

Congestion Management Options

SH 7

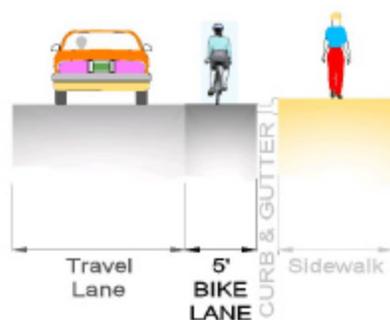
Cherryvale Rd. to 75th St.

- ***Encourage Carpools***
- ***Promote DRCOG Vanpool Program***
- ***Increase Frequency of Bus Service***
- ***Encourage Additional Bus Ridership***
- ***Encourage Telecommuting and Flex Hours***
- ***Provide Improved Pedestrian and Bicycle Facilities***

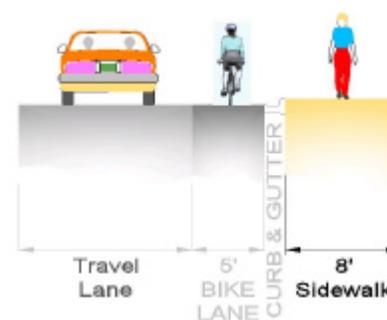


Pedestrian/Bike Alternatives

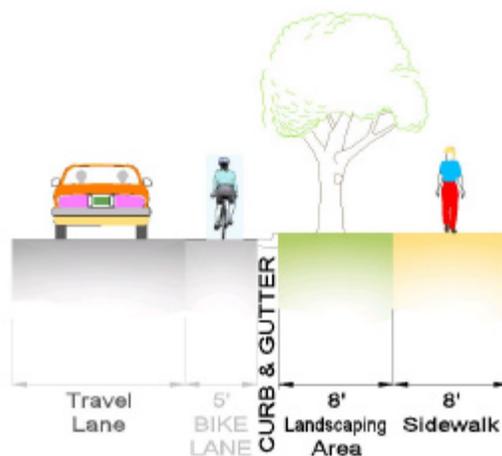
Possible Improvements for Pedestrians and Bicyclists can be incorporated into any roadway option.



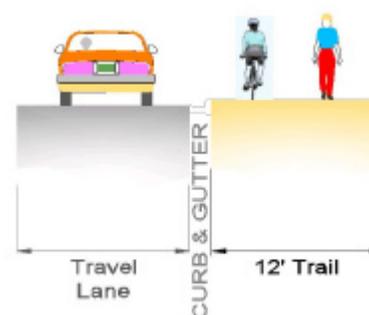
On Street Bike Lanes – Additional width is added in both directions for bicycle use. Provides separation between bikes and pedestrians.



8-Foot Attached Sidewalk – Sidewalks accommodate pedestrians along the roadway.



8-Foot Detached Sidewalk – A detached sidewalk provides a landscaping opportunity and buffer between pedestrians and traffic.



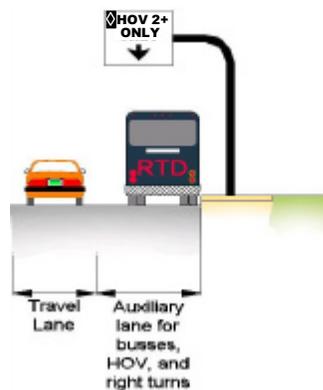
12-Foot Attached Trail - Additional width can accommodate multiple uses such as bicycles and pedestrians on one path.

Roadway Enhancement Alternatives

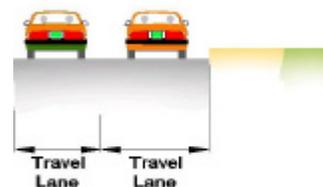
Possible Additional Lane Configurations

Improvements in safety and **increases in capacity** can be accomplished by providing additional travel lanes to the corridor, improving intersection operations by adding auxiliary and turn lanes at intersections, or by incorporating “special use” lanes at intersections.

