

State Highway 7 Planning Environmental Linkage (PEL) Study VISIONING WORKSHOP



APRIL 10, 2012



Atkins North America, Inc.
CDR Associates

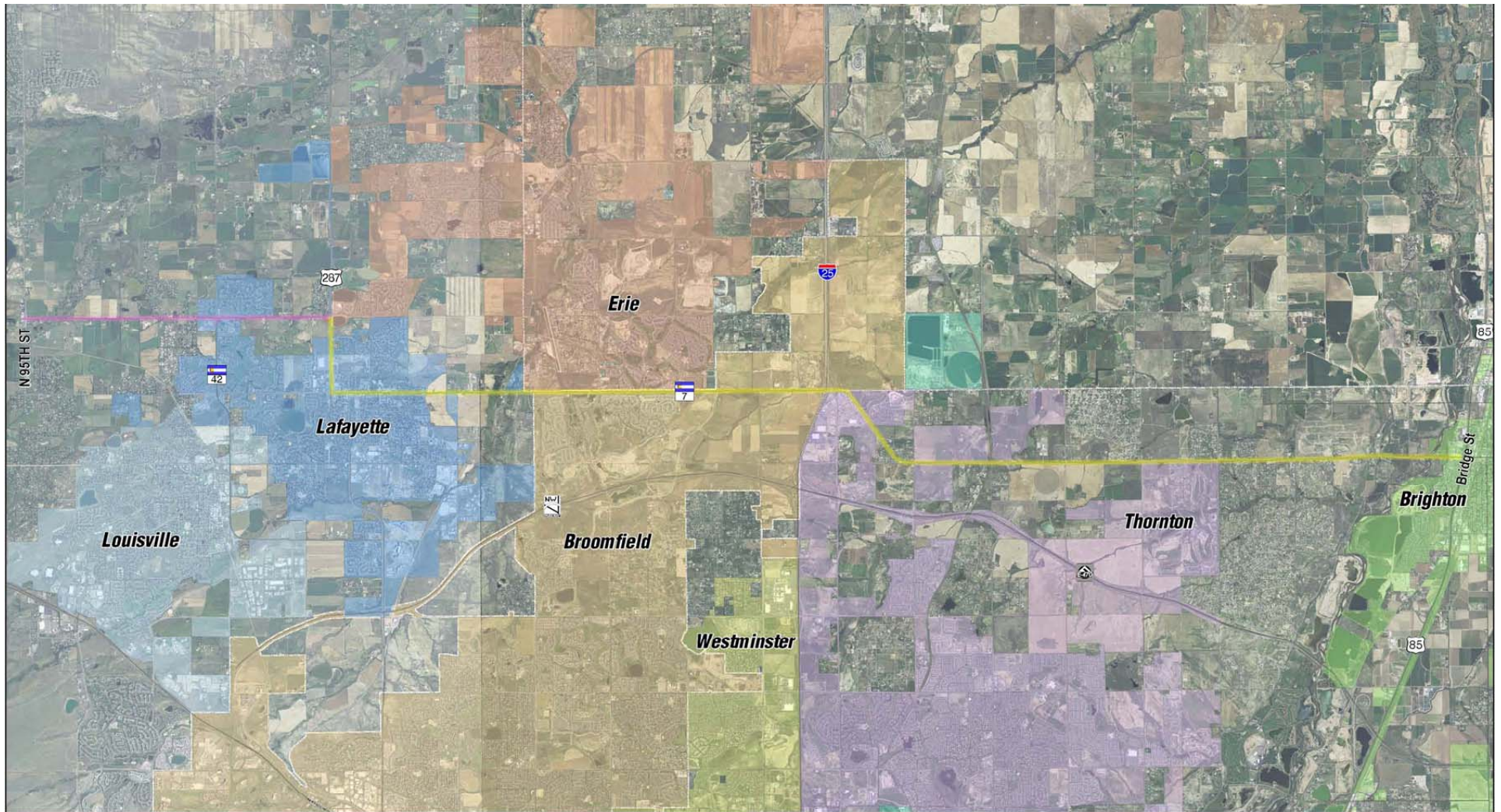
ArLand Land Use Economics
All Traffic Data
Frank Miltenberger Landscape Architect
Hermesen Consultants
PKM Design Group

Visioning Workshop

- ◆ Welcome
- ◆ Introductions
- ◆ Meeting Purpose



Study Area



Why a PEL for SH 7?

