6.0 RECOMMENDATIONS

This section presents the recommendations from the EOS. The recommendations were the outcome of the Quantitative Screening phase, in which the environmental effects of each alternative were studied and public and agency comment was accepted. The recommendations address the location and laneage for SH 392, the disposition of alternatives, and the status of multi-modal elements of the transportation system.

6.1 Recommended Action for the SH 392 Corridor

The forecasted travel demand in 2030 requires that capacity improvements be made to SH 392 to avoid unacceptable congestion and poor LOS. Thus it is recommended that SH 392 langeage be increased to four lanes throughout the entire study area. Figure 6.1 shows the existing SH 392 alignment on which the four lanes should be produced. The additional laneage should be accomplished using the typical sections shown in Figure 6.2.

The recommended alternatives are illustrated in the plan sheets in the Appendix, *SH 392 EOS Recommended Alternatives Concept Plan Sheets*, and show the planned ROW necessary to implement any of the alternatives. These plans are intended to be used by CDOT and the local agencies alike to represent the future vision for SH 392 for planning purposes. It is expected that an MOU will be executed as part of this EOS that will formalize each study participant's commitment to this stated vision and allow them to commit to work towards preserving the corridor as defined. To the extent appropriate, these plans are intended to be used as a guide for requesting reservation and dedication of ROW from developers as plans are submitted to local planning departments for approval. The CDOT Region 4 Access Manager will use these plans as a guide for approval of access permits.

Given the conceptual nature of the ROW plans contained in the *SH 392 EOS Recommended Alternatives Concept Plan Sheets*, it should not be assumed that the illustrated ROW boundary indicated is all-inclusive. The boundaries shown were developed to encompass the majority of the ROW expected to be needed for each alternative. At a minimum, additional ROW will be necessary at intersections where left and right turn bays are necessary. It is expected that some additional ROW could need to be acquired after subsequent studies are conducted and more detailed design is performed.

In some locations adjacent to larger developments with higher traffic volumes, additional auxiliary lanes may be necessary to meet operational requirements. While no such location was identified with land use as currently shown in the NFRMPO plan, on possible location is immediately west of I-25 where the possibility of a larger development has been suggested by private developers.

West Alignment Group

Alternatives A, C, and E around Duck Lake contained several issues that precluded their recommendation. While there seemed to be general support for an alternative alignment south of

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Figure 6.1
EOS Recommended Alternative

Application of Typical Sections throughout the Corridor

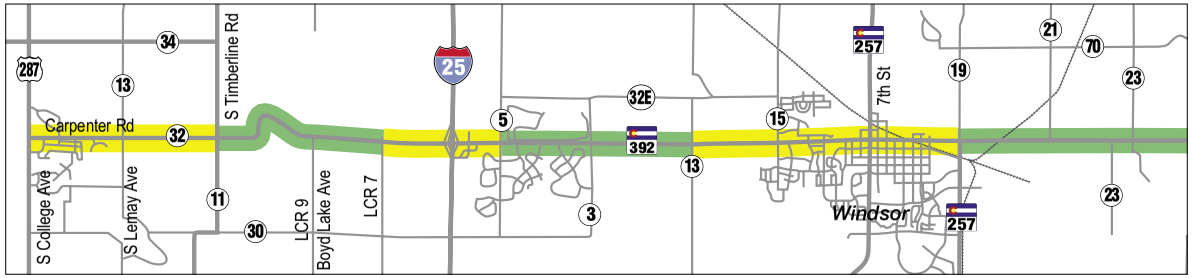
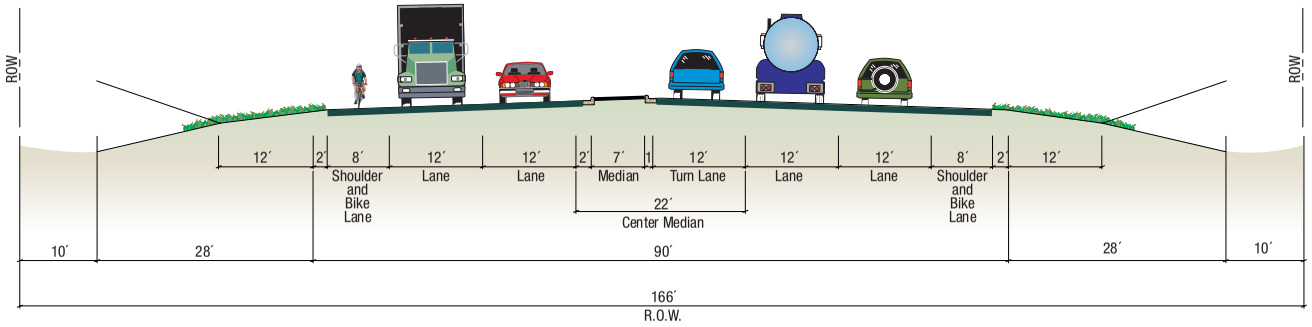


