. Suzy Ageton	City of Boulder
24. Matthew Appelbaum	City of Boulder
25. Tracy Winfree	City of Boulder
26. Heather Balsler	City of Louisville
27. Charles Sisk	City of Louisville
28. Dave Downing	City of Westminster
29. Matt Lutkus	City of Westminster
30. Nancy McNally	City of Westminster
31. Monica Pavlik	Federal Highway Administration
32. Will Kerns	Jefferson County
33. John Shonsey	RTD
34. Lee Kemp	RTD Board of Directors
35. Gina McAfee	RTD FasTracks
36. Karen Morales	RTD FasTracks
37. Liz Winfield	RTD FasTracks
38. Alex Ariniello	Town of Superior
39. Andrew Muckle	Town of Superior
40. Jay Wolffarth	Town of Superior
41. Jeff Lipton	University of Colorado - Boulder
42. Kelsey Johnston	URS Corporation
43. Margaret Langworthy	US Army Corps of Engineers



# US 36 CORRIDOR

Final Environmental Impact Statement/  
Final Section 4(f) Evaluation

**Appendix B**  
**Public Input/Comments**



**Appendix C**  
**Public Input & Comments Report**  
*Available Upon Request*  
**URS Corporation**  
**999 18<sup>th</sup> Street, Suite 900**  
**Denver, CO 80202**  
**Ph. 303.293.8080**

**PUBLIC COMMENT REPORTS AVAILABLE FOR COMMENTS RETRIEVED FROM  
APRIL 2007 — SEPTEMBER 2009**

Public comments have been received throughout the study from multiple sources and through multiple avenues of input. These comments have been organized, stored, summarized, and provided to project staff, advisors, and decision makers in the format of Public Input/Comment Reports, which have been updated at key milestones of the study.

Comments received during scoping were summarized in the Scoping Report. All written comments, which include the commenter's contact information, were responded to with at least a written acknowledgement and statement of appreciation. At times, a more detailed and comment-specific response was provided. When a direct response from CDOT was needed, the project team referred the comment to this agency.





## US 36 CORRIDOR

Final Environmental Impact Statement/  
Final Section 4(f) Evaluation

### **Appendix C**

**US 36 Corridor Newsletter  
(English and Spanish)  
(August 2007)**





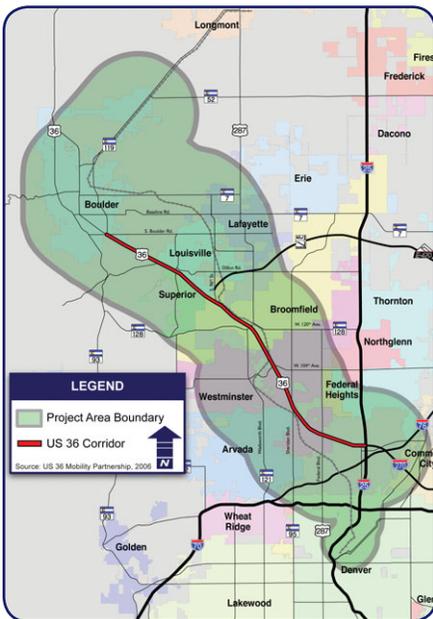
**US 36 CORRIDOR**  
Environmental Impact Statement

# RELEASE OF US 36 DRAFT EIS

## PUBLIC HEARINGS TO BE HELD

### THE US 36 DRAFT EIS

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 between Denver and Boulder in the



US 36 Environmental Impact Statement (EIS) study. Two build packages remain under consideration, consisting of Package 2 (Express/BRT) and Package 4 (GP/BRT/HOV). You are asked to provide formal comments including observations, issues and concerns related to these transportation packages.

### WHERE ARE WE NOW?

#### Release of the Draft Environmental Impact Statement (DEIS)

The DEIS has been released for your review. The 45-day comment period ends on September 17th. It is available for inspection at the viewing places noted on page 3. Public hearings will be held to provide an opportunity for the public to learn more about the US 36 EIS and to provide formal comment for the permanent record. Additional opportunities will also exist to provide comment on the DEIS. (Turn to the inside for a schedule and ways to provide input.)

The DEIS provides detailed information on the evaluation of Package 2 (Express/BRT) and Package 4 (GP/HOV/BRT) along with Package 1 (No Action). This evaluation consists of the full range of social, economic, transportation and environmental factors to compare the impacts of Package 2 and Package 4 to the No Action Alternative.

### WHERE CAN YOU REVIEW THE DEIS?

#### DEIS Public Hearings

Public hearings will be held as part of the public involvement process required by the National Environmental Policy Act (NEPA). The purpose of the hearings is to allow you to review the analysis presented in the DEIS and make official comments. Those comments will be addressed in the Final Environmental Impact Statement (FEIS) as the next phase.

The format for the public hearings includes an open house with display boards, and a project presentation followed by a formal comment period. The hearings are scheduled for Wednesday, August 29<sup>th</sup>; Thursday, August 30<sup>th</sup>; and Thursday, September 6<sup>th</sup>, 2007. Additionally, page 3 lists repositories where the DEIS will be available for review.

### WHAT IS A PREFERRED ALTERNATIVE?

After the DEIS review and public hearings, a preferred alternative will be identified to be studied further in the FEIS. In order to move toward a Record of Decision (ROD) by the federal agencies, funding will need to be identified. Partial funding for the US 36 Highway and initial BRT improvements, has been identified in future years.