- ◆ Create a Vision
- ◆ Build Broad Support
- ◆ Lay the NEPA Framework



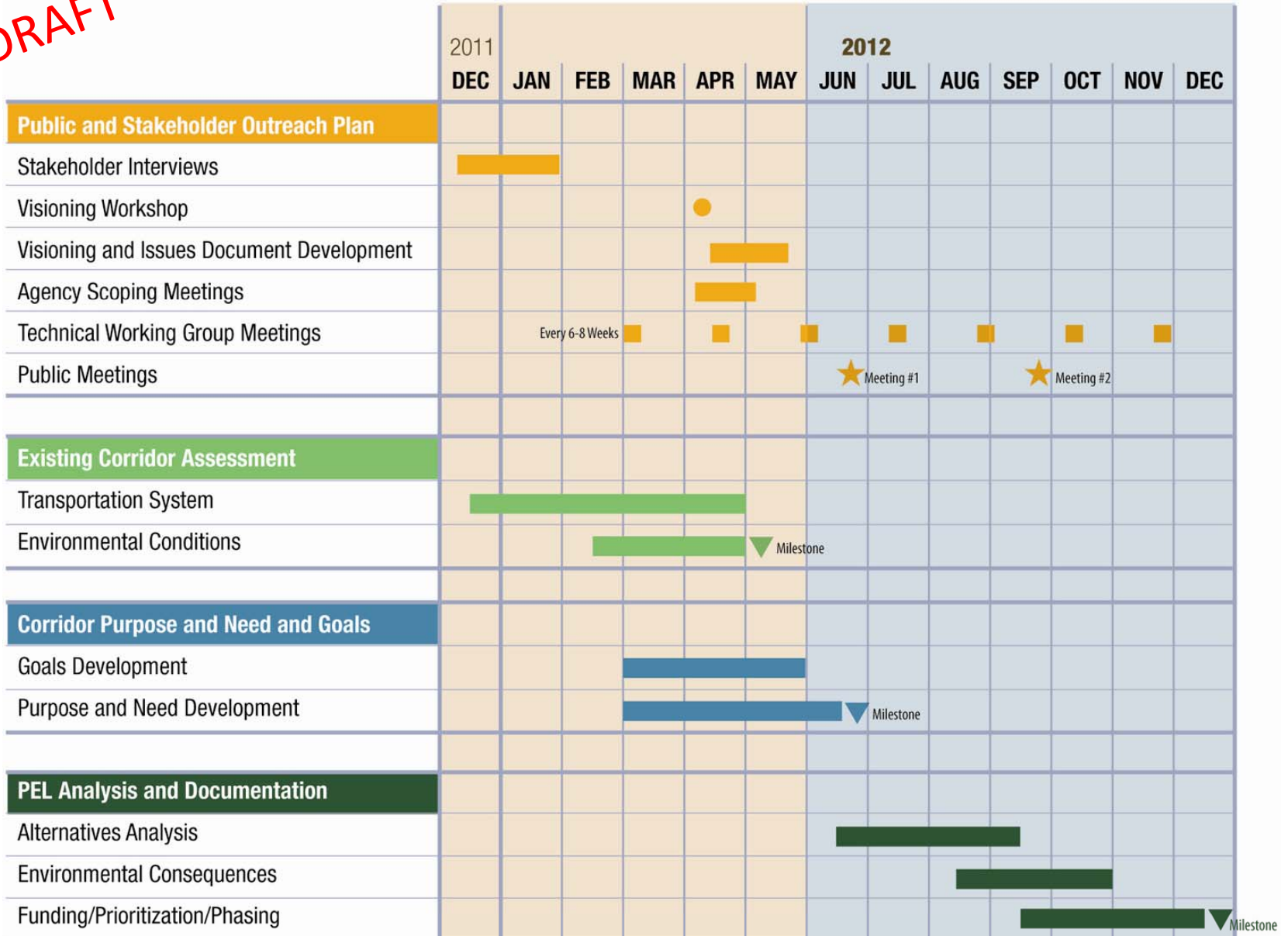
Key Scope Elements

- ◆ Corridor Conditions Assessment and Report
- ◆ Purpose and Need Statement
- ◆ PEL Study (Corridor Feasibility Study)



