



COLORADO

Department of Transportation

SH 52 Coalition Meeting

June 25, 2020



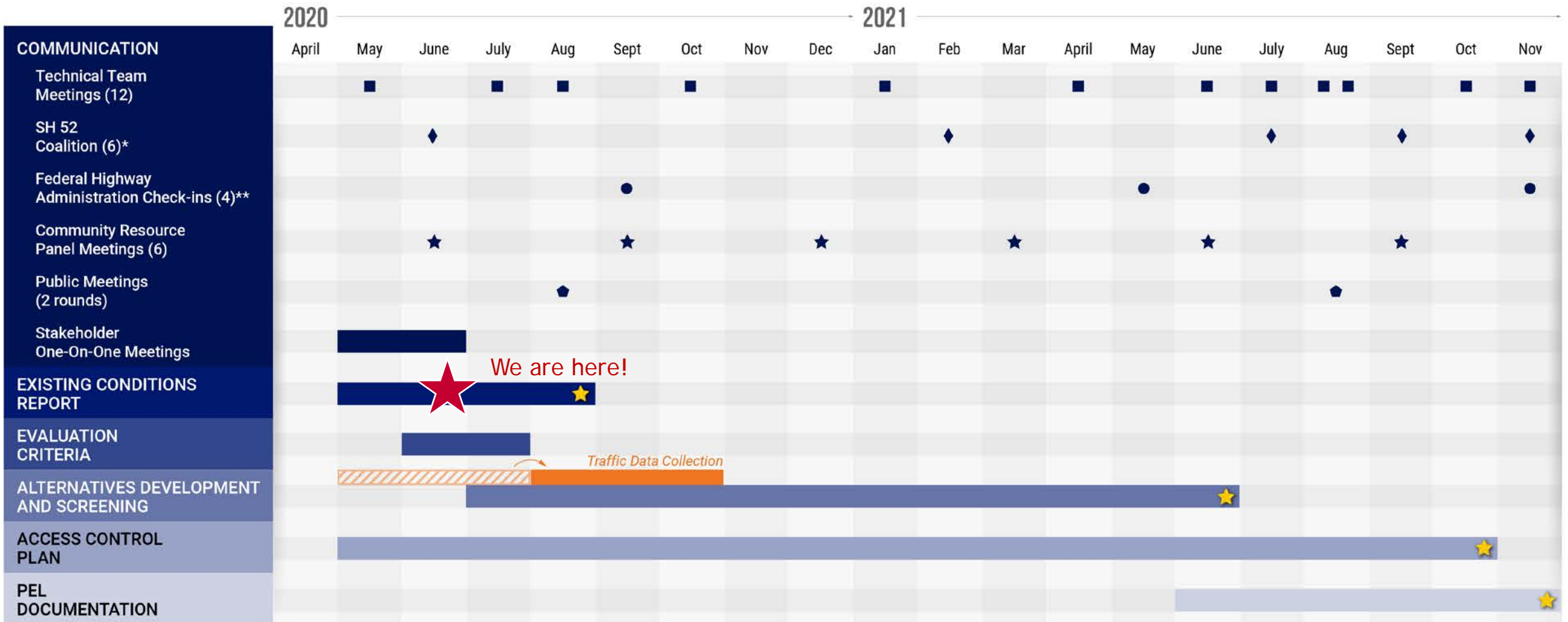
Agenda

- Introductions
- Project Schedule
 - Meeting schedule
- Communications
 - One-on-one stakeholder
 - Reason and Vision
 - Public Involvement activities and plan
- PEL
 - Traffic
 - Environmental
- Access Control Plan





Project Schedule and Milestones



*First meeting occurred Feb. 27th

**First check-in occurred 2019

★ Deliverables



Coalition Meeting Schedule Update

Topic	Date*
Kickoff Meeting	February 2020
Existing Conditions	June 2020
Evaluation Criteria and Alternatives Screening	February 2021
Project Updates and Public Meeting Review	July 2021
Corridor Projects	September 2021
Final PEL Review	November 2021

*Subject to change



COLORADO

Department of Transportation

Communications



Project Engagement

- Website Updates
 - FAQs
- Stakeholder One-on-One
- Technical Team Meeting
 - Reason for Study and Vision Statement
 - Purpose and Need Process
- Public Involvement Activities and Plan
 - Feedback
 - Tool Suggestions

CONTACT US

Website -

<https://www.codot.gov/projects/co52-pel-acp>

Email - cdot.co52pel@gmail.com

Calling our hotline - 720-336-0187

Mail -

SH 52 PEL / ACP
c/o Jeffrey Range
4696 Broadway #3
Boulder, CO 80304



Stakeholder One-on-one Meetings

Completed one-on-one meetings

- Ft. Lupton - May 13, 2020
- Hudson - May 14, 2020
- Weld County - May 20, 2020
- Dacono - May 22, 2020
- Frederick - June 5, 2020
- Boulder County - June 8, 2020
- Erie - June 22, 2020
- Keenesburg - June 23, 2020





Stakeholder Meetings Highlights

Frederick

- Safety improvements for I-25 Frontage Road intersection with CO 52
- Improve North-South pedestrian connectivity
- Consider adequate turn lanes to improve congestion
- Improve roadway safety

Weld County

- ROW Preservation
- Work with community partners
- Identify future bottleneck locations
- Interest in widening corridor to 4 lanes

Boulder County

- Relationship building
- Intersections to accommodate transit, queue jump, and bypass lanes
- Keeping the rural feel
- Fiscally responsible building
- Policy against widening roads between intersections
- Improve safety

Erie

- Improved traffic flow
- North/South turn lane improvements
- Congestion at CR 7
- Improvements for bicycle
- Commercial development at CR 7
- Identify ROW needs