### WHAT IS AN URBAN PARTNERSHIP AGREEMENT & HOW DOES IT RELATE TO THE US 36 EIS?

A potential funding source for US 36 highway improvements is a federal program entitled the Urban Partnership Agreement. A partnership of the US 36 Corridor Mayors and Commissioners Coalition (MCC), CDOT and RTD recently submitted an Urban Partnership Agreement (UPA) application to receive federal funding for congestion mitigation by combining tolling, transit, technology and tele-working options. If the U.S. Department of Transportation (DOT) selects the US 36 Corridor, partial funding for some of the highway components would be available. The UPA is compatible with both packages of alternatives in the DEIS, but would be considered a separate project. The US 36 EIS is looking for comments on the two build alternatives outlined in the DEIS.

# DRAFT ENVIRONMENTAL IMPACT STATEMENT ALTERNATIVE PACKAGES

## WHAT IS INCLUDED IN THE PACKAGES?

The US 36 EIS has evaluated the package components including:

 **General Purpose Lanes** – Additional general purpose lanes to address congestion points along US 36. All types of vehicles may use these lanes at no charge. The number of lanes will vary according to travel demand within the alignment.

 **Express Lanes** – A set of lanes separated from the general purpose lanes in which every single-occupant vehicle traveling must pay a toll. High-occupant and transit vehicles would use it free of charge.

 **High-Occupancy Vehicle (HOV) lanes** – A traffic lane dedicated to use by high-occupancy vehicles and transit vehicles.

 **Bus Rapid Transit (BRT)** – A high-frequency bus transit option along the entire length of US 36. Buses would operate in the BRT/HOV lane or in the BRT/Express lane with median stations for rapid boarding.

 **Transportation Management Strategies (including improvement of bicycle facilities)** – Actions to address transportation needs without constructing significant new capital investments. These may include minor intersection or interchange improvements, expanding park-n-Ride facilities, bus route structuring, Intelligent Transportation System (ITS) improvements, and implementation of bicycle facilities.

## WHAT PACKAGES WILL BE EVALUATED IN THE DEIS?

The US 36 DEIS will identify a preferred alternative between Packages 2 and 4, as illustrated in the following table:

FEATURE	PACKAGE 1 NO ACTION	PACKAGE 2 EXPRESS + HOV + BRT	PACKAGE 4 GENERAL-PURPOSE LANES + HOV + BRT
Transportation Management & Bikeway		✓	✓
Additional General-Purpose Lanes on US 36			✓
High-Occupancy Vehicle (HOV) Lanes		✓	✓
Express Lanes		✓	
Bus Rapid Transit (BRT) with Stations		✓	✓
Express Bus	✓		
Commuter Rail on BNSF	✓		

# US 36 DEIS PUBLIC HEARINGS

## PLEASE ATTEND A PUBLIC HEARING

**Wednesday, August 29, 2007**

**The Double Tree Hotel**

8773 Yates Dr.  
Westminster, CO 80031

**WESTMINSTER**

**Thursday, August 30, 2007**

**Broomfield Auditorium**

3 Community Park Rd.  
Broomfield, CO 80020

**BROOMFIELD**

**Thursday, September 6, 2007**

**East Boulder Community Center**

5660 Sioux Dr.  
Boulder, CO 80303

**BOULDER**

**AMPLE PARKING IS AVAILABLE.**

### Schedule for all Public Hearings

**4:00pm – 5:30pm** Open House and Written Comment Submission  
**5:30pm – 6:00pm** Presentation  
**6:00pm – 7:30pm** Verbal Comment Submission  
**7:30pm – 8:00pm** Open House and Comments

If you need special assistance due to a disability please contact Andrea Meneghel at least 72 hours before a hearing to make arrangements. (720) 407-4721.

**HABRÁ UN INTERPRETE DE ESPAÑOL EN LA REUNIÓN**

Llame este numero de telefono para aprender más de reuniones, información del proyecto, y como participar. 1-800-367-9260.

## WHERE TO REVIEW THE DEIS

The DEIS is available for review at the following locations:

### 36 Commuting Solutions

350 Interlocken Blvd., Ste. 250, Broomfield, CO 80021

### Adams County Administration Building

450 S. 4<sup>th</sup> Avenue, Brighton, CO 80601

### Adams County Library - Pearl Mac

7611 Hilltop Circle, Denver, CO 80221

### Adams County - Transportation

Western Services Center, 12200 Pecos St.,  
3<sup>rd</sup> Floor, Westminster, CO 80234

### Boulder County Clerk & Recorder's Office

1750 33<sup>rd</sup> St., Boulder, CO 80301

### Boulder County Clerk & Recorder's Office

722 Main St., Louisville, CO 80027

### Boulder County - Transportation

2045 13<sup>th</sup> St., Boulder, CO 80302

### Boulder Public Library - Carnegie

1125 Pine St., Boulder, CO 80302

### Boulder Public Library - George Reynolds Branch

3595 Table Mesa Drive, Boulder, CO 80305

### Boulder Public Library - Main

1000 Canyon Boulevard, Boulder, CO 80302

### Boulder Public Library - Meadows Branch

4800 Baseline Road, Boulder, CO 80303

### Broomfield Public Library - Mamie Doud Eisenhower

3 Community Park Road, Broomfield, CO 80020

### City and County of Broomfield - City Hall

One DesCombe Drive, Broomfield, CO 80020

### City of Boulder - City Hall

1777 Broadway, Boulder, CO 80302

### City of Louisville - City Hall

749 Main Street, Louisville, CO 80027

### City of Westminster - City Hall

4800 W. 92<sup>nd</sup> Avenue, Westminster, CO 80031

### Denver Public Library - Central Library

10 West 14<sup>th</sup> Avenue Parkway, Denver, CO 80204

### Denver Public Works - Transportation

Wellington Webb Building, 201 W. Colfax Avenue,  
5<sup>th</sup> Floor, Denver, CO 80202