Additional Lanes Along All or Portions of the Corridor

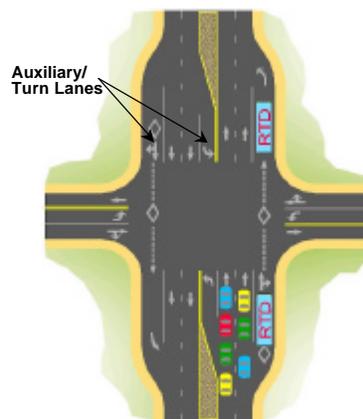


Transit Lanes – Lanes added exclusively for use by busses and carpools. Turning vehicles may utilize the lanes at the intersections.



General Use Lanes – Additional capacity can be added to an existing roadway by providing additional travel lanes. These travel lanes can be configured to serve all type of vehicles with no restrictions.

Additional Lanes at Intersections



Auxiliary/Turn Lanes Lanes provided at intersections to provide an additional lane, outside of through movement travel lanes, for vehicles to decelerate and turn from

“Shared” Auxiliary/Queue Jump Lanes – Bus utilizes auxiliary/turn lanes as a through lane to allow it to “jump” the queue.



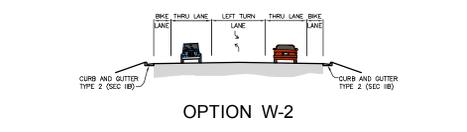
Signal Priority Queue Jump Lanes – Bus receives a green signal indicator several seconds before vehicles in the general purpose lanes