Dacono

- Safety concerns at CR 17
- Improve pedestrian safety at CO 52 with Colorado Blvd and Glenn Creighton
- Interest in improving connections for vulnerable populations

Hudson

- Improve bike/pedestrian movements across CO 52
- Improve railroad crossings
- Maintain town character
- Discourage truck usage along corridor
- ROW preservation

Fort Lupton

- Potential to close Grand Avenue intersection with CO 52
- Extension of lower "in-town" speed limits
- ROW preservation
- Intersection improvements between CR 19 and CO 52
- Pedestrian crossing needed near the river (overpass or underpass)

Keenesburg

- Roadway improvements for freight
- Widen CO 52 shoulders
- Preserve ROW
- Commercial development planned at CO 52 and CR 59
- Wild Animal Sanctuary traffic on CR 53



Technical Team Updates

- The Technical Team consists of agency representatives from the jurisdictions along the corridor.
- First Technical Team Meeting - May 28, 2020
- The Technical Team is charged with:
 - Sharing data and technical analyses from local jurisdictions
 - Coordinating with the SH 52 Coalition regarding project status
 - Supporting the Project Management Team (PMT) and Internal Coordination Team by articulating problems within their jurisdiction
 - Supporting the PMT and Internal Coordination Team to evaluate solutions and project alternatives

Agency Representatives:

Boulder County

CDOT

Dacono

Erie

Fort Lupton

Frederick

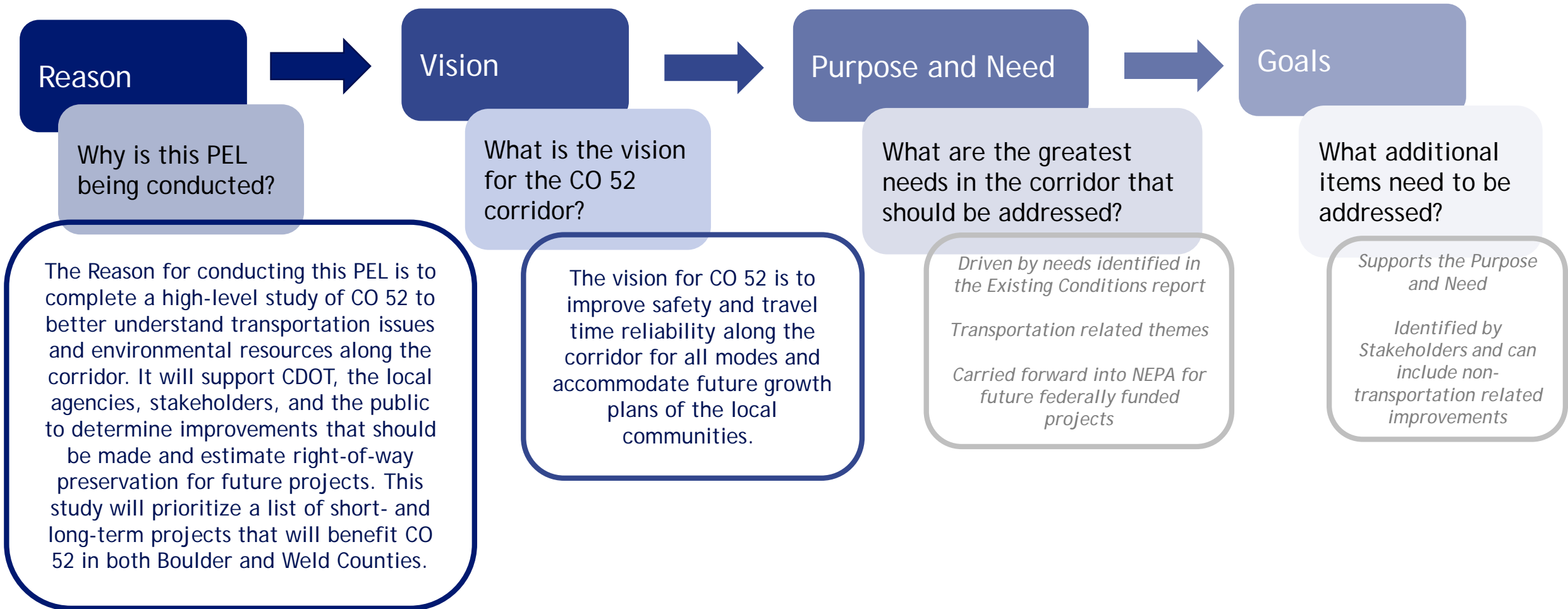
Hudson

Keenesburg

Weld County



Technical Team Input





Purpose and Need Process

- Use the Existing Conditions Report to define the Needs of the corridor
- The project **Purpose and Need (P&N)** is an action statement that expresses the attainment of the project Vision
 - It's developed with and reviewed by the Technical Team and then shared with the SH 52 Coalition for confirmation
- P&N must be transportation related themes
- P&N carries projects forward from the PEL into NEPA for future federally funded projects
- **Goals** support the P&N and may include non-transportation related improvements



Public Input Activities and Plan

Stakeholders Types

Agency Stakeholders - Technical Team

SH 52 Coalition - Elected Officials

Organizations - Railroad, Aims

Community College

Public - Users, Community members

Resource Agencies - USFWS, CPW, EPA,
USACE

Communication Tools

Monthly update (meeting or email)