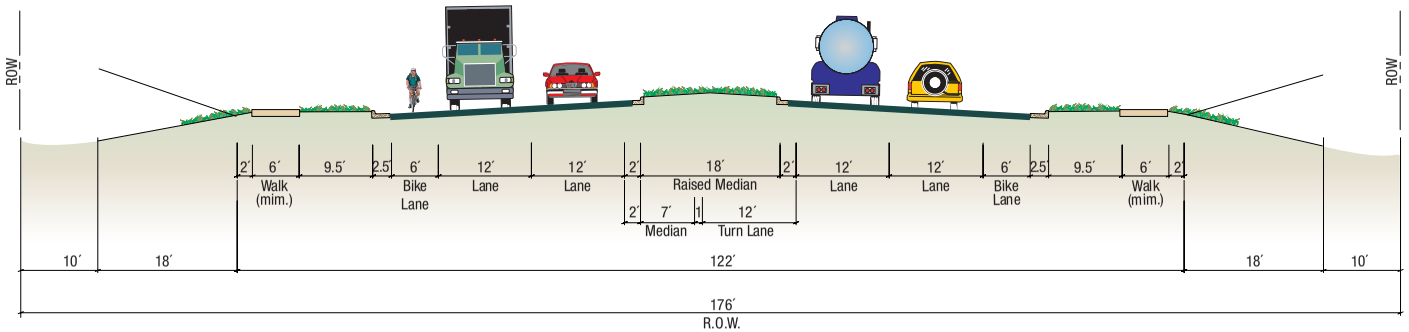
Figure 6.2
Recommended Typical Sections

Rural
4-lane with Raised Median



Note:
Section assumes 6 foot fill height over existing ground

Non Rural
4-lane Arterial with Raised Median

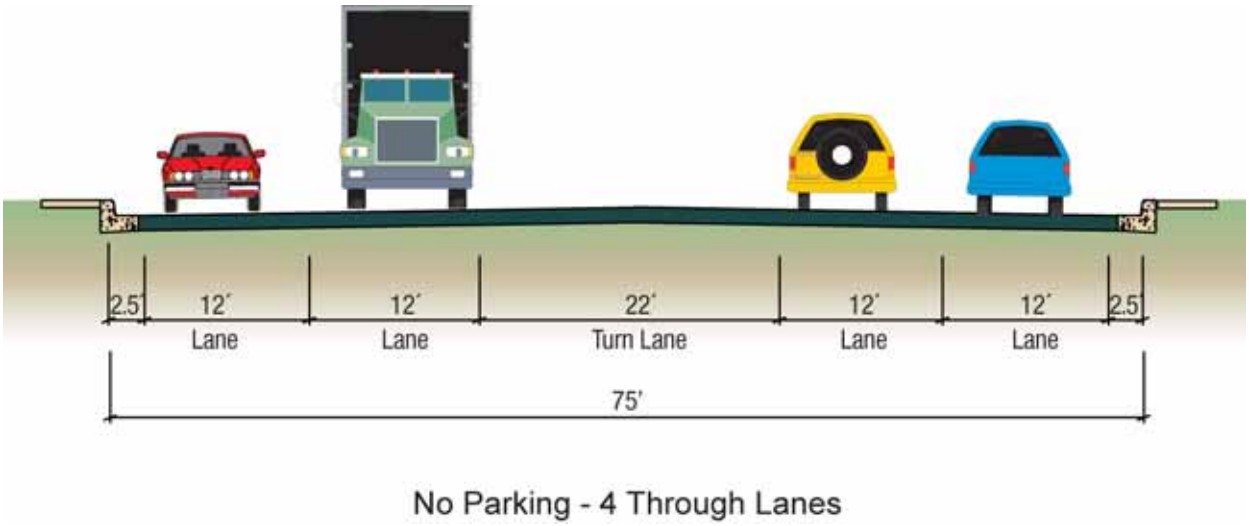


Duck Lake to create a continuous open space from Duck Lake to Fossil Creek Reservoir, there were numerous environmental issues associated with the alternatives. Until a NEPA or other appropriate environmental study is performed to fully evaluate all the potential effects, it was determined that CDOT is committed to the operation and maintenance of the existing alignment. Alternative A would have large impacts to 4(f) resources. Alternative C would have large impacts to wetlands, 4(f) resources, and would have some effect on the sludge application operation on South Fort Collins-Loveland Sanitation District property. Alternative E would displace numerous residents of a newly approved residential development and have considerable impacts to the sludge application operation. Late in the study, a new alignment concept was suggested by study stakeholders, known as Alternative C-Modified, which might have the potential to reduce some of these impacts. This alternative was not evaluated in this EOS but should be considered as a possible alternative in any subsequent study. It is discussed further in *Section 7.0, Next Steps*.