Schedule

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SH 7 PEL

Planning Environmental Linkage Study

Data Collection Efforts

Land Use



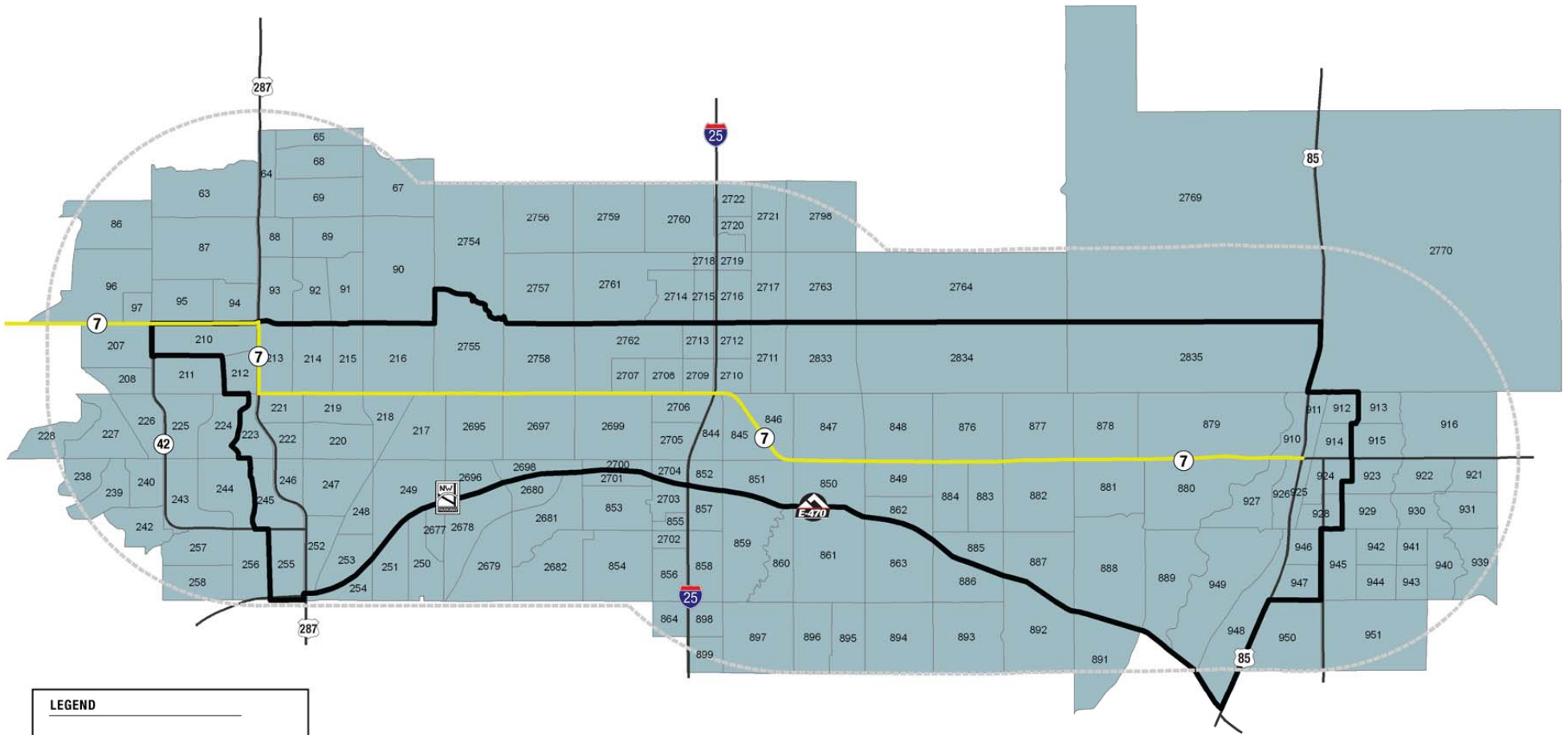


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Land Use Analysis Study Area



LEGEND

- XXX Transportation Analysis Zone (TAZ) Number
- SH 7 3-Mile Buffer
- Study Area Boundary

NORTH

Source: DRCOG Regional Model





Population, Household, and Employment Growth Projections (2010-2035)