One-on-one meetings

Website

Newsletters

Public meetings/virtual events

Community meetings

Social media

Quarterly email update

Letter to agency

Flyer in utility bills



Public Input Activities and Plan

	MONTHLY UPDATE	ONE ON ONES	WEBSITE	SOCIAL PINPOINT	NEWSLETTER	PUBLIC ENGAGEMENT	COMMUNITY MEETINGS	SOCIAL MEDIA	QUARTERLY EMAIL	LETTER	UTILITY	MAILINGS	SPANISH
AGENCY STAKEHOLDERS	★	★	★		★	★			★				
SH 52 COALITION (ELECTED OFFICIALS)	★		★	★		★			★				
ORGANIZATIONS		★	★	★	★	★	★	★	★				
PUBLIC			★	★	★	★	★	★	★		★	★	★
RESOURCE AGENCIES						★			★	★			

Stakeholder Definitions

Agency Stakeholders: Local Agencies located along CO 52 that are represented by members of the Technical Team

SH 52 Coalition: Local Agency elected officials that are members of the Coalition

Organizations: Additional federal, state and local agencies; schools; community groups

Public: Corridor Users

Resource Agencies: Public authority or government agencies responsible for exercising autonomous authority over environmental resources in the corridor



Virtual Public Meeting

- Online public meeting
- Hosted on unique website
(e.g. www.CO52PEL.com/publicmeeting)
- "Pages" or slides of website would replace traditional public meeting "boards"
- Will be "live" for 3 weeks, giving the public time to review at their leisure
- Opportunities for a virtual Q&A with project team members

Interactivities can include:

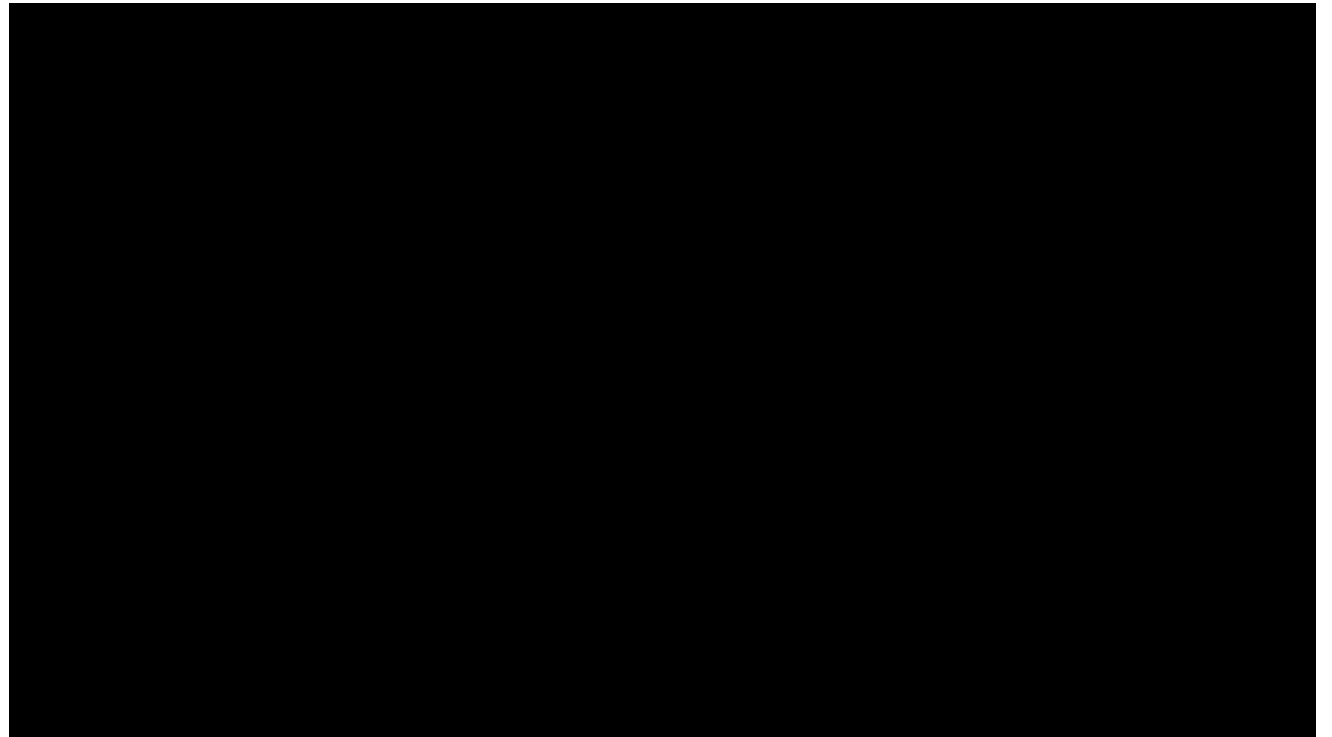
- Link to project FAQs
- Link to project comment form
- Link to project website
- Interactive Map
- Idea Wall (online comment form)



Virtual Public Meeting

Ideas for online public meeting "boards":

- Instructions
- Study Overview
- Study Schedule
- Communications Approach
- Existing Conditions
- Access Control Plan
- Purpose and Need
- Developing Evaluation Criteria
- Interactive Map
- Ideas Wall
- Next Steps





