

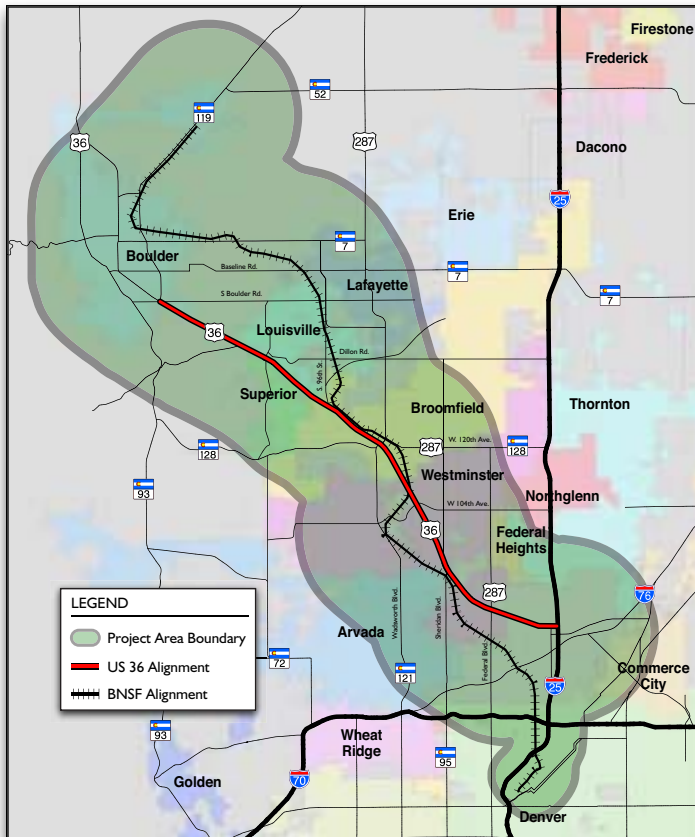
# PROJECT UPDATE



US 36 CORRIDOR  
Environmental Impact Statement

FEBRUARY 2005

US 36 Mobility Partnership



## FEBRUARY UPDATE

This Update describes: the sets of improvements that are currently being considered, initial findings, and a summary from the last round of Public Workshops. The improvements include four 'build' packages and a No Action alternative. Each package is described in terms of its main transportation features, its benefit to travel times and transit use, costs and impacts to the human and natural environment.



## WHAT IS THE US 36 EIS?

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in cooperation with the Colorado Department of Transportation (CDOT) and the Regional Transportation District (RTD), are jointly conducting a project to prepare an Environmental Impact Statement (EIS). The US 36 EIS will identify multi-modal transportation improvements between Denver and Boulder. The improvements are being considered along a roughly 25-mile roadway alignment (US 36 from Denver to Boulder) and railroad corridor (Burlington Northern Santa Fe).

### HOW CAN YOU GET INVOLVED?

1. **Attend and participate in a public hearing**
2. **Sign up for our mailing list:**
  - Go to [www.US36EIS.com](http://www.US36EIS.com) and send us your E-MAIL address
  - Call Meghana Shah at 303-442-7367
3. **Request a guest speaker to give a presentation to your organization, business, or group:**
  - Call Jonathan Bartsch at 303-442-7367
4. **Read about the project on our website: [www.US36EIS.com](http://www.US36EIS.com)**
5. **Call the project hotline at 1-800-367-9260 to learn about upcoming meetings and project information**

## WHAT'S NEXT

The US 36 EIS Project is now preparing a Draft Environmental Impact Statement (DEIS). For more information on what's next in the EIS process and future opportunities for public involvement, please see Project Schedule graphic on the back page.