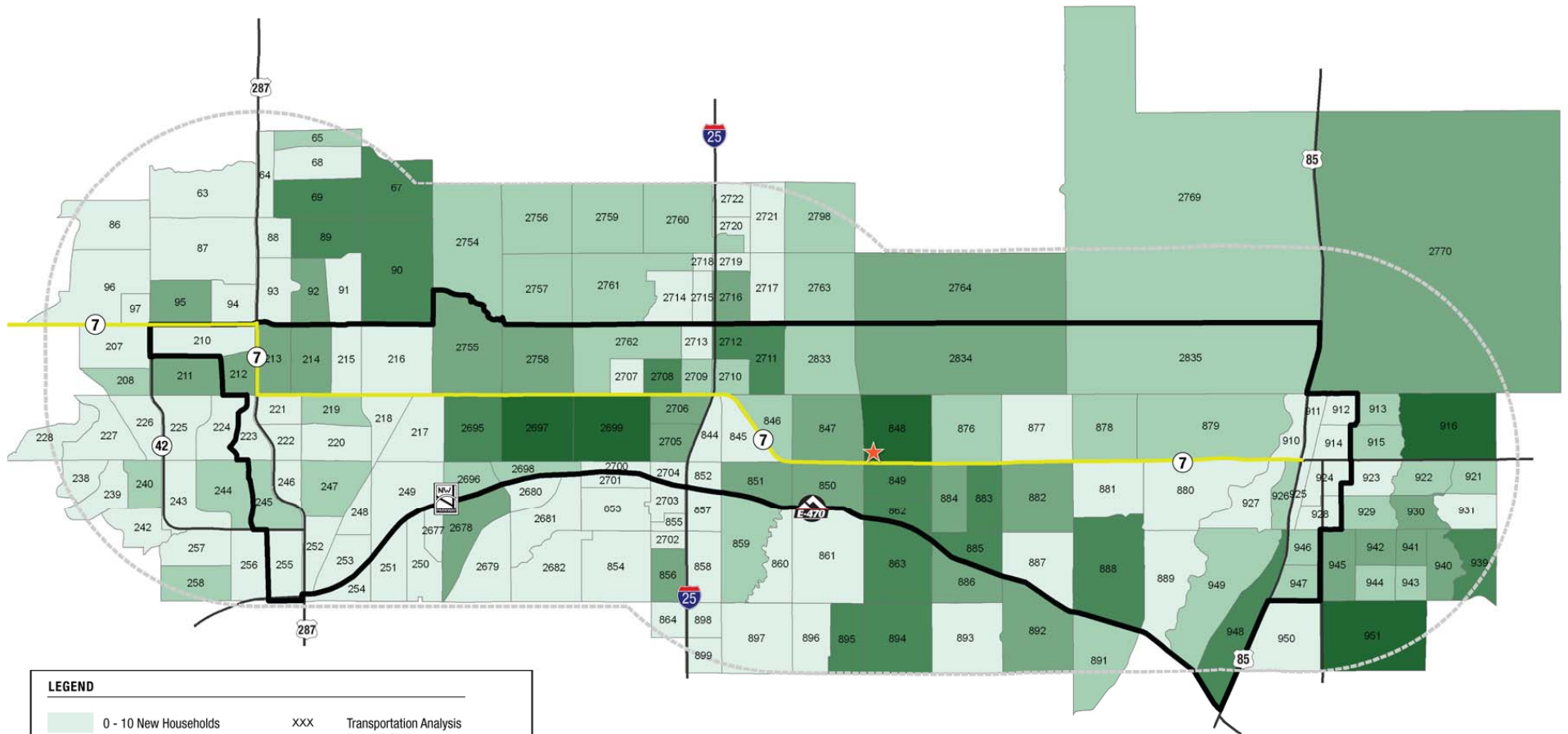
| | 2010 | 2035 | Growth 2010-2035 | Percentage Growth 2010-2035 | Compound Annual Growth Rate 2010-2035 |
|-------------------|-----------|-----------|---------------------|-----------------------------------|--|
| HOUSEHOLDS | | | | | |
| Study Area | 15,931 | 44,182 | 28,251 | 177% | 4.2% |
| 3 Mile Buffer | 37,657 | 91,767 | 54,110 | 144% | 3.6% |
| DRCOG Region | 1,163,778 | 1,822,209 | 658,431 | 57% | 1.8% |
| EMPLOYMENT | | | | | |
| Study Area | 12,896 | 55,874 | 42,978 | 333% | 6.0% |
| 3 Mile Buffer | 25,259 | 94,950 | 69,691 | 276% | 5.4% |
| DRCOG Region | 1,351,473 | 2,243,784 | 892,311 | 66% | 2.0% |

Source: DRCOG ArLand



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Household Growth (2010 - 2035)