### Longmont Public Library

409 4<sup>th</sup> Avenue, Longmont, CO 80501

### Louisville Public Library

951 Spruce Street, Louisville, CO 80027

### Town of Superior - Town Hall

124 E. Coal Creek Drive, Superior, CO 80027

### Westminster Public Library - College Hill

3705 W. 112<sup>th</sup> Avenue, Westminster, CO 80031

### Westminster Public Library - Irving Street

7392 Irving Street, Westminster, CO 80030

## HOW TO COMMENT

1. Attend and participate in a Public Hearing
2. Go to [www.US36EIS.com](http://www.US36EIS.com) and submit a comment
3. Mail a comment during the 45-day comment period to:  
US 36 Mobility Partnership  
c/o CDR Associates  
100 Arapahoe Ave, Suite 12  
Boulder, CO 80302

## Comment Guidelines

The US 36 EIS is soliciting input from you in the following areas:

1. Input on the alternative packages including issues, concerns and preferences.
2. Identification of package elements that you support.
3. Issues that need to be addressed in a greater level of detail in subsequent phases of the EIS.
4. Any other questions or comments you may have.



**US 36 CORRIDOR**  
Environmental Impact Statement

# US 36

**HELP SAVE TAXPAYER FUNDS BY REDUCING THE NEED TO SEND PAPER COPIES.**  
 Please visit [www.US36EIS.com](http://www.US36EIS.com) and send us your e-mail.

Llame este numero de telefono para aprender mas de reuniones, informacion del proyecto, y como participar. 1-800-367-9260.



US 36 CORRIDOR  
 Environmental Impact Statement  
 US 36 Mobility Partnership  
 c/o CDR Associates  
 100 Arapahoe Ave., Suite 12  
 Boulder, CO 80302

## US 36 EIS SCHEDULE

PHASE	2006	2007	FUTURE
<b>Alternatives Analysis</b>	[Dark blue bar spanning 2006 and 2007]		
Public Review	[Small orange square]		
<b>Draft EIS</b>		[Dark blue bar spanning 2007 and Future]	
Public Review		[Small orange square]	
<b>Final EIS with Identification of Preferred Alternative</b>			[Dark blue bar spanning Future]
Public Review			[Small orange square]
<b>Identify Funding</b>		[Dashed blue bar]	[Dashed blue bar with arrow pointing right]
<b>Decision Documents/ Approvals</b>			[Solid blue arrow pointing right]



## VERSION INICIAL DE LA DECLARACION DE IMPACTO AMBIENTAL DE LOS PAQUETES DE ALTERNATIVAS

### ¿QUE SE INCLUYE EN ESTOS PAQUETES?

El Estudio EIS de la US36 ha evaluado los componentes del paquete, incluyendo:

 **Carriles de uso general** – Carriles adicionales de uso general para aliviar la congestión en la US 36. Todo tipo de vehículos pueden usar estos carriles sin costo alguno. El número de carriles variará según las demandas del tráfico en cada sector.

 **Buses rápidos (BRT)** – Opción de buses rápidos de alta frecuencia que recorrerán la US 36 en su totalidad. Los buses operarían en carriles designados y tendrían estaciones en la medianera para fácil acceso.

 **Carriles expresos** – Carriles separados de los carriles generales. Los automóviles con un solo ocupante deben pagar peaje. Los automóviles con múltiples ocupantes y el transporte público pueden usar estos carriles gratis.

 **Estrategias de Administración del Transporte para (incluyendo mejoras en las instalaciones para bicicletas)** – Acciones que buscan satisfacer las necesidades del transporte sin construcciones que requieran grandes inversiones de capital adicional. Estas acciones incluyen cambios menores en las intersecciones, expansión de los estacionamientos del RTD, reestructuración de las rutas de los buses, mejoras en el sistema de “tráfico inteligente”, e implementación de instalaciones para bicicletas.

 **Carriles para vehículos con múltiples ocupantes** – Estos carriles, conocidos en inglés como HOV, se dedican a vehículos con múltiples ocupantes y al transporte público.

### ¿QUE PAQUETES SE EVALUARAN EN EL DEIS?

El DEIS de la US 36 identificará la alternativa preferida entre los Paquetes 2 y 4, como se ilustra en esta tabla:

CARACTERISTICA	PAQUETE 1 NO ACCION	PAQUETE 2 EXPRESOS + HOV + BRT	PAQUETE 4 CARRILES GENERALES + HOV + BRT
Administración del transporte y senderos para bicicletas		✓	✓
Carriles adicionales de uso general en la US 36			✓
Carriles para vehículos con varios pasajeros (HOV)		✓	✓
Carriles expresos		✓	
Buses rápidos (BRT) con estaciones		✓	✓
Buses expresos	✓		
Tren de pasajeros en vías del BNSF	✓		

## REUNIONES PÚBLICAS DEL DEIS DE LA US 36

LO INVITAMOS A ASISTIR A ESTAS REUNIONES PÚBLICAS

**Miércoles 29 de agosto del 2007**  
**The Double Tree Hotel**  
 8773 Yates Dr.  
 Westminster, CO 80031  
**WESTMINSTER**