STATE HIGHWAY 7 POSSIBLE IMPROVEMENT OPTIONS CHERRYVALE ROAD TO WESTVIEW DRIVE

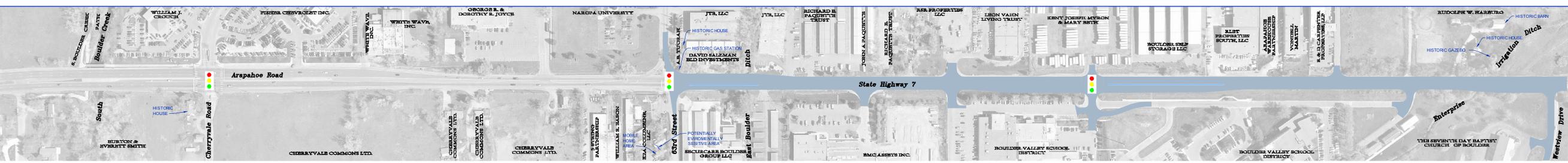


OPTION W-1
NO BUILD

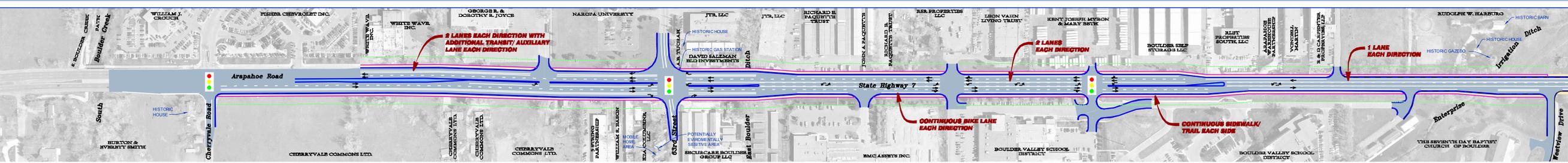
TYPICAL SECTIONS



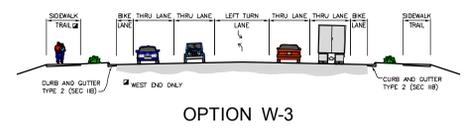
OPTION W-2



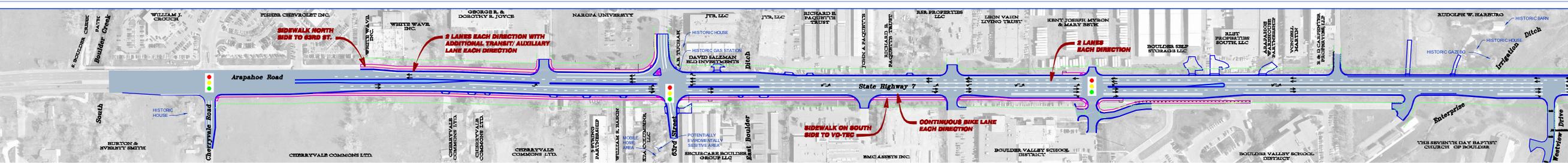
OPTION W-2
2-LANE SECTION WITH LEFT TURN AND RIGHT TURN LANES, AS REQUIRED



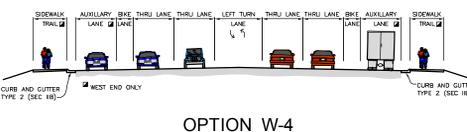
OPTION W-3
6-LANE URBAN SECTION (INCL. TRANSIT/AUXILIARY LANE IN EACH DIRECTION) - CHERRYVALE TO 63RD
4-LANE URBAN SECTION - 63RD TO VO-TEC ACCESS
2-LANE URBAN SECTION - VO-TEC TO WESTVIEW



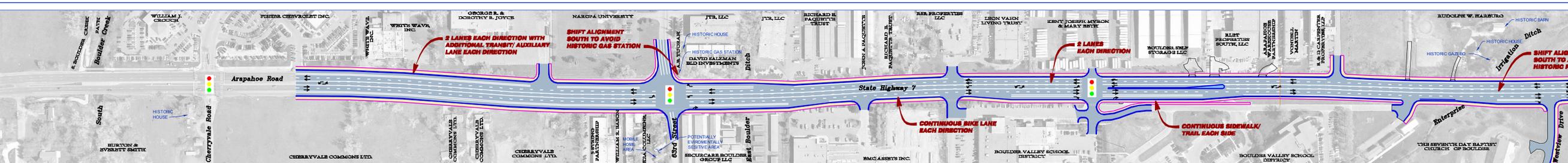
OPTION W-3



OPTION W-4
4-LANE URBAN SECTION WITH CONTINUOUS AUXILIARY TRANSIT LANE WEST OF VOTEC SCHOOL



OPTION W-4



OPTION W-5
6-LANE URBAN SECTION (INCL. TRANSIT/AUXILIARY LANE IN EACH DIRECTION) - CHERRYVALE TO 63RD
4-LANE URBAN SECTION - 63RD TO WESTVIEW
ALIGNMENT CONFIGURED TO AVOID NATIONAL HISTORIC REGISTER ELIGIBLE PROPERTIES



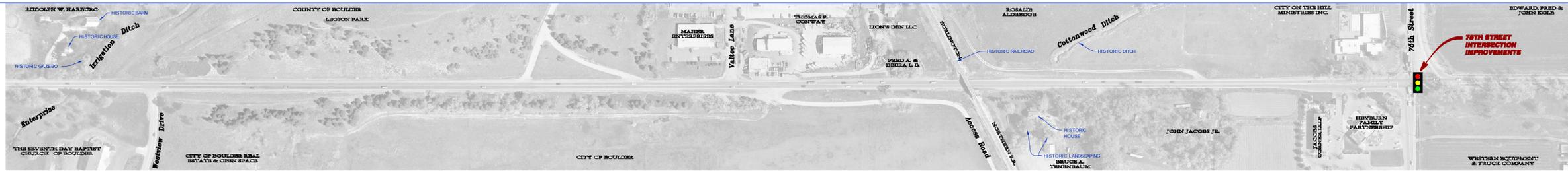
OPTION W-5

DATE: JUN 11, 2024 TIME: 11:01 AM
NAME: P:\01-2024-06_SH 7 ENV\03\SH7-EST-2024.dwg

DATE: JUN 08, 2014 TIME: 1:39 PM
NAME: P:\01-001-06_SH_7_EA\Map\BORDER-LEFT_2014.dwg

Legend

- RIGHT-OF-WAY
- EXISTING EDGE OF PAVEMENT
- EXISTING DITCH
- PROPOSED IMPROVEMENTS
- PROPOSED CURB AND GUTTER
- PROPOSED LANE STRIPING
- SIDEWALK/TRAIL
- SIGNALIZED INTERSECTION