LEGEND

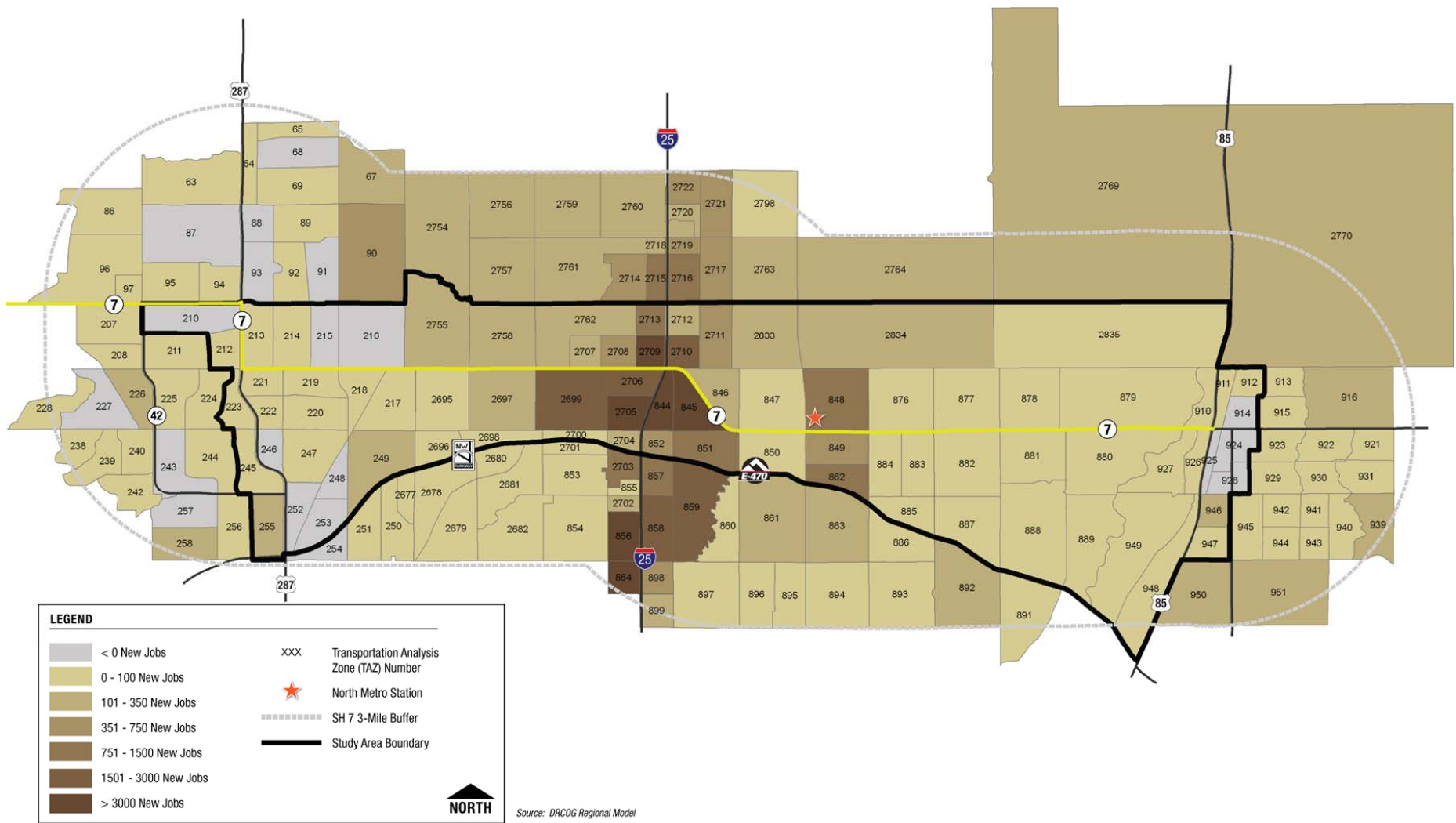
| | | | |
|--|---------------------------|-----|---|
| | 0 - 10 New Households | xxx | Transportation Analysis Zone (TAZ) Number |
| | 101 - 350 New Households | | North Metro Station |
| | 351 - 750 New Households | | SH 7 3-Mile Buffer |
| | 751 - 1500 New Households | | Study Area Boundary |
| | > 1500 New Households | | NORTH |

Source: DRCOG Regional Model



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Employment Growth (2010 – 2035)





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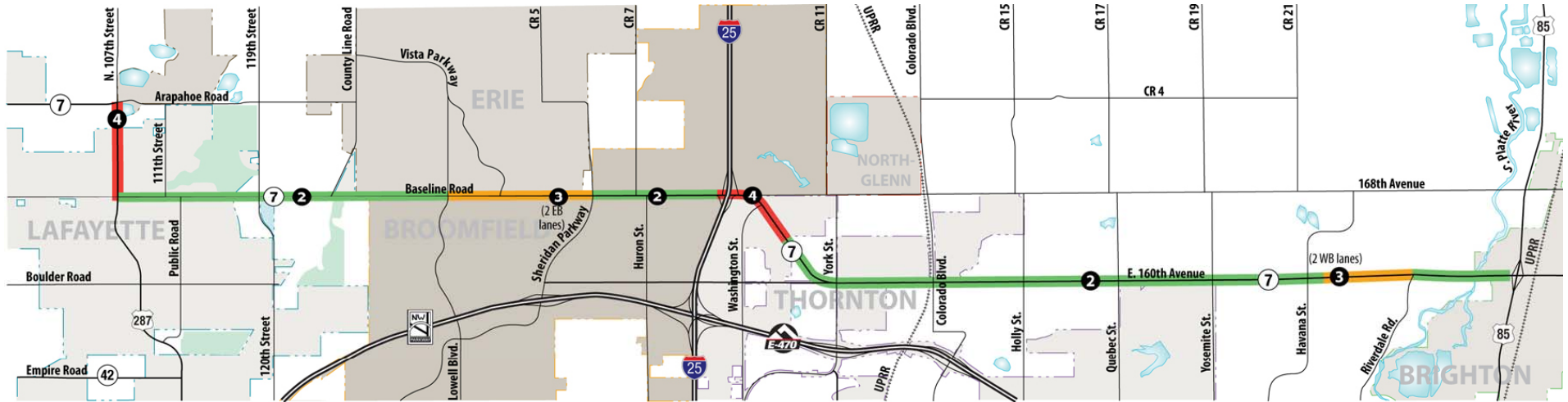
Data Collection Efforts

Transportation System







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Existing Through Travel Lanes