### ONGOING PUBLIC INPUT OPPORTUNITIES

**Email your comments:** [www.US36EIS.com](http://www.US36EIS.com)  
(Click on "How To Be Involved" then "Send a Comment")

**Mail your comments to:** **US 36 Mobility Partnership**  
**c/o CDR Associates**  
100 Arapahoe Ave. Suite 12  
Boulder, CO 80302

**Fax your comments to:** **(303) 442-7442**  
We will not sell your contact information.

### INFORMACIÓN EN ESPAÑOL

#### Contáctenos

Inscríbese en nuestra lista de correos para recibir información del proyecto, aprender más de reuniones, y como participar.

- ▶ LLAME A NINO GALLO AL 1-800-367-9260.
- ▶ VAYA A [www.US36EIS.com](http://www.US36EIS.com) PARA INFORMACIÓN DEL PROYECTO EN ESPAÑOL Y INGLÉS.

Nosotros no vendemos su dirección a nadie.

## PACKAGE DESCRIPTIONS

The four 'build' transportation packages are comprised of different combinations of the following elements:



**Transportation Management** – Actions to address transportation needs without constructing significant new capital investments. These may include minor intersection or interchange improvements, expanded park-n-Ride facilities, bus route structuring, Intelligent Transportation System (ITS) improvements, and implementation of bicycle facilities.



**General Purpose lanes on US 36** – Additional general purpose lanes to address congestion points along US 36. The number of lanes will vary according to travel demand within the corridor.



**High Occupancy Vehicle (HOV) lanes on US 36** – An exclusive traffic lane limited to carrying high-occupancy vehicles and certain other qualified vehicles.



**Bus Rapid Transit (BRT) on US 36** – A high frequency bus transit option along the entire length of US 36. Buses could operate in BRT/HOV lanes in the median or on the side of US 36, with 'in-line' stations for rapid passenger boarding and improved travel times.



**Commuter Rail on BNSF** – Commuter rail in the Burlington Northern Santa Fe (BNSF) Right-of-Way (ROW) from Denver Union Station in downtown Denver to Boulder.



**Express Tolling** – A set of lanes separated from the general purpose lanes in which every vehicle traveling must pay a toll.



**High Occupancy Toll (HOT) Lanes** – Toll lanes that provide free or reduced cost access to HOVs.



	PACKAGE 1: No Action	PACKAGE 2: Express Toll + BRT	PACKAGE 3: General Purpose Lanes + Exclusive BRT	PACKAGE 4: Rail + General Purpose Lanes + BRT	PACKAGE 5: Rail + General Purpose Lanes + HOV
Transportation Management					
Add General Purpose Lanes to US 36					
HOV / Express Bus					
BRT and/or HOV					
Express Toll					
Commuter Rail on BNSF					

## CANDIDATE TRANSIT STATIONS

Candidate Bus Rapid Transit Stations	Candidate Commuter Rail Stations
Denver Union Station	Denver Union Station
Westminster Center (US 36/Sheridan)	South Westminster (70th/Irving)
104th Ave./Church Ranch (US 36/104th)	Sheridan/88th
112th Ave. (US 36/112th)	104th Ave./Church Ranch (US 36/104th)
116th Ave. (US 36/116th)	112th Ave. (US 36/112th)
Flatiron (US 36/96th)	116th Ave. (US 36/116th)
McCaslin (US 36/McCaslin)	Flatiron (US 36/96th)
Table Mesa (US 36/Table Mesa)	Downtown Louisville (Hwy. 42/South St.)
Boulder Transit Village (30th/Pearl)	East Boulder (63rd/Arapahoe)
Boulder Transit Center (Walnut St./14th St)	Boulder Transit Village (30th/Pearl)

# PROJECT UPDATE



## PUBLIC WORKSHOPS

The US 36 Environmental Impact Statement (EIS) project team held three public workshops in October 2004 (October 20, 26, and 27) to update the public and gather input on the transportation packages included in the Draft EIS. Approximately 130 members of the public attended the workshops, which were held in Boulder, Broomfield, and North Denver.