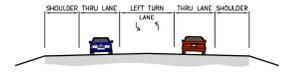


OPTION E-1
NO BUILD

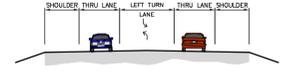
STATE HIGHWAY 7 POSSIBLE IMPROVEMENT OPTIONS

WESTVIEW DRIVE TO 75TH STREET

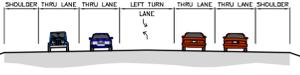
TYPICAL SECTIONS



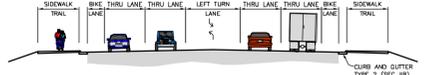
OPTION E-2



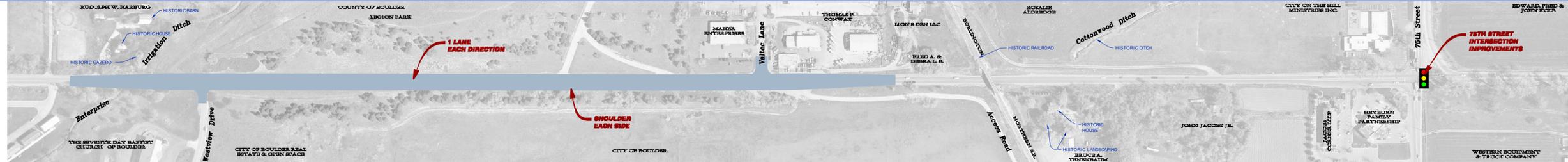
OPTION E-3



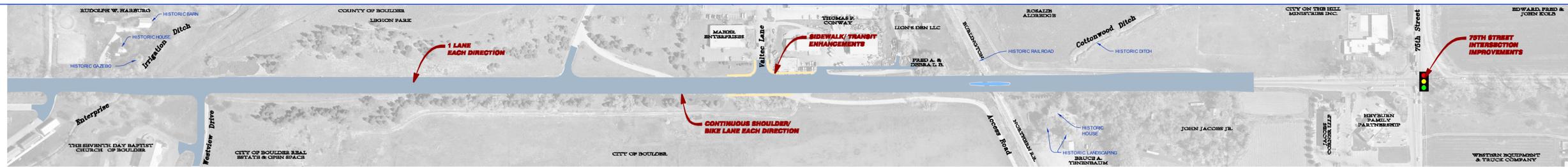
OPTION E-4



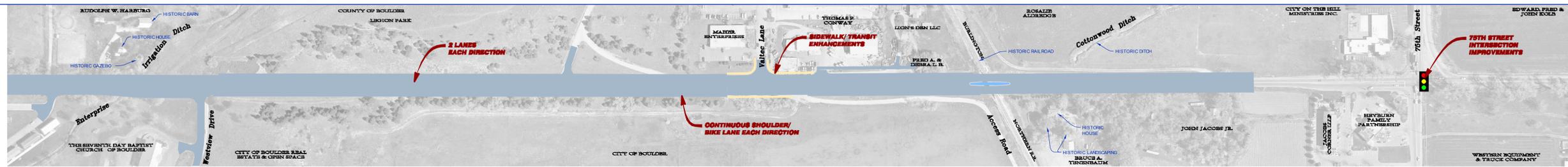
OPTION E-5



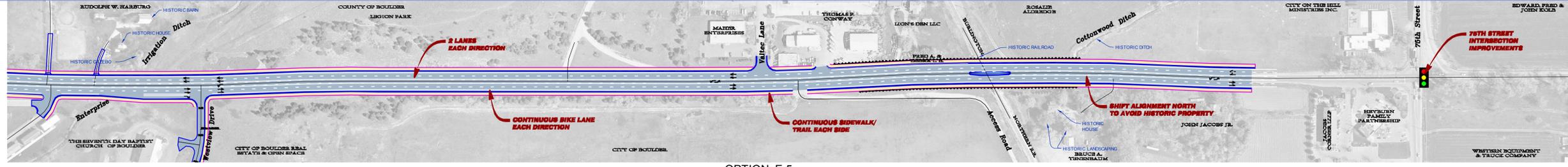
OPTION E-2
INTERSECTION SAFETY IMPROVEMENTS AT WESTVIEW DR. AND VALTEC LN.