**Jueves 30 de agosto del 2007**  
**Broomfield Auditorium**  
 3 Community Park Rd.  
 Broomfield, CO 80020  
**BROOMFIELD**

**Jueves 6 de septiembre del 2007**  
**East Boulder Community Center**  
 5660 Sioux Dr.  
 Boulder, CO 80303  
**BOULDER**

### SE DISPONE DE AMPLIO ESTACIONAMIENTO

**Horario de actividades de las reuniones públicas**  
 4:00pm – 5:30pm Recepción informal y comentarios por escrito  
 5:30pm – 6:00pm Presentación  
 6:00pm – 7:30pm Comentarios verbales  
 7:30pm – 8:00pm Recepción informal y comentarios

Si usted necesita ayuda debido a alguna incapacidad, por favor llame a Andrea Meneghel al (720) 407-4721 con por lo menos tres días de anticipación antes de la reunión para hacer los arreglos necesarios.

EN LAS REUNIONES HABRA TRADUCCION AL ESPAÑOL  
 Para detalles sobre las reuniones, información del proyecto y cómo participar, llame al | -800-367-9260.

### DONDE REVISAR EL ESTUDIO DEIS

El Estudio DEIS se puede revisar en los siguientes lugares:

- 36 Commuting Solutions**  
350 Interlocken Blvd., Ste. 250, Broomfield, CO 80021
- Adams County Administration Building**  
450 S. 4<sup>th</sup> Avenue, Brighton, CO 80601
- Adams County Library - Pearl Mac**  
7611 Hilltop Circle, Denver, CO 80221
- Adams County - Transportation**  
Western Services Center, 12200 Pecos St., 3<sup>rd</sup> Floor, Westminster, CO 80234
- Boulder County Clerk & Recorder's Office**  
1750 33<sup>rd</sup> St., Boulder, CO 80301
- Boulder County Clerk & Recorder's Office**  
722 Main St., Louisville, CO 80027
- Boulder County - Transportation**  
2045 13<sup>th</sup> St., Boulder, CO 80302
- Boulder Public Library - Carnegie**  
1125 Pine St., Boulder, CO 80302
- Boulder Public Library - George Reynolds Branch**  
3595 Table Mesa Drive, Boulder, CO 80305
- Boulder Public Library - Main**  
1000 Canyon Boulevard, Boulder, CO 80302
- Boulder Public Library - Meadows Branch**  
4800 Baseline Road, Boulder, CO 80303
- Broomfield Public Library - Mamie Doud Eisenhower**  
3 Community Park Road, Broomfield, CO 80020
- City and County of Broomfield - City Hall**  
One DesCombe Drive, Broomfield, CO 80020
- City of Boulder - City Hall**  
1777 Broadway, Boulder, CO 80302
- City of Louisville - City Hall**  
749 Main Street, Louisville, CO 80027
- City of Westminster - City Hall**  
4800 W. 92<sup>nd</sup> Avenue, Westminster, CO 80031
- Denver Public Library - Central Library**  
10 West 14<sup>th</sup> Avenue Parkway, Denver, CO 80204
- Denver Public Works - Transportation**  
Wellington Webb Building, 201 W. Colfax Avenue, 5<sup>th</sup> Floor, Denver, CO 80202
- Longmont Public Library**  
409 4th Avenue, Longmont, CO 80501
- Louisville Public Library**  
951 Spruce Street, Louisville, CO 80027
- Town of Superior - Town Hall**  
124 E. Coal Creek Drive, Superior, CO 80027
- Westminster Public Library - College Hill**  
3705 W. 112<sup>th</sup> Avenue, Westminster, CO 80031
- Westminster Public Library - Irving Street**  
7392 Irving Street, Westminster, CO 80030

### COMO COMPARTIR SU COMENTARIO

- Asista y participe en las reuniones públicas.
- Visite [www.US36EIS.com](http://www.US36EIS.com) y envíe su comentario.
- Envíe su carta antes del 17 de septiembre (fecha límite de comentarios) a:  
 US 36 Mobility Partnership  
 c/o CDR Associates  
 100 Arapahoe Ave, Suite 12  
 Boulder, CO 80302

### Guías para los comentarios

El estudio EIS de la US 36 busca comentarios sobre los siguientes temas:

- Opiniones sobre los paquetes de alternativas, incluyendo problemas, preocupaciones y preferencias.
- Identificación en cada paquete de los elementos que usted está de acuerdo.
- Problemas que se deben resolver en más detalle en las siguientes fases del estudio EIS.
- Toda otra pregunta o comentario que usted tenga.



US 36 CORRIDOR  
 Environmental Impact Statement



## US 36 CORRIDOR

Final Environmental Impact Statement/  
Final Section 4(f) Evaluation

### **Appendix D**

**US 36 Corridor Newsletter  
(English and Spanish)  
(January 2008)**





**US 36 CORRIDOR**  
Environmental Impact Statement

# US 36 EIS

## PUBLIC HEARINGS HELD & PREFERRED ALTERNATIVE TO BE IDENTIFIED

### US 36 DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) RELEASE



In August 2007, the US 36 DEIS was released for public review and followed by a series of Public Hearings and a 45-day comment period. Public comments were submitted evaluating the two “build” packages and a “no action” alternative included in the DEIS. The two “build” alternatives are Package 2: Express lanes/Bus Rapid Transit and Package 4: General Purpose Lanes/High Occupancy Vehicle/Bus Rapid Transit.

High Occupancy Vehicle/Bus Rapid Transit.