LEGEND

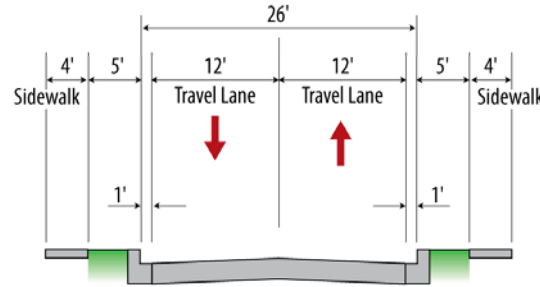
-  2 Through Travel Lanes
-  3 Through Travel Lanes
-  4 Through Travel Lanes

 NORTH



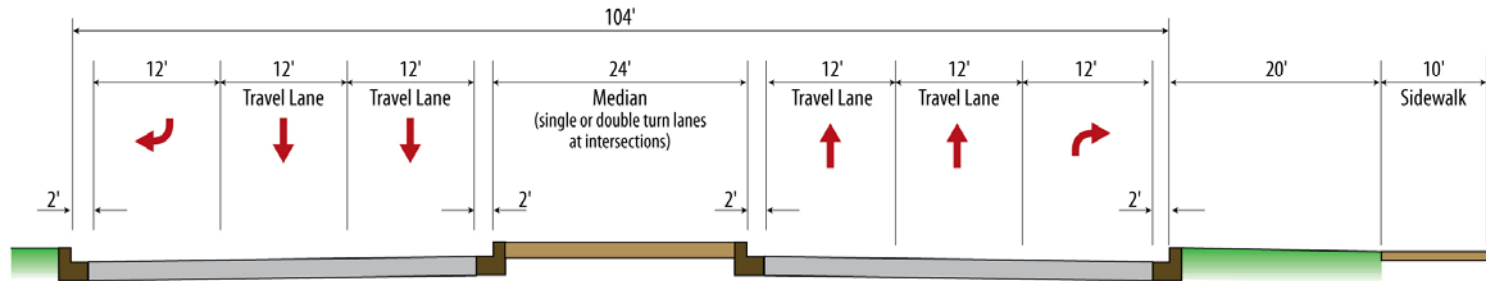
Existing Typical Cross Sections (facing east)

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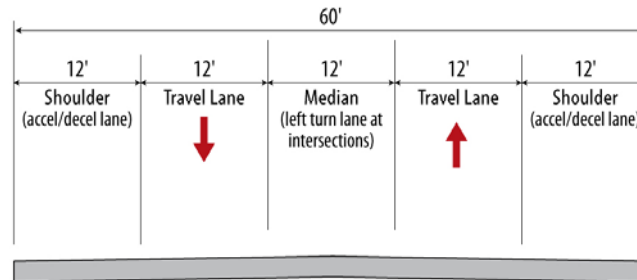
- No median / left turn lanes
- Constrained ROW
- Narrow sidewalks