COLORADO

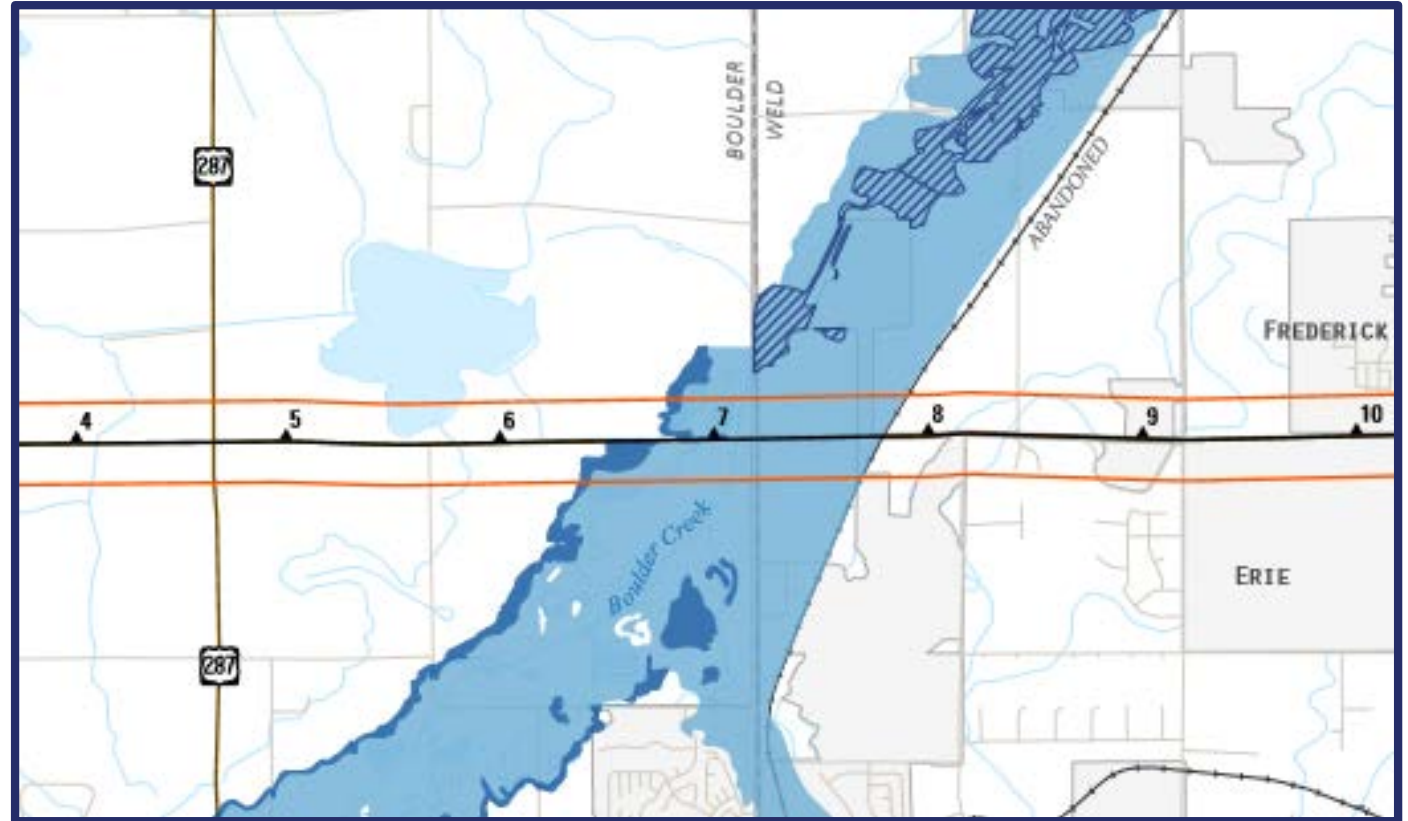
Department of Transportation

PEL Updates



Project Updates

- Existing Conditions Report
 - Roadway Mapbook
 - Anticipated completion August 2020
- Study Area
- Traffic and Safety





Existing Conditions Report

- Currently collecting data:
 - Environmental resources
 - Roadway characteristics
 - Multimodal facilities
 - Traffic operations
 - Crash statistics
 - Travel volumes
 - Freight, rail, transit
 - Summarize previous plans and studies



Results of the existing conditions report will inform the Purpose and Need for the project. Results will also inform components of the ACP.