### IDENTIFYING A PREFERRED ALTERNATIVE FOR THE US 36 FEIS

The next task in the US 36 EIS is to incorporate the public comments received and identify a Preferred Alternative for the Final Environmental Impact Statement (FEIS). The FEIS will conclude with a Record of Decision (ROD) made by the lead federal agencies. The Preferred Alternative will address the purpose and need of the project while seeking to minimize impacts and cost. A Preferred Alternative Committee comprised of US 36 corridor elected and appointed officials will be meeting to collaboratively develop a preferred alternative. These meetings will be open to the public. Additionally, large-scale public meetings will be held after a preliminary Preferred Alternative is identified in the Fall of 2008.

### WHAT WAS HEARD DURING THE PUBLIC COMMENT PERIOD

Comments about the DEIS were received from government agencies, stakeholder organizations, property owners, and the general public through the website, by mail, and at the Public Hearings. Public Hearings were held in Westminster, Broomfield and Boulder with over 230 members of the public attending and more than 170 comments received. Comments expressed support for a package of improvements that would incorporate

a combination of elements from the different build alternatives. Please visit the website [www.us36eis.com](http://www.us36eis.com), for a more detailed summary of public comments.

### PUBLIC COMMENTS RECEIVED DURING THE US 36 COMMENT PERIOD COVERED THE FOLLOWING ISSUES

**Package 1 - No Action:** Support was expressed for Package 1 on the view that both “build” alternatives have unacceptable levels of impact.

**Package 2 - Express Lanes/Bus Rapid Transit:** Support for use of tolled express lanes to help manage future congestion and provide reliable travel times was expressed.

**Package 4 - General Purpose Lanes/High Occupancy Vehicle/Bus Rapid Transit:** Support was expressed for added general purpose & HOV lanes to improve mobility, access and transit.

**Combined Alternative:** Numerous comments supported developing an alternative using a combination of elements from both build packages.

**Design & Operations:** Comments addressed different aspects including access points and transportation demand management strategies.

**Noise Impacts & Mitigation:** Comments requested increased noise mitigation, such as sound walls and other strategies to reduce noise impacts of the highway.

**Property Impacts & Acquisition:** Numerous requests were made for more project information and an implementation timeline regarding property acquisitions.

**Environmental Impacts:** Support was expressed for the alternative with the least impact upon the environment and that minimizes pollution.

**Bikeway Comments:** Substantial support was expressed for the Boulder to Denver Bikeway as an early implementation action. Bikeway alignment preferences were expressed.

**Funding Comments:** Recognizing funding constraints, comments suggested identifying and implementing transportation improvements in phases.





**US 36 CORRIDOR**  
Environmental Impact Statement

# ESTUDIO AMBIENTAL US 36

## INFORMACIÓN SOBRE REUNIONES PÚBLICAS Y ALTERNATIVAS PREFERIDAS

### PUBLICACION DEL ESTUDIO AMBIENTAL DE LA US 36 (VERSION INICIAL)



En agosto del 2007 se publicó la versión inicial del estudio ambiental de la US 36, tras lo cual hubo un período de revisión por parte del público, una serie de audiencias públicas y 45 días de comentarios. Los comentarios del público evaluaron dos paquetes “de construcción” y una alternativa de “no acción” incluidos en el estudio ambiental. Las dos alternativas “de construcción” se conocen como Paquete 2:

Carriles expresos y buses rápidos y Paquete 4: Carriles de uso general/ Carriles para vehículos con múltiples ocupantes/Buses Rápidos.

### IDENTIFICACION DE LA ALTERNATIVA PREFERIDA PARA EL ESTUDIO AMBIENTAL FINAL

El siguiente paso del estudio ambiental de la US 36 es incorporar a ese estudio los comentarios recibidos por parte del público e identificar a la alternativa preferida, creando así la Versión Final del Estudio Ambiental. Esta versión final llevará a un Registro de Decisión, a cargo de agencias federales. La alternativa preferida debe responder al propósito y necesidad del proyecto y también reducir tanto el impacto ambiental como el costo. El Comité de la Alternativa Preferida, compuesto por funcionarios públicos del Corredor US 36, se reunirá para colaborar en el desarrollo de esa alternativa. Esas reuniones son abiertas al público. Además, se organizarán reuniones públicas en el otoño del 2008 después que se identifique la Alternativa Preferida.

### QUE SE DIJO DURANTE EL PERIODO DE COMENTARIOS PUBLICOS

Durante el período de comentarios públicos se recibieron comentarios sobre la versión inicial del estudio ambiental por parte de agencias del gobierno, organizaciones interesadas, propietarios, y el público en general, sea por medio del sitio de Internet, por correo o en persona en las Audiencias Públicas que se realizaron en Westminster, Broomfield y Boulder con la participación de más de 230 personas que aportaron 170 comentarios. Los comentarios expresaron el

respaldo por un paquete de mejoras que incorpore una combinación de elementos de las dos alternativas “de construcción”. Para detalles de los comentarios públicos, visitar [www.us36eis.com](http://www.us36eis.com).

### EJEMPLOS DE COMENTARIOS PUBLICOS RECIBIDOS DURANTE EL PERIODO DE COMENTARIOS DE LA US 36

**Paquete 1 – No acción:** Se expresó respaldo a esta paquete, afirmando que ninguna de las dos alternativas “de construcción” resultan aceptables por su impacto ambiental.

**Paquete 2 – Carriles expresos/Buses rápidos:** Se expresó respaldo para el uso de carriles con peaje para disminuir la congestión y proveer un tiempo de viaje asegurado.