SH7: Public Road to Burlington Avenue



SH 7: I-25 to 166th Avenue

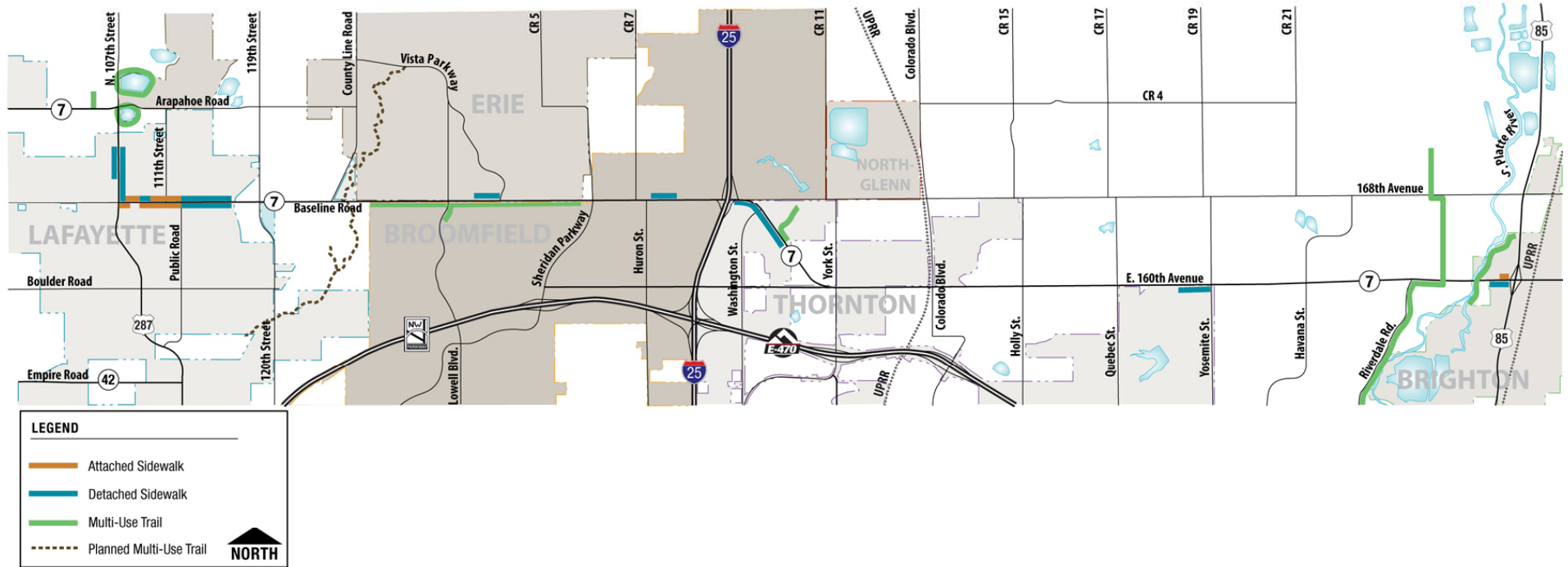
- Narrow shoulders at intersections



SH7: Yosemite Street to Havana Street and Riverdale Road to Tucson

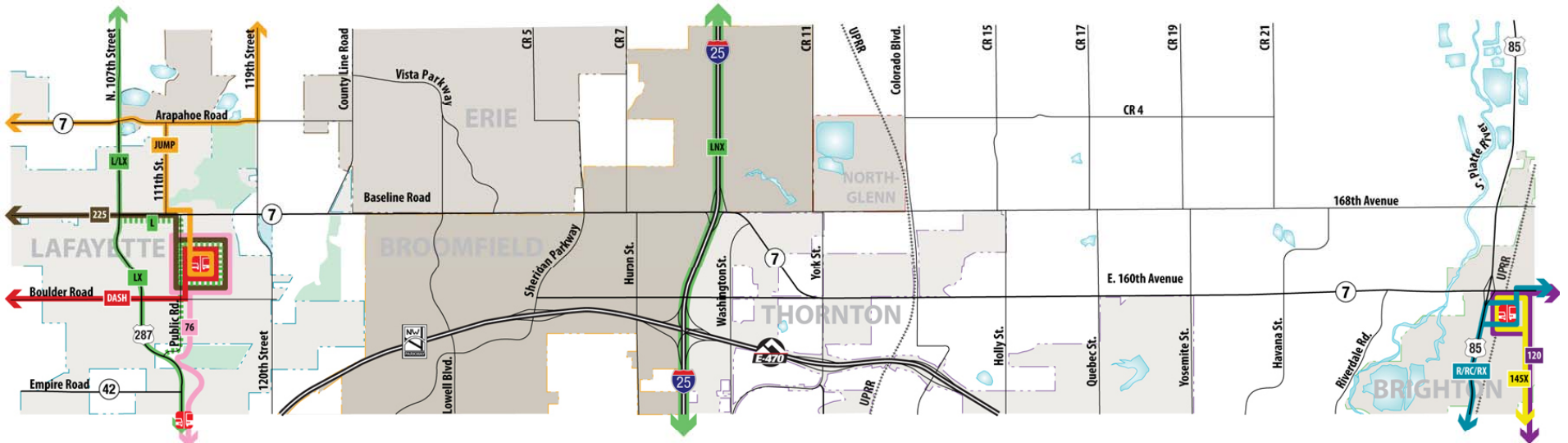
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Existing Sidewalks and Multi-Use Trails