Each workshop began with a presentation that included the status of the project, an overview of the alternative packages, and a comparison of packages in terms of travel and mobility benefits, environmental impacts, and construction costs. Initial findings of the environmental, transportation, and engineering evaluations are summarized in the table on the next page. (To view presentation slides and information boards from the public workshops, please visit the project website [www.US36EIS.com](http://www.US36EIS.com).)

Following the presentation, attendees were encouraged to review information in an open house format to discuss specific resource issues, including Cumulative Effects & Land Use, Noise & Vibration, Historical & Cultural Resources, Parklands, Wetlands, Biological Resources, and Right of Way & Relocations.

Thank you to all who attended the public workshops or sent us your comments. We hope you will continue to stay involved in helping to determine the transportation improvements for the US 36 corridor.

## WHAT WE HEARD

During the workshop, participants were asked to respond to the following three questions:





- ▶ Given the preliminary EIS results (benefits, impacts, and costs) what package or packages would best meet your needs? Why?
- ▶ How would you improve these packages? What modifications would you make?
- ▶ What issues or concerns do you have as the project moves forward?

As a result, the project team received approximately 95 comments, both written and verbal, about the project. Strong support was expressed for Package 4 because it offers maximum multi-modal choice. These comments are summarized in the following themes:

- ▶ Those who prefer Package 1 expressed concerns regarding cost and funding of the other packages. Some property owners facing acquisition or noise/vibration impacts (both highway and rail) also prefer this package.
- ▶ Those who prefer Package 2 expressed perceived cost advantages offered by tolling.
- ▶ Those who prefer Package 3 appreciate its ability to provide barrier separated lanes for bus rapid transit (BRT).
- ▶ Those who prefer Packages 4 & 5 do so because they offer commuter rail service and opportunities for attracting increased transit ridership, thus relieving pressure on the highway.
- ▶ Some people preferred packages that exclude rail due to concerns over rail system cost, efficiency, and effects on neighborhoods, rural landscape, historic property, and environmental resources through increased noise, vibration, and traffic.
- ▶ Positive comments were noted regarding the inclusion of Transportation Management actions, including a bikeway, in all packages.
- ▶ There were suggestions to improve rail service by reducing travel time and improving cost effectiveness, and reducing noise and vibration impacts by using Diesel Multiple Unit (DMU) technology and by focusing on operational efficiency.

Input recorded by the project team has been compiled into an All Comments Report and posted to the project website [www.US36EIS.com](http://www.US36EIS.com) for your review.