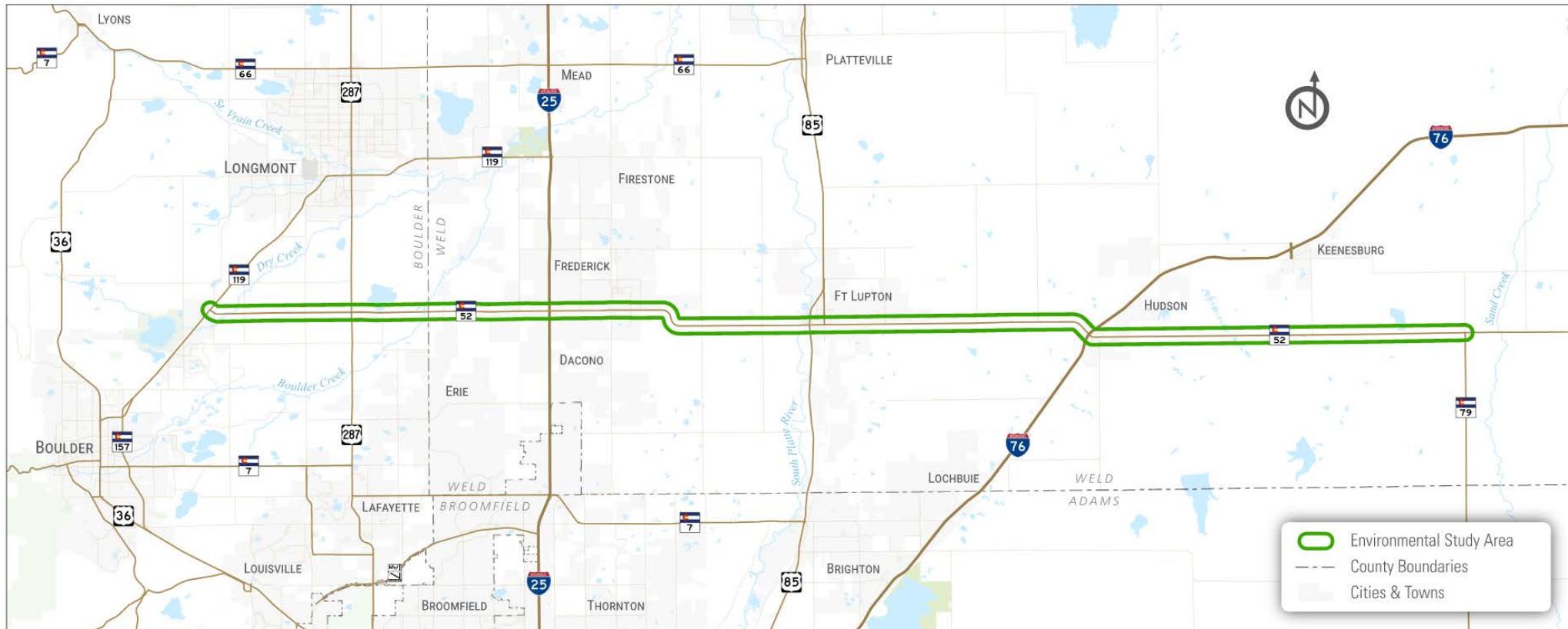
Study Area



- Transportation and planning context were evaluated from a broader perspective to understand Regional impacts on CO 52
- Key parallel routes
 - CO 66 and CO 7
- Regional destinations



Environmental Study Area



Environmental Study Area is defined as a 1,000-foot buffer from the center-line of CO 52



Traffic and Safety

Traffic data for Existing Conditions Report is expected to be impacted since current traffic patterns have significantly declined

- Existing Conditions Report will provide a regional overview
- Individual intersection count data will occur once school/traffic resumes
- Safety analysis is proceeding and will be included in Existing Conditions Report

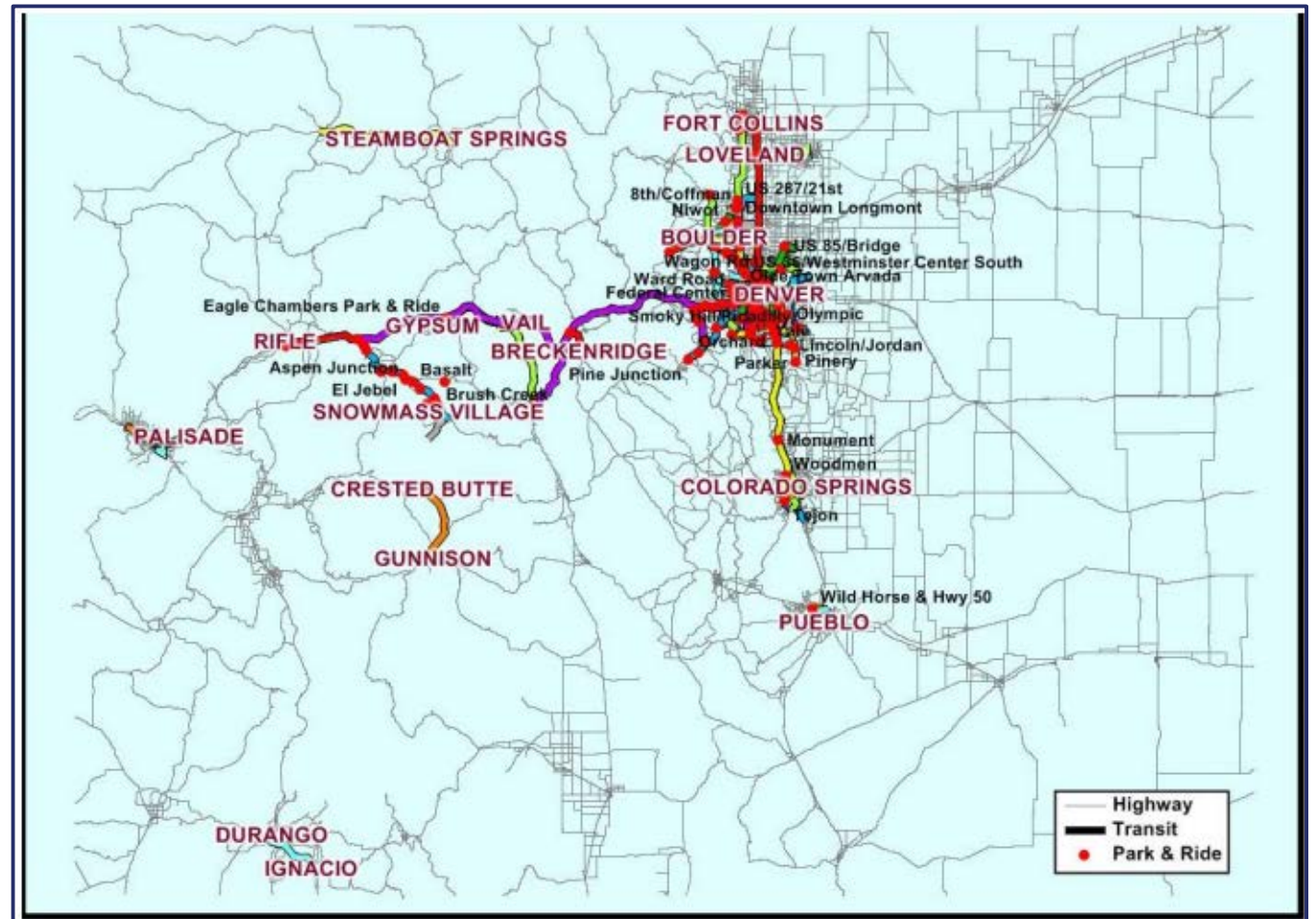




Travel Demand Modeling

Using statewide model that CDOT has prepared, which includes land use and road network data from other regional models such as DRCOG, North Front Range and Upper Front Range.