**Paquete 4 – Carriles de uso general/Carriles para vehículos con múltiples ocupantes/Buses Rápidos:** Se expresó respaldo a esta alternativa porque los nuevos carriles facilitarán el tránsito y el acceso vehicular.

**Alternativa combinada:** Se recibieron numerosos comentarios en respaldo de desarrollar una alternativa que combine elementos de los paquetes “de construcción”.

**Diseño y operaciones:** Se recibieron comentarios sobre distintos aspectos, incluyendo puntos de acceso a la carretera y estrategias de administración del transporte público.

**Impacto y mitigación del ruido:** Los comentarios pidieron medidas adicionales para mitigar el ruido, como paredes anti-ruido y otras estrategias para disminuir el ruido de las carreteras.

**Impacto y expropiación de propiedades:** Se recibieron numerosos pedidos de información e implementación de los proyectos on respecto a expropiación de propiedades.

**Impacto ambiental:** Se expresó respaldo por las alternativas con el menor impacto ambiental, es decir, alternativas que minimicen la contaminación.

**Comentarios sobre senderos para ciclistas:** Se expresó el respaldo por la construcción de un sendero para ciclistas desde Boulder y hasta Denver como uno de las acciones iniciales del proyecto. También se expresaron preferencias sobre la ubicación de ese sendero.

**Finanzas:** Debido a las restricciones financieras, los comentarios sugirieron identificar e implementar las mejoras del transporte público por etapas.





## US 36 CORRIDOR

Final Environmental Impact Statement/  
Final Section 4(f) Evaluation

### **Appendix E**

**US 36 Corridor Newsletter  
(English and Spanish)  
(February 2009)**





**US 36 CORRIDOR**  
Environmental Impact Statement

## U.S. 36 ENVIRONMENTAL IMPACT STATEMENT: COMBINED ALTERNATIVE IDENTIFIED & FINAL ENVIRONMENTAL IMPACT STATEMENT TO BE RELEASED

### ABOUT THE U.S. 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 between Denver and Boulder in the U.S. 36 Environmental Impact Statement (EIS) study.

### PUBLIC COMMENTS RECEIVED ON U.S. 36 DRAFT ENVIRONMENTAL STATEMENT

The project solicited public input on the Draft EIS in 2007 with a formal comment period and three public hearings. Public comments received expressed interest in a transportation solution that minimizes community and environmental impacts and minimizes project cost, while providing increased mobility improvements throughout the U.S. 36 corridor.

### PROCESS TO IDENTIFY A PREFERRED ALTERNATIVE

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. The purpose of the PAC has been to identify the Preferred Alternative for inclusion in the U.S. 36 Final EIS. The U.S. 36 PAC members represent the following jurisdictions and agencies:

- 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 U.S. 36 PAC considered public comment received, evaluated corridor elements, and in July 2008, recommended a multi-modal transportation solution known as the 'Combined Alternative' to be advanced through the National Environmental Policy Act (NEPA) process. The 'Combined Alternative' includes both transit and highway

improvements that are responsive to the public and provide long-term transportation benefits. Pending additional analysis, it is intended that the 'Combined Alternative' will be identified as the Preferred Alternative in the U.S. 36 Final EIS.

### COMBINED ALTERNATIVE

The following outlines the components of the multi-modal transportation recommendation currently being evaluated and advanced through the NEPA process in the U.S. 36 Final EIS:

#### TRANSIT

- Ramp and side-loading stations supported by parking facilities and local transit services, with specific premium components to support Bus Rapid Transit (BRT) operations.
- BRT Access to Table Mesa station that reduces transit travel time by transitioning the new managed lane to a General Purpose Lane at a point west of Cherryvale Road.

#### MULTIMODAL

- One buffer-separated managed lane in each direction of U.S. 36 from Pecos Street to the Table Mesa/Foothills Parkway interchange. The existing reversible managed lane operations will be maintained on U.S. 36 from Pecos to Interstate 25.
- Access to the new managed lanes will have separate, at-grade buffer openings between each interchange for entering and exiting traffic.
- The managed lanes will operate similar to the I-25 Express Lanes, providing free access for buses and High Occupancy Vehicles (HOV), while requiring single-occupancy users to pay a fee. Tolls will be higher in peak drive times to ensure a congestion-free trip for managed lanes users.

#### HIGHWAY

- Ramp-to-Ramp auxiliary lanes for most segments of U.S. 36 from McCaslin Boulevard to I-25.
- One new continuous eastbound general-purpose lane from Sheridan Boulevard to I-25.
- One new climbing lane in each direction of U.S. 36 (westbound begins at McCaslin Boulevard; eastbound begins at Table Mesa) to the top of Davidson Mesa.

#### BIKEWAY

- Implementation of a Denver to Boulder bikeway, encouraging connections to streets, trails and new developments in partnership with local governments.

## U.S. 36 EIS SCHEDULE

PHASE	2009												FUTURE		
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
Prepare FEIS	█														
Public Review								█							
Record of Decision									█	█	█				
Identify Funding	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
Final Design & Construction													█	█	

### NEXT STEPS

**Public Meetings:** Corridor-wide public meetings will be held in April 2009 to share information about the Preferred Alternative. At these meetings you will learn about all multi-modal transportation and transit improvements, and potential impacts.