	<b>PACKAGE 1:</b> No Action	<b>PACKAGE 2:</b> Express Toll + BRT 	<b>PACKAGE 3:</b> General Purpose Lanes + Exclusive BRT 	<b>PACKAGE 4:</b> Rail + General Purpose Lanes + BRT 	<b>PACKAGE 5:</b> Rail + General Purpose Lanes + HOV 																								
DESCRIPTION	<p>This alternative is intended to establish a baseline where no improvements would be constructed, other than those currently planned and funded. Improvements currently planned and funded will not add additional highway capacity but do include safety improvements, pavement maintenance, and minor bus system improvements. Evaluation of the No Action alternative is required by federal law.</p>	<p>This package provides substantial additional capacity and provides for BRT operations in the toll lanes. This package is intended to generate revenue to pay for improvements. Elements of this package include: two new express toll lanes in each direction in the median of US 36 from I-25 to west of McCaslin Interchange; express toll lanes can be used by BRT vehicles and other buses; in-line BRT stations in US 36 right-of-way to provide rapid passenger boarding; no additional general purpose lanes; no commuter rail service; includes transportation management components and additional bicycle/pedestrian facilities.</p>	<p>This package focuses on encouraging a mode shift to BRT as well as increasing US 36 highway capacity. Elements of this package include: additional general purpose lanes from I-25 to west of McCaslin Interchange (number of lanes varies according to demand - 1 or 2 lanes in each direction); barrier-separated BRT-only guideway from I-25 to Boulder (in median from I-25 to Sheridan and in separate guideway on either side of US 36 from Sheridan to Boulder); in-line and/or side loading BRT stations in US 36 right-of-way to provide rapid passenger boarding; includes transportation management components and additional bicycle/pedestrian facilities.</p>	<p>This package encourages a mode shift to BRT and Commuter Rail. This package would begin with a focus on transit improvements and would add general purpose lanes to meet remaining travel demand in the corridor. The components of this transportation package are similar to the Major Investment Study (MIS) recommendations from 2001. They include: additional general purpose lanes from I-25 to west of McCaslin Interchange (number of lanes varies according to demand - 1 or 2 lanes in each direction); buffer-separated BRT/HOV lanes in median of US 36 from I-25 to Boulder; in-line BRT stations in US 36 right-of-way to provide rapid passenger boarding; carpools and vanpools allowed in HOV lanes; commuter rail service on BNSF from Denver to Boulder; includes transportation management components and additional bicycle/pedestrian facilities.</p>	<p>This package will first focus on the capacity of Commuter Rail and the Bus/HOV extension and will size highway improvements to meet the remaining travel demand. Elements of this package include: commuter rail service on BNSF from Denver to Boulder; extension of existing buffer-separated HOV lanes from Sheridan to Boulder; additional general purpose lanes from I-25 to west of McCaslin Interchange (number of lanes varies according to demand - 1 or 2 lanes in each direction); buses can access park-n-Rides from interchange ramps along US 36 right-of-way or by circulating off freeway; includes transportation management components and additional bicycle/pedestrian facilities.</p>																								
TRAVEL TIMES	<p>Traffic congestion on US 36 will continue to worsen. Travel times will increase substantially.</p> <p>Traffic will be diverted to alternative paths including roadways in the corridor such as Wadsworth, Sheridan, and Federal.</p>	<p>The new toll lanes and BRT service would operate with much less delay due to congestion. However, traffic congestion in the general purpose lanes on US 36 will be worse than the No Action alternative.</p>	<p>Traffic congestion will improve in the general purpose lanes as compared to the No Action alternative. More volume will be carried on the highway than in the No Action. Improvements will result in less congestion and delay. Improved travel times will be available for the BRT service in the exclusive BRT lane resulting in reduced conflicts with other vehicles.</p>	<p>Traffic congestion will improve in the general purpose lanes as compared to the No Action alternative. The HOV lanes will offer additional capacity that relieves congestion in both the new and existing general purpose lanes. More volume will be carried on the highway than in the No Action alternative. Improvements will result in less congestion and delay. Improved travel times will be available for the BRT service in the HOV lanes as compared to No Action.</p>	<p>Traffic congestion will improve in the general purpose lanes as compared to the No Action alternative. The HOV lanes will offer additional capacity that relieves congestion in both the new and existing general purpose lanes. More volume will be carried on the highway than in the No Action. Improvements will result in less congestion and delay. Improved travel times will be available for Express Bus service in the HOV lanes as compared to No Action.</p>																								