State Highway and Transit Networks





Daily Vehicle-Miles-of-Travel (VMT)

- CO 52 between CO 119 and CO 79
- 2015 - 308,000 VMT
 - 2045 - 590,000 VMT (92% growth)

LOCATION	ADT		INCREASE	
	2020 EST. COUNT	2045 NO ACTION		
CO 119 to 95th Street	12,400	18,000	5,600	45%
95th Street to US 287	13,000	18,500	5,500	42%
US 287 to County Line Road	19,000	27,000	8,000	42%
County Line Road to I-25	19,600	29,300	9,700	49%
I-25 to Colorado Blvd	24,400	38,000	13,600	56%
Colorado Blvd to Ridgeway Blvd	16,100	38,200	22,100	137%
Ridgeway Blvd to WCR 19*	11,900	21,200	9,300	78%
WCR 19 to US 85	11,700	24,500	12,800	109%
US 85 to Rollie Avenue	12,000	15,900	3,900	33%
Rollie Avenue to WCR 31*	11,800	15,100	3,300	28%
WCR 31 to WCR 37*	10,600	14,600	4,000	38%
WCR 37 to I-76	9,400	13,700	4,300	46%
I-76 to WCR 49	4,300	7,400	3,100	72%
WCR 49 to WCR 59	3,300	5,700	2,400	73%
WCR 59 to CO 79	2,200	4,300	2,100	95%

*No count in this section, estimated based on upstream and downstream counts.



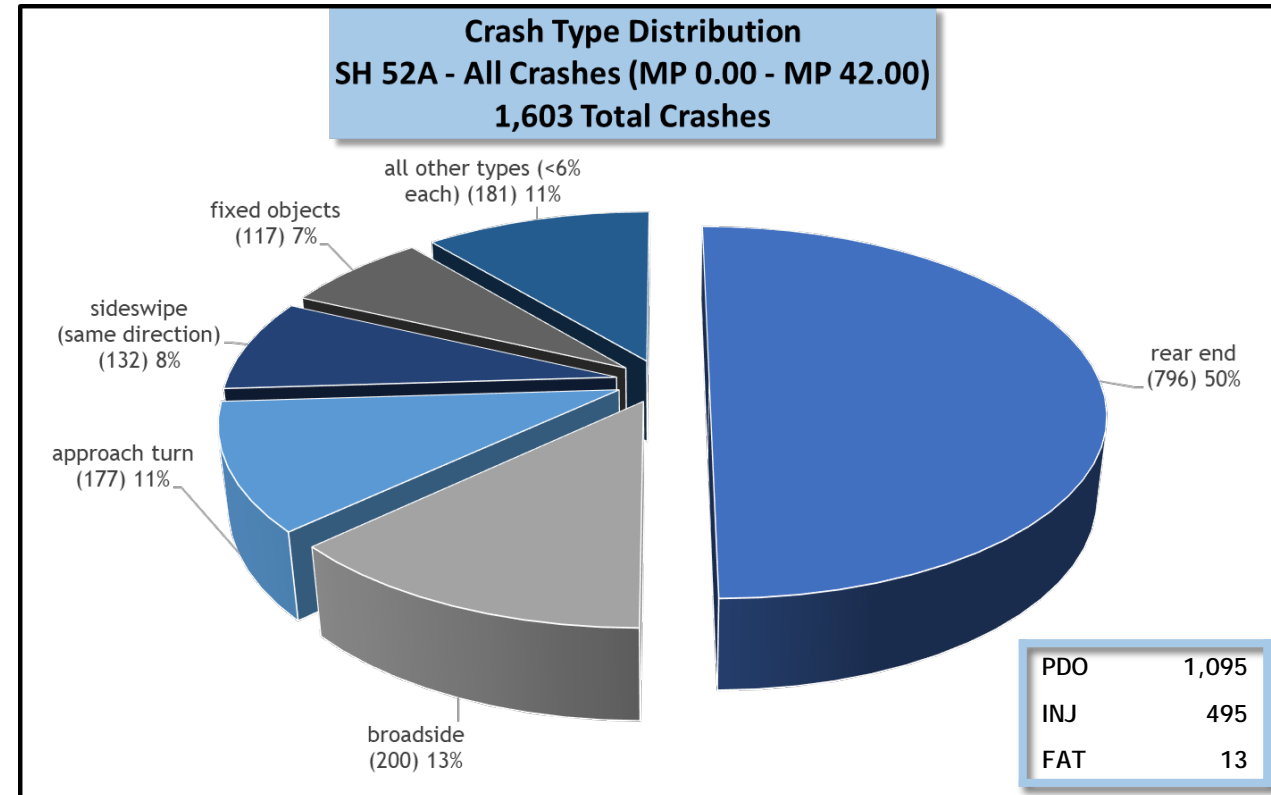
Free-Flow Travel Time

Travel time along the corridor is just over 53 minutes in both the eastbound and westbound directions.