OPTION E-3
2-LANE RURAL SECTION WITH SHOULDERS AND TURN LANES



OPTION E-4
4-LANE RURAL SECTION WITH SHOULDERS AND TURN LANES



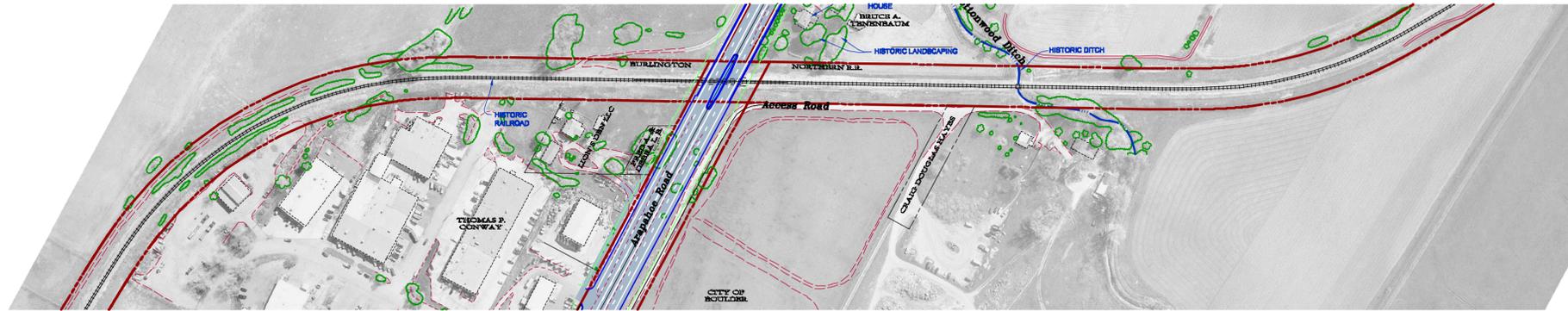
OPTION E-5
4-LANE URBAN SECTION WITH BIKE LANES AND SIDEWALK/TRAIL
ALIGNMENT CONFIGURED TO AVOID NATURAL HISTORIC REGISTER ELIGIBLE PROPERTIES