- **WEDNESDAY, APRIL 1<sup>st</sup>, 2009** – Westminster City Park Recreation Center, 10455 Sheridan Blvd., Westminster, CO 80020
- **WEDNESDAY, APRIL 8<sup>th</sup>, 2009** – Boulder Public Library, Main Branch, 1000 Canyon Blvd., Boulder, CO 80302
- **THURSDAY, APRIL 9<sup>th</sup>, 2009** – The Global Leadership Academy, 7480 Conifer Rd., Denver, CO 80221 (Adams County)

Schedule for all public meetings: **6:00 p.m.** – Open House, **6:30 p.m.** – Presentation, **7:00 p.m.** – Facilitated Discussion, **7:45 p.m.** – Closing Open House.



U.S. 36 Project Team  
c/o CDR Associates  
100 Arapahoe Ave., Suite 12  
Boulder, CO 80302

Llame este numero de telefono para aprender más de reuniones, información del proyecto, y como participar. (720) 936-1769

### HELP SAVE TAXPAYER FUNDS BY REDUCING THE NEED TO SEND PAPER COPIES.

Please visit [www.US36eis.com](http://www.US36eis.com) and send us your e-mail address.

If you need special assistance due to a disability please contact 720-407-4713 at least 72 hrs before a meeting to make arrangements.

**U.S. 36 Final EIS:** The U.S. 36 Final EIS is scheduled for public release in summer 2009. The release of the U.S. 36 Final EIS will be followed by corridor-wide Public Hearings which will take place during a 45-day formal comment period.

**Record of Decision:** A Record of Decision (ROD) is the federal decision document that describes the transportation project, explains the rationale for the project decision and makes commitments as to how the project will mitigate any impacted environmental resources, such as air, water and noise. The ROD completes the NEPA process. After Final EIS comments are reviewed and responded to, the ROD will be signed for the U.S. 36 Corridor in late 2009.

**Project Construction/Implementation of Improvements:** Construction will take place in phases, which will begin as funding is identified. At this time, it is unknown when funding will become available for this corridor-improvement project.

### FOR MORE INFORMATION PLEASE VISIT THE U.S. 36 EIS WEB SITE AT: [WWW.US36EIS.COM](http://WWW.US36EIS.COM)

If you have any questions about the U.S. 36 EIS please call 720-407-4713. Para recibir esta carta noticiosa en español, o para información adicional en español sobre este proyecto, por favor llamar al 720-936-1769.



**US 36 CORRIDOR**  
Environmental Impact Statement

## DECLARACION DE IMPACTO AMBIENTAL U.S. 36: IDENTIFICACIÓN DE LA ALTERNATIVA COMBINADA Y PUBLICACIÓN DE LA VERSIÓN FINAL DE LA DECLARACIÓN DE IMPACTO AMBIENTAL

### SOBRE LA DECLARACION DE IMPACTO AMBIENTAL DE LA U.S. 36



Desde el 2003, el Departamento de Transporte de Colorado (CDOT, en inglés) y el Distrito Regional de Transporte (RTD), junto con la Administración Federal de Carreteras (FHWA) y la Administración Federal de Transporte Público (FTA), han estado estudiando mejoras en el transporte entre Denver y Boulder. Ese estudio se conoce como Declaración de Impacto Ambiental de la U.S. 36.

### COMENTARIOS PUBLICOS RECIBIDOS SOBRE LA DECLARACION DE IMPACTO AMBIENTAL DE LA U.S. 36

El equipo del proyecto pidió comentarios del público sobre la versión inicial de la Declaración de Impacto Ambiental de la U.S. 36 en el 2007, por medio de un período formal de comentarios y por medio de tres reuniones públicas. El público expresó en sus comentarios su interés en encontrar una solución al transporte que minimice el impacto en la comunidad y en el medio ambiente y el costo del proyecto, a la vez que provea una mayor movilidad en todo el corredor de la U.S. 36.

### PROCESO DE IDENTIFICACION DE LA ALTERNATIVA PREFERIDA

Para responder a los comentarios del público y de las jurisdicciones, se formó el Comité de la Alternativa Preferida de la U.S. 36, un grupo de 21 personas con representantes de varias agencias, funcionarios públicos y personal técnico de las distintas jurisdicciones. El propósito del Comité fue identificar la alternativa preferida para incluirla en la versión final de la Declaración de Impacto Ambiental de la U.S. 36. En el comité participaron representantes de estas jurisdicciones:

- Condado Adams
- Condado Boulder
- Condado Jefferson
- Ciudad y Condado de Denver
- Ciudad y Condado de Broomfield
- Ciudad de Westminster
- Ciudad de Louisville
- Ciudad de Superior
- Ciudad de Boulder
- Administración Federal de Carreteras
- Administración Federal de Transporte Público
- Departamento de Transporte de Colorado
- Distrito Regional de Transporte
- Cuerpo de Ingenieros del Ejército de Estados Unidos
- 36 Commuting Solutions

El comité tuvo en cuenta los comentarios recibidos del público, evaluó los elementos del corredor y en julio del 2008 recomendó una solución de transporte multimodal conocida como "Alternativa Combinada" para que se incluya en el proceso del Acta Nacional de Política del Medio Ambiente (NEPA, en inglés). La Alternativa Combinada incluye tanto

transporte público como mejoras en la carretera como respuesta a los comentarios del público y para proveer beneficios de transporte a largo plazo. Aunque aún faltan completar algunos estudios, se anticipa que la Alternativa Combinada será la Alternativa Preferida en la versión final de la Declaración de Impacto Ambiental de la U.S. 36.

### ALTERNATIVA COMBINADA

Los siguientes párrafos enumeran los componentes de la recomendación de transporte multimodal que actualmente se están evaluando y que se incorporarán en el proceso NEPA de la versión final de la Declaración de Impacto Ambiental de la U.S. 36.