TRANSIT USE	<p>Total bus ridership in the corridor in 2025 will be 67,000 riders per day.</p>	<p>Total bus ridership increases to 90,000 riders per day (35% increase over No Action).</p>	<p>Total bus ridership increases to 94,000 riders per day (40% increase over No Action).</p>	<p>Total bus ridership increases to 87,000 riders per day (30% increase over No Action). The package also would result in new rail ridership of 15,000 riders per day. Total transit ridership (bus and rail) would be 52% above No Action.</p>	<p>Total bus ridership increases to 70,000 riders per day (4% increase over No Action). The package also would result in new rail ridership of 20,000 riders per day. Total transit ridership (bus and rail) would be 34% above No Action.</p>																								
IMPACTS	<p>Noise would impact about 200 properties. Delays due to traffic congestion would increase travel times, use more energy, and result in more output of key air pollutants (although this alternative would create no other impacts on the environment).</p>	<p>This package would impact 18 linear miles along US 36. Relocation of 160-170 residences and 40-50 businesses would be required. Noise would impact another 20-40 properties compared to Package 1: No Action. This package would impact 25-26 parks and open spaces (about 40-45 acres), about 20 acres of wetlands, about 12 acres of riparian habitat, and about 20 historic sites (mostly historic irrigation ditches).</p>	<p>This package would impact 18 linear miles along US 36. Relocation of 160-170 residences and 40-50 businesses would be required. Noise would impact another 20-40 properties compared to Package 1: No Action. This package would impact 25-26 parks and open spaces (about 40-45 acres), about 20 acres of wetlands, about 12 acres of riparian habitat, and about 20 historic sites (mostly historic irrigation ditches).</p>	<p>This package would impact 18 linear miles along US 36 and 30 linear miles along the BNSF rail alignment. (Note that impacts per mile are lower along the BNSF than on US 36.) Relocation of 170-180 residences and 80-90 businesses would be required. Noise and vibration would impact 800-900 more properties than Package 1. This package would impact 25-26 parks and open spaces (about 40-45 acres), about 30 acres of wetlands, about 14 acres of riparian habitat, and about 70 historic sites (mostly historic irrigation ditches).</p>	<p>This package would impact 18 linear miles along US 36 and 30 linear miles along the BNSF rail corridor. (Note that impacts per mile are lower along the BNSF than on US 36.) Relocation of 170-180 residences and 80-90 businesses would be required. Noise and vibration would impact 800-900 more properties than Package 1. This package would impact 25-26 parks and open spaces (about 40-45 acres), about 30 acres of wetlands, about 14 acres of riparian habitat, and about 70 historic sites (mostly historic irrigation ditches).</p>																								
COSTS*	<p>This alternative would result in no expenditures beyond those currently planned and funded.</p>	<table border="0"> <tr> <td>Capital costs</td> <td>\$ 1.4 billion</td> </tr> <tr> <td>Right-of-Way costs</td> <td>\$ 0.22 billion</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$ 1.62 billion</b></td> </tr> </table>	Capital costs	\$ 1.4 billion	Right-of-Way costs	\$ 0.22 billion	<b>Total</b>	<b>\$ 1.62 billion</b>	<table border="0"> <tr> <td>Capital costs</td> <td>\$ 1.55 billion</td> </tr> <tr> <td>Right-of-Way costs</td> <td>\$ 0.24 billion</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$ 1.78 billion</b></td> </tr> </table>	Capital costs	\$ 1.55 billion	Right-of-Way costs	\$ 0.24 billion	<b>Total</b>	<b>\$ 1.78 billion</b>	<table border="0"> <tr> <td>Capital costs</td> <td>\$ 1.78 billion</td> </tr> <tr> <td>Right-of-Way costs</td> <td>\$ 0.33 billion</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$ 2.11 billion</b></td> </tr> </table>	Capital costs	\$ 1.78 billion	Right-of-Way costs	\$ 0.33 billion	<b>Total</b>	<b>\$ 2.11 billion</b>	<table border="0"> <tr> <td>Capital costs</td> <td>\$ 1.64 billion</td> </tr> <tr> <td>Right-of-Way costs</td> <td>\$ 0.31 billion</td> </tr> <tr> <td><b>Total</b></td> <td><b>\$ 1.95 billion</b></td> </tr> </table>	Capital costs	\$ 1.64 billion	Right-of-Way costs	\$ 0.31 billion	<b>Total</b>	<b>\$ 1.95 billion</b>
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Please visit [www.US36EIS.com](http://www.US36EIS.com) and send us your e-mail.

Lláme este número de teléfono para aprender más de reuniones, información del proyecto, y como participar: 1-800-367-9260.

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## US 36 EIS PROJECT SCHEDULE