SECTION/FREE FLOW TRAVEL TIME	TRAVEL TIME IN MINUTES (TRAVEL TIME INDEX)					
	AM Peak			PM Peak		
	Existing (Year 2019)	2045 No Action	% Increase	Existing (Year 2019)	2045 No Action	% Increase
Eastbound						
CO 119 to County Line Road/8.6 min	9.2 (1.1)	9.7 (1.1)	6%	10.7 (1.2)	16.4 (1.9)	54%
County Line Road to WCR 19/12.4 min	14.0 (1.1)	23.4 (1.9)	68%	15.1 (1.2)	25.9 (2.1)	72%
WCR 19 to WCR 31/12.1 min	13.7 (1.1)	16.2 (1.3)	19%	13.3 (1.1)	14.4 (1.2)	9%
WCR 31 to WCR 49/13.0 min	13.5 (1.0)	13.5 (1.0)	0%	13.2 (1.0)	13.2 (1.0)	1%
WCR 49 to CO 79/7.2 min	7.5 (1.0)	7.5 (1.0)	0%	7.4 (1.0)	7.5 (1.0)	2%
Overall/53.3 min	57.8 (1.1)	70.3 (1.3)	22%	59.5 (1.1)	77.6 (1.5)	30%
Westbound						
CO 119 to County Line Road/8.9 min	11.2 (1.3)	18.3 (2.1)	63%	9.7 (1.1)	11.3 (1.3)	17%
County Line Road to WCR 19/12.4 min	16.3 (1.3)	26.9 (2.2)	65%	13.5 (1.1)	22.6 (1.8)	68%
WCR 19 to WCR 31/12.1 min	13.4 (1.1)	14.4 (1.2)	7%	13.2 (1.1)	15.6 (1.3)	18%
WCR 31 to WCR 49/12.7 min	13.3 (1.0)	13.4 (1.1)	1%	13.3 (1.0)	13.3 (1.0)	0%
WCR 49 to CO 79/7.3 min	7.5 (1.0)	7.5 (1.0)	0%	7.5 (1.0)	7.8 (1.1)	4%
Overall/53.4 min	61.7 (1.2)	80.5 (1.5)	31%	57.1 (1.1)	70.6 (1.3)	24%



- Rear end crashes account for the most crashes (50%); many of these crashes occur at intersections as well as in urban areas where there are concentrated access points.
- Broadside and approach turn crashes are the next most prevalent crash types, accounting for 13% and 11% of crashes, respectively.

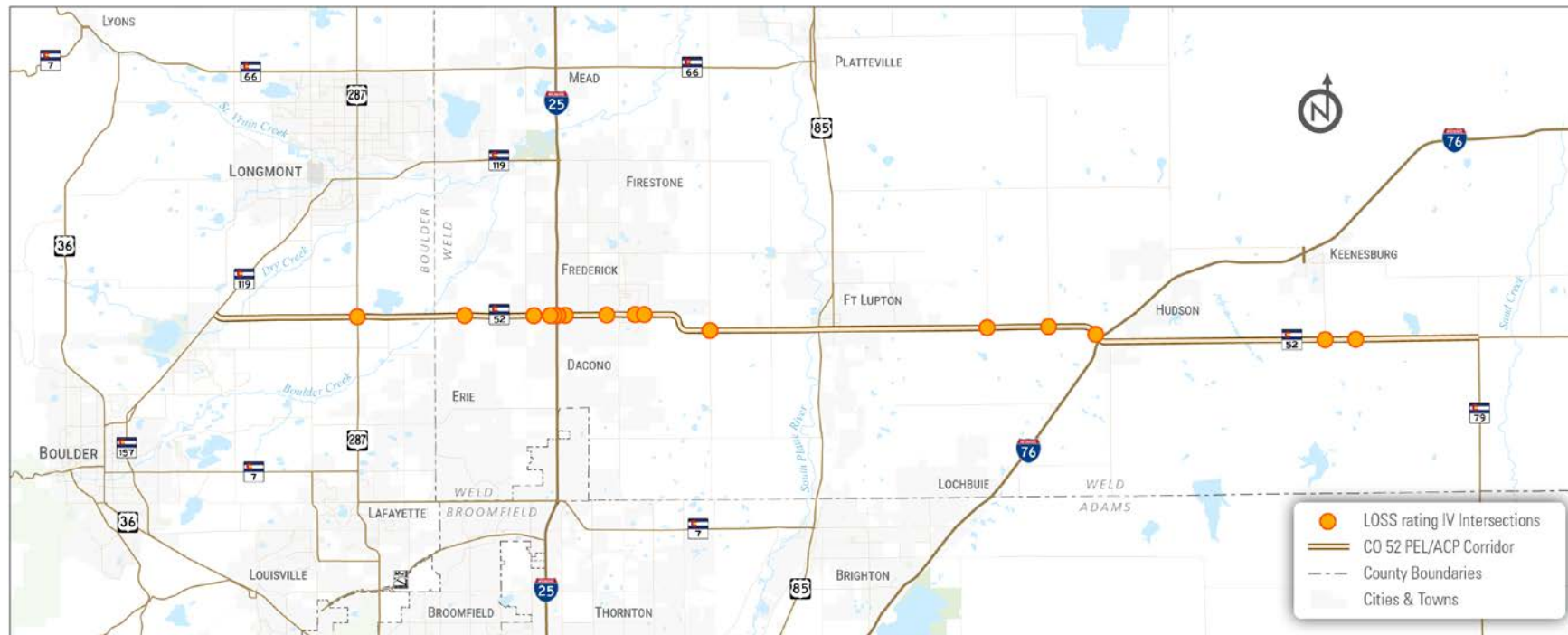


7/1/2014 - 6/31/2019



Level of Service of Safety (LOSS)