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Existing Transit Service



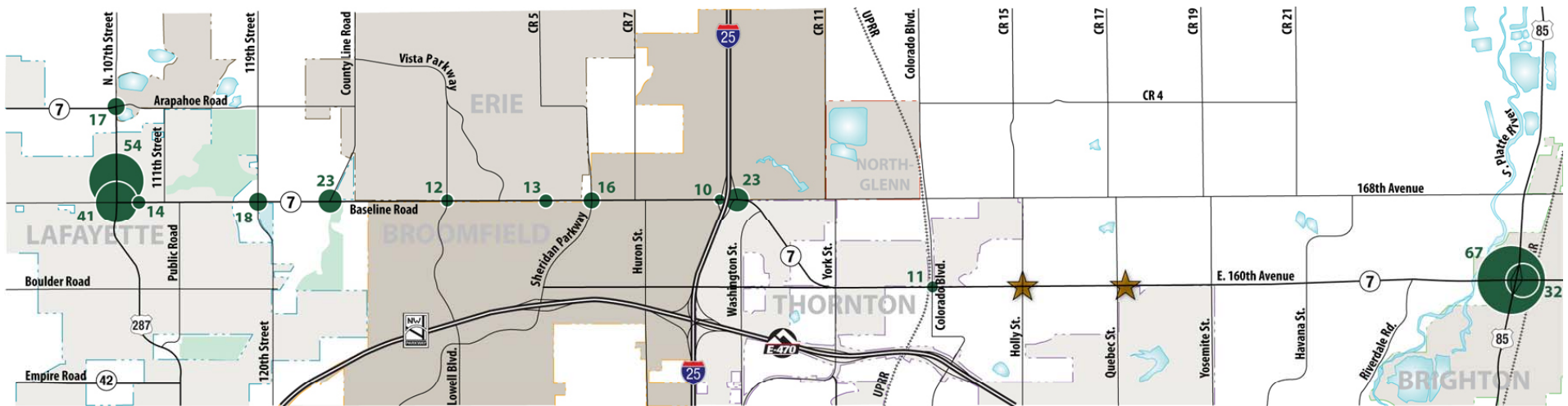
LEGEND

- park-n-Ride
- Longmont / Denver
- Brighton / Denver
- 120th Avenue / Brighton
- Brighton / DIA Express
- Boulder / Lafayette via Arapahoe / Erie
- Boulder / Lafayette via Louisville
- Boulder / Lafayette via Baseline
- Wadsworth Crosstown

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Corridor Crash History (2008-2010)



LEGEND

- Relative Number of Crashes
- XXX Number of Crashes (2008-2010)
- ★ Fatal Crash Location

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Existing and Forecasted Daily Traffic Volumes



NOTE: Based on existing planning level roadway capacities and straight-line growth between 2012 and 2035.

* CDOT 2010 count

LEGEND

- XXXX 2012 Daily Traffic Forecast (recorded January 2012)
- XXXX 2035 No Action Daily Traffic Forecast
- Currently Over Capacity
- Over Capacity in 2020
- 2035 Travel Demand Less than Existing Capacity
- Planned Roadways (DRCOG Fiscally Constrained Plan)

NORTH



Key Findings: Travel Demand Forecasts

- ◆ Highest growth in middle section
- ◆ Majority of corridor over capacity by 2020
- ◆ Over time, traffic on SH 7 will have:
 - ◆ Shorter trips
 - ◆ Origins/destinations closer to corridor
 - ◆ Higher portion of commuter trips
- ◆ Significant growth in north-south demand



SH 7 PEL

Planning Environmental Linkage Study

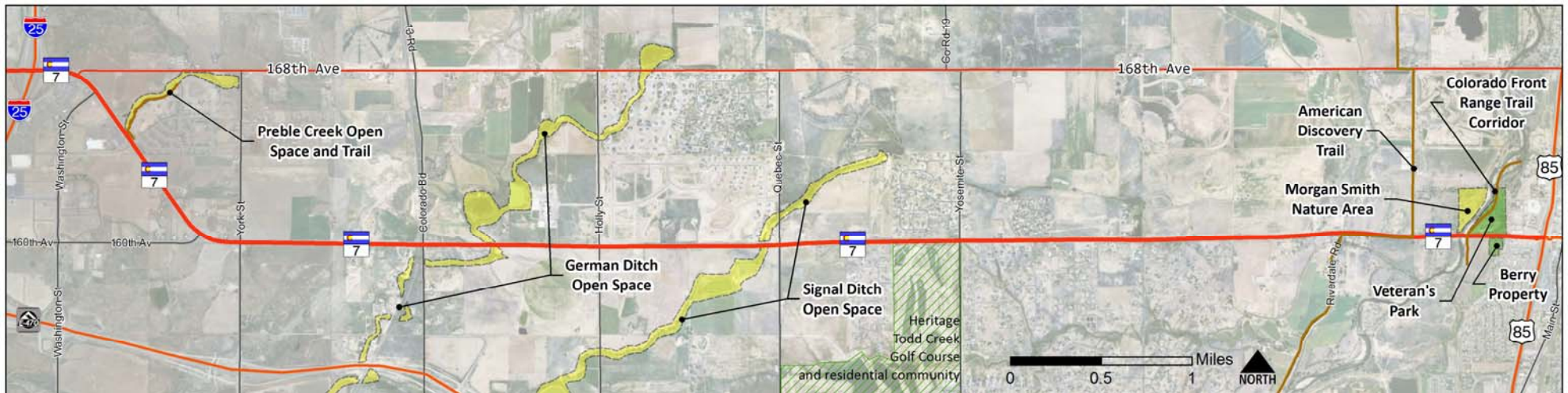
Data Collection Efforts

Environmental Overview



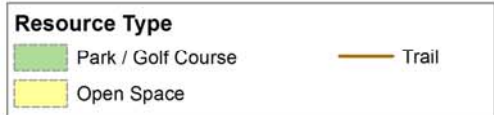
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Parks, Open Space, and Trails (East of I-25)



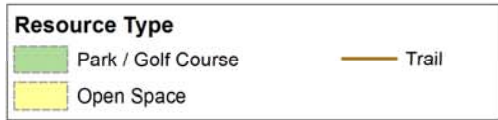