#### TRANSPORTE DE PASAJEROS

- Rampa y estaciones de acceso lateral junto a estacionamientos y a servicios de transporte públicos locales, con componentes adicionales específicos para apoyar las operaciones de los Buses Rápidos (BRT, en inglés).
- Acceso del BRT a la estación de Table Mesa para reducir el tiempo de viaje del transporte público al conectar el nuevo carril supervisado con el carril de uso general al oeste de Cherryvale Road.

#### TRANSPORTE MULTIMODAL

- Carriles separados en cada dirección de la U.S. 36 entre Pecos Street y la intersección Table Mesa/Foothills Parkway. Los carriles reversibles seguirán en uso en la U.S. 36 entre Pecos y la Interestatal 25.
- Acceso a los nuevos carriles supervisados por medio de entradas separadas y a nivel entre las intersecciones, tanto para entrar como para salir del tráfico.
- Los carriles supervisados operarán como los carriles expresos de la I-25, con acceso gratis para buses y para vehículos con múltiples ocupantes (HOV, en inglés), mientras que los vehículos con un solo ocupante deberán pagar un peaje. El peaje será mayor en las horas de mayor tránsito para asegurar el uso sin congestión de estos carriles.

#### CARRETERA

- Carriles auxiliares de rampa a rampa para la mayoría de los segmentos de la U.S. 36 entre McCaslin Boulevard y la I-25.
- Un nuevo carril de uso general en dirección este entre Sheridan Boulevard y la I-25.
- Un nuevo carril de acceso en cada dirección en la U.S. 36 (en dirección oeste desde McCaslin Boulevard y en dirección este desde Table Mesa) a la altura de Davidson Mesa.

#### SENDEROS PARA BICICLETAS

- Implementación entre Denver y Boulder de senderos para bicicletas, facilitando las conexiones con las calles, los senderos y los nuevos desarrollos junto con los gobiernos locales.

## CALENDARIO DE LA U.S. 36

FASE	2009												FUTURO		
	ENE	FEB	MAR	ABR	MAY	JUN	JUL	AGO	SEP	OCT	NOV	DIC			
Preparar declaración	■														
Revisión pública								■							
Registro de decisión									■	■	■				
Identificar fondos	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
Diseño final y construcción													■	■	

### PROXIMOS PASOS

**Reuniones públicas:** El corredor tendrá reuniones públicas en abril del 2009 para compartir la información sobre la Alternativa Preferida. En estas reuniones los participantes recibirán información sobre el transporte multimodal y las mejoras al transporte público y sus potenciales impactos.

- **MIÉRCOLES 1 DE ABRIL DEL 2009** – Westminster City Park Recreation Center, 10455 Sheridan Blvd., Westminster, CO 80020
- **MIÉRCOLES 8 DE ABRIL DEL 2009** – Boulder Public Library, Main Branch, 1000 Canyon Blvd., Boulder, CO 80302
- **JUEVES 9 DE ABRIL DEL 2009** – The Global Leadership Academy, 7480 Conifer Rd., Denver, CO 80221 (Condado Adams)

Horario de las actividades en las reuniones públicas:

**6:00 p.m.** – Recepción comunitaria, **6:30 p.m.** – Presentación,

**7:00 p.m.** – Diálogo supervisado, **7:45 p.m.** – Cierre de la recepción comunitaria.



US 36 CORRIDOR  
Environmental Impact Statement

U.S. 36 Project Team  
c/o CDR Associates  
100 Arapahoe Ave., Suite 12  
Boulder, CO 80302

Llame este numero de telefono para aprender más de reuniones, información del proyecto, y como participar. (720) 936-1769

### AYÚDENOS A AHORRAR FONDOS PÚBLICOS AL REDUCIR EL ENVÍO DE COPIAS IMPRESAS.

Por favor, visite [www.US36eis.com](http://www.US36eis.com) para suscribirse por medio de su correo electrónico.

Si usted necesita ayuda especial para estas reuniones debido a alguna incapacidad, por favor llamar al 720 407 4713 con por lo menos 72 horas de anticipación para hacer los arreglos.

**Versión final de la Declaración de Impacto Ambiental de la U.S. 36:** La versión de este documento se dará a conocer al público en el verano del 2009. Luego de esa publicación habrá un período formal de 45 días en todo el corredor para recibir comentarios.

**Registro de decisión:** Un registro de decisión (ROD, en inglés) es el documento con la decisión final de las autoridades federales que describe el proyecto de transporte, explica las razones de la decisión sobre el proyecto y hace compromisos sobre cómo el proyecto reducirá el impacto al medio ambiente, incluyendo aire, agua y ruido. Con el ROD se completa el proceso NEPA. Luego de revisar los comentarios a la versión final de la Declaración de Impacto Ambiental de la U.S. 36 y de responder a esos comentarios, se firmará el ROD del Corredor de la U.S. 36 a finales del 2009.

**Construcción del proyecto e implementación de mejoras:** La construcción se hará por etapas, que se llevarán a cabo una vez que se tengan los fondos necesarios. En este momento, no se sabe cuándo habrá fondos disponibles para las mejoras en este corredor.

### PARA MÁS INFORMACIÓN, VISITAR EL SITIO DEL PROYECTO EN [WWW.US36EIS.COM](http://WWW.US36EIS.COM)

Si tiene preguntas sobre el proyecto del corredor de las U.S. 36, llame al 720 407 4713.

Para recibir esta carta noticiosa en español, o para información adicional en español sobre este proyecto, por favor llamar al 720 936 1769.