STATE HIGHWAY 7 POSSIBLE IMPROVEMENT OPTIONS

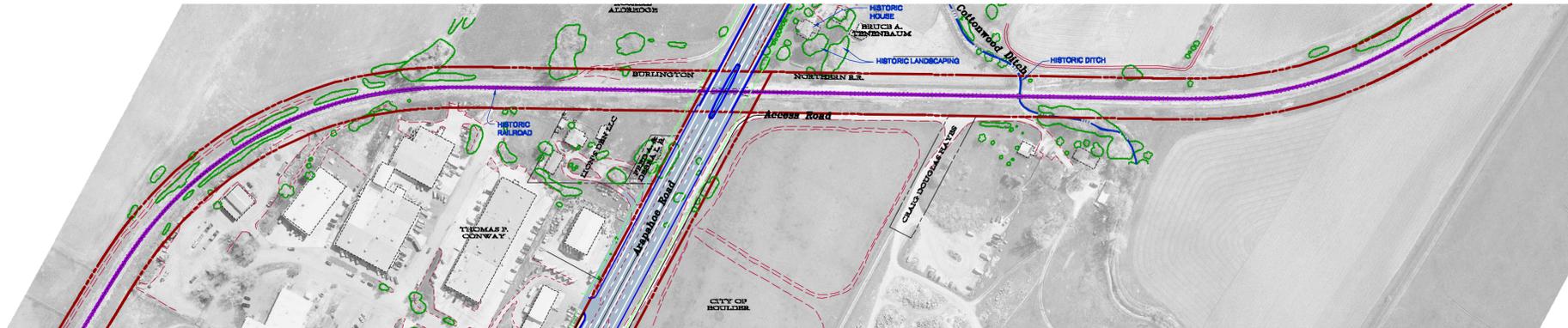
BURLINGTON
NORTHERN
RAILROAD

Legend

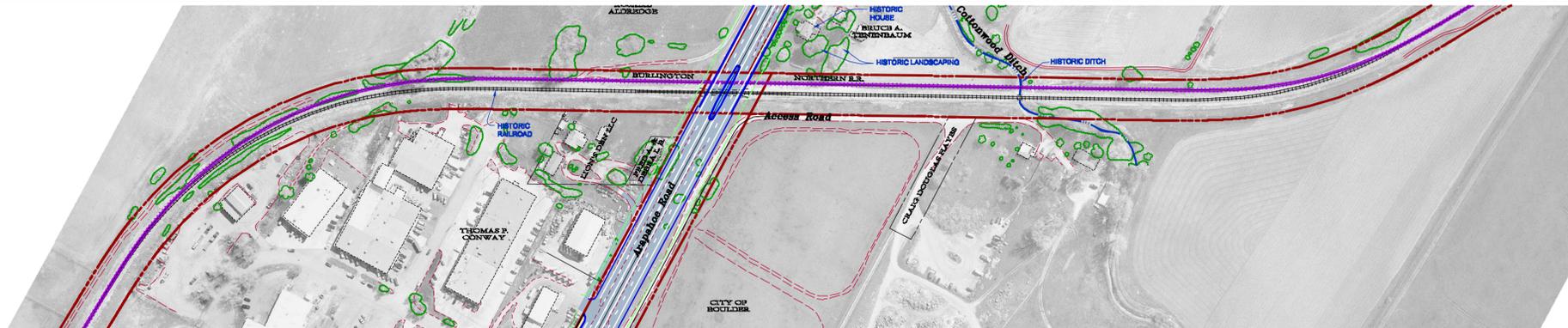
- RIGHT-OF-WAY
- EXISTING EDGE OF PAVEMENT
- PROPOSED IMPROVEMENTS
- PROPOSED CURB AND GUTTER
- PROPOSED LAKE STRIPING
- SIDEWALK/ TRAIL



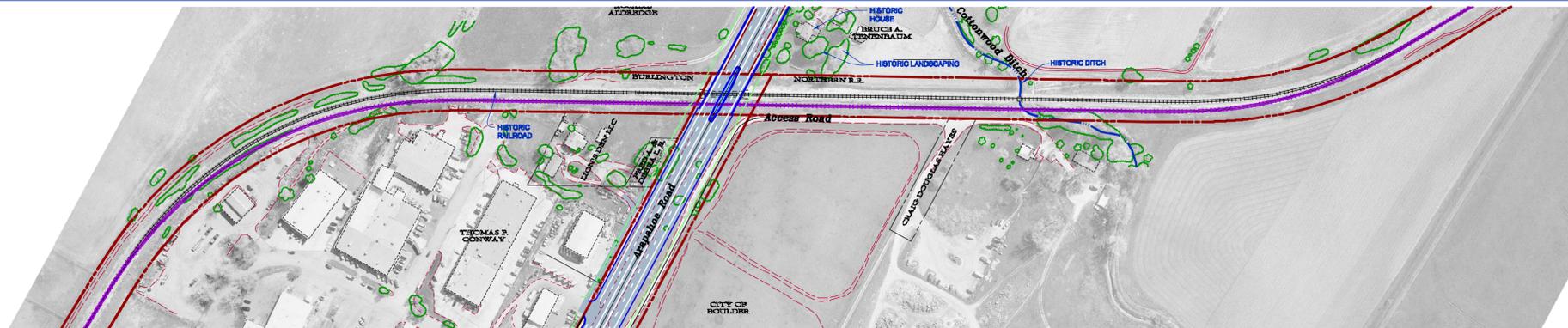
OPTION R-1
NO BUILD



OPTION R-2
REBUILD EXISTING TRACK ALIGNMENT



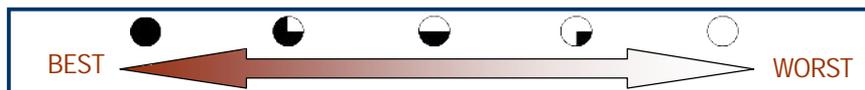
OPTION R-3
REALIGN TRACKS EAST OF EXISTING LOCATION