East Alignment Group

In order to provide the required laneage, the parking in downtown Windsor (between 7th and 3rd streets) should be eliminated. Implementing the No-Action Alternative in downtown Windsor is not acceptable because it would create a "bottleneck" in SH 392 in terms of throughput capacity. In order to accommodate 2030 traffic needs, SH 392 needs to be four lanes continuously through Windsor. The alternative that could allow a no-action scenario to work downtown, Alternative M1-R, did not have the support necessary from the Town of Windsor to select that alternative. Implementing this action would also require removal of "bulb-outs" at intersections, and some of the existing street width could be converted to additional sidewalk width for enhanced streetscaping. Figure 6.3 shows a possible concept.

Figure 6.3
Potential Typical Section of Downtown Windsor



Alternative M1-R was developed as the best possible alternative around the Town of Windsor that would provide four lanes of capacity and yet retain the parking in downtown Windsor. Even though it was thought to be the best available location for an alternative from the perspective of available undeveloped property, it would not be ideal from a traffic perspective. It would only divert approximately 15 percent of the traffic from existing SH 392, since the largest residential area and a large regional employer (Kodak) are both located south of existing SH 392, and the alignment was routed north of the existing road and Lake Windsor. As a result, traffic originating or destined for those areas in the south part of town would likely still use Main Street rather than going further north to access Alternative M1-R and adding distance to the trip. Further, the roadway geometry is not ideal at the west end of the alignment, due to the presence of the Poudre River floodplain and the presence of a large gravel pit at the intersection of SH 392 and WCR 13.

In order to avoid the effects of a new alignment through the Poudre floodplain, it was decided that the alignment should rejoin existing SH 392 east of the Poudre and use the existing river crossing corridor. Since the gravel pit was identified as a future water storage, that site needed to be avoided as well, resulting in the alignment shown. This alternative was strongly opposed by the residents of the Windsor Estates Ranch, who objected based on the perception of adverse effects to their quality of life. As a result of these characteristics, the Town of Windsor Board and Planning Commission could not get fully behind this alternative. At the time of this writing, the Town was still considering this option, and was pursuing other possible alternatives as well. If and when Windsor backs a preferred alternative around the Town, CDOT will partner with them to pursue advancing it through the regional planning process. Until that time, CDOT must fulfill its fiduciary responsibility to plan, administer, operate, and maintain the existing SH 392 corridor, which includes making provisions to accommodate four lanes of traffic throughout the corridor, including through downtown Windsor. Near the end of the EOS, a suggested refinement was made to the M1-R Alternative. This refinement was labeled Alternative M1-R-Modified, but was not evaluated in this study. Any subsequent study should also consider this alternative. It is discussed further in *Section 7.0, Next Steps*.

6.2 Multi-Modal Elements

The SH 392 EOS examined multi-modal options to maximize corridor efficiency and enhance the diversity of travel modes.

Transit service was determined not to have the ability to meet the study purpose on its own, and so was not recommended as a stand-alone alternative. However, as a strategy in combination with highway capacity improvements, local bus service could be valuable in providing alternative transportation options to diverse populations. Either local or express bus service could be accommodated with the proposed four-lane roadway. One of the alternatives being considered by the North I-25 EIS contains a Bus Rapid Transit (BRT) component that would have a station in the vicinity of the SH 392 interchange. If this alternative were to be selected by the EIS, the opportunity to initiate some bus service to operate as a feeder system to the I-25 BRT would be even more attractive.

The North I-25 EIS is also considering a carpool lot in the SH 392 interchange area with each of their action alternatives. If implemented, this facility could provide the opportunity to reduce the travel demand on SH 392.

As a result of additional environmental effects due to a wider typical section, especially at properties subject to Section 4(f), a separate, dedicated bike/pedestrian path was eliminated from consideration. In these more "rural" areas, bicycle traffic will be accommodated on the roadway shoulder and a special pavement marking will indicate the joint use. However, in areas of the corridor which are more urban in character, a dedicated on-street bike path and a detached sidewalk is included for bicyclists and pedestrians, respectively.

Several TSM alternatives were studied to improve traffic flow in downtown Windsor to preclude the need for widening to four lanes. While none of the strategies met this objective and the eventual recommendation was to widen to four lanes, one TSM strategy was recommended for implementation. Due to ever-changing traffic patterns in the area, signal timing optimization should be performed on an annual basis to ensure efficient traffic flow and use of the existing facilities.

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