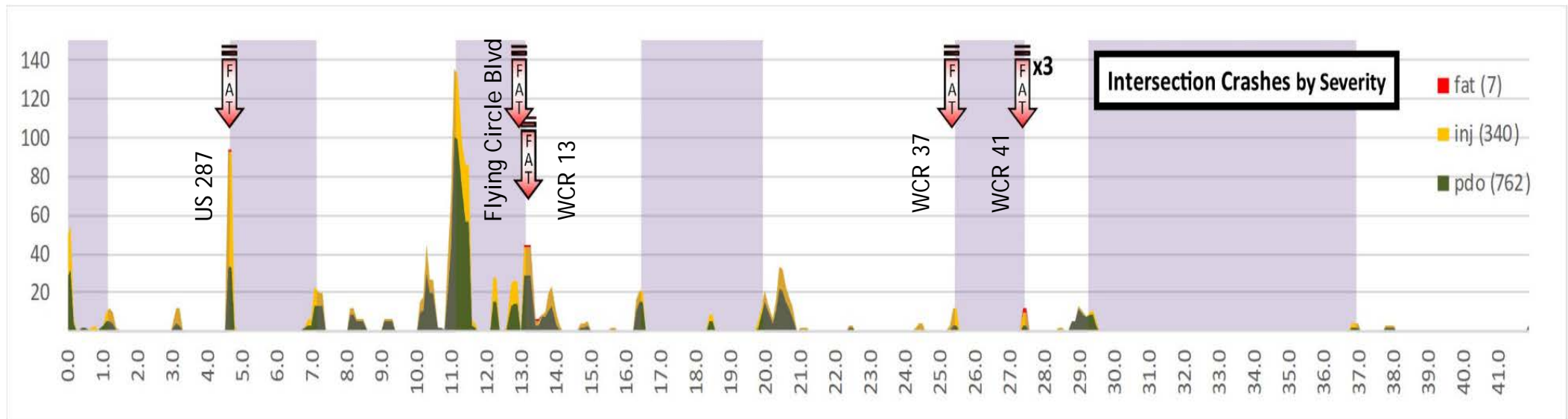
Identified 17 intersections in the corridor that have a Level of Service of Safety (LOSS) rating of IV, meaning they have a high potential for crash reduction.





Crashes

69% of all crashes were classified as intersection or intersection-related crashes. Most crashes occur in the western half of the corridor and tend to be clustered near major intersections and adjacent development.





Environmental Resources

- **Historic Resources** - narrowing of study area to 350-feet
- **Hazardous Materials** - Superfund site - Tony Cito Dump at 6070 N. 79th, Longmont
- **Wildlife** - highest quality habitat located along Boulder Creek, the South Platte River, Banner Lakes and Panama Reservoir #1
- **Parks and Rec** - multiple non-historic 4(f) properties and two 6(f) areas in and adjacent to the Environmental Study Area, including 3 planned recreation areas (Gateway Park, I-76 Traveler Park; and 4th Ave Mini Park)
- **Environmental Justice** -
 - Minority Populations can be found in Boulder County and near Fort Lupton, Hudson, and Keenesburg
 - Low Income Population can be found along the corridor near Fort Lupton, Hudson, and Keenesburg.





COLORADO

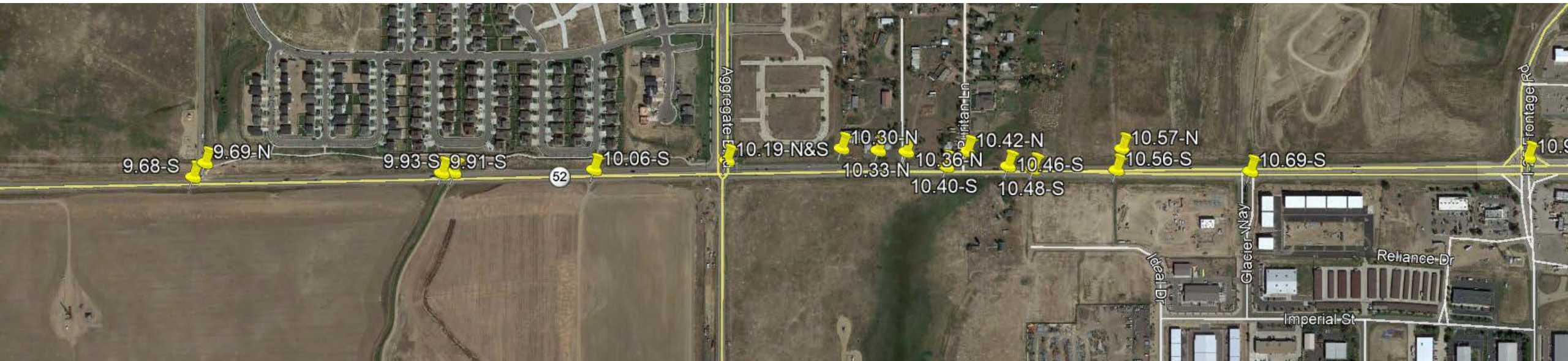
Department of Transportation

Access Control Plan



Access Control Plan

- Data collection timeline - now
- There are over 500 access points
- About 80% of the access points are within Weld County
- Access ID will be based on the milepost to the nearest hundredth to make access points easier to locate





Access Control Plan - Next Steps

- ✓ Define intersection configurations (full movement, signalized, unsignalized, right-in right-out, $\frac{3}{4}$ movement)
- ✓ Designate access type (commercial, residential, emergency, oil & gas, agricultural, railroad, etc.)
- ✓ Review access points with stakeholders
- ✓ Draft map and table completed soon after the Existing Conditions Report



Communications

- Compile data from Stakeholder One-on-One Meetings
- August Public Involvement
- Next SH 52 Coalition Presentation
 - February 2021

Planning and Environmental Linkages Study

- Existing Conditions Report
- Evaluation Categories and Criteria
 - Preparing Level 1 & 2 Screening criteria

Access Control Plan

- Field verification
- Stakeholder discussions





COLORADO

Department of Transportation

Thank You