OPTION R-4
REALIGN TRACKS WEST OF EXISTING LOCATION

Preliminary Evaluation Criteria Matrix

Issues	Congestion Management	Improvement Alternatives- Cherryvale to Westview Drive					Improvement Alternatives- Westview Drive to 75th				
		No Action (West of Westview Drive)	W-2 Two-Lane Urban with Turn Lanes	W-3 Four-Lane Urban with Transit Lanes West of 63rd, 4-Lane to Votec, 2-Lane to Westview	W-4 Four-Lane Urban with Transit Lanes West of Votec School	W-5 Four-Lane Urban with Transit, Shifted to Avoid Historic Properties	No Action (East of Westview Drive)	E-2 Intersection Safety Improvements	E-3 Two-Lane Rural Section with Shoulders and Turn Lanes	E-4 Four-Lane Rural Section with Shoulders and Turn Lanes	E-5 Four-Lane Urban with Sidewalks Shifted to Avoid Historic Properties
Environmental Issues											
Wetlands	●	●	◐	○	○	○	●	●	◐	◐	○
Open Space	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Noise	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Air Quality	◐	○	◐	◐	●	●	○	◐	◐	●	●
Historic Resources	●	●	◐	○	○	●	●	●	◐	○	●
Section 4(f)	●	●	◐	○	○	●	●	◐	◐	◐	◐
Hazardous Materials	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Endangered Species	●	●	◐	○	○	○	●	●	◐	◐	○
Nesting Raptors	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Prairie Dogs	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Vegetation (Trees)	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Farmland	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Construction / Maintenance Issues											
Cost	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Utilities	●	●	◐	◐	◐	◐	●	◐	◐	◐	◐
Maintenance Issues	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐
Railroad	●	N/A	N/A	N/A	N/A	N/A	●	●	○	○	○
Storm Drainage	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐
Irrigation Facilities	●	●	◐	◐	◐	◐	●	●	◐	◐	◐
Constructability	●	●	◐	◐	◐	◐	●	●	◐	◐	◐



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Issues	Improvement Alternatives- Cherryvale to Westview Drive						Improvement Alternatives- Westview Drive to 75th				
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Transportation Issues											
Traffic Operations - Intersections	○	○	◐	◑	◒	◓	◔	◕	◖	◗	◘
Traffic Operations - Segments	○	○	◐	◑	◒	◓	○	◕	◖	◗	◘
Bus / HOV Travel Time	◐	○	◐	◑	◒	◓	◔	◕	◖	◗	◘
Automobile Travel Time	◐	○	◐	◑	◒	◓	◔	◕	◖	◗	◘
Accident Potential	◐	○	◐	◑	◒	◓	○	◕	◖	◗	◘
Pedestrian / Bicycle Enhancements	◐	○	◐	◑	◒	◓	○	◕	◖	◗	◘
Consolidation of Access	◐	○	◐	◑	◒	◓	○	◕	◖	◗	◘
Compliance with DRCOG	◐	○	◐	◑	◒	◓	○	◕	◖	◗	◘
Compliance with Boulder County RTTF Study	◐	○	◑	◒	○	○	○	◕	◖	○	○
Compliance with City of Boulder Arapahoe Road Plan	◐	○	◐	◑	◒	◓	N/A	N/A	N/A	N/A	N/A
Impact to Local Network	◐	○	◐	◑	◒	◓	○	◕	◖	◗	◘
Community Issues											
Property Impacts - Business	◑	◒	◓	◔	◕	◖	◗	◘	◙	◚	◛
Property Impacts - Residential	◑	◒	◓	◔	◕	◖	◗	◘	◙	◚	◛
Property Impacts - Public Land / Parks	◑	N/A	N/A	N/A	N/A	N/A	◑	◒	◓	◔	◕
Impact to Low Income or Minority Populations	◑	◒	◓	◔	◕	◖	◗	◘	◙	◚	◛
Access	◐	◑	◒	◓	◔	◕	◖	◗	◘	◙	◚
View Corridor	◑	◒	◓	◔	◕	◖	◗	◘	◙	◚	◛
Public Support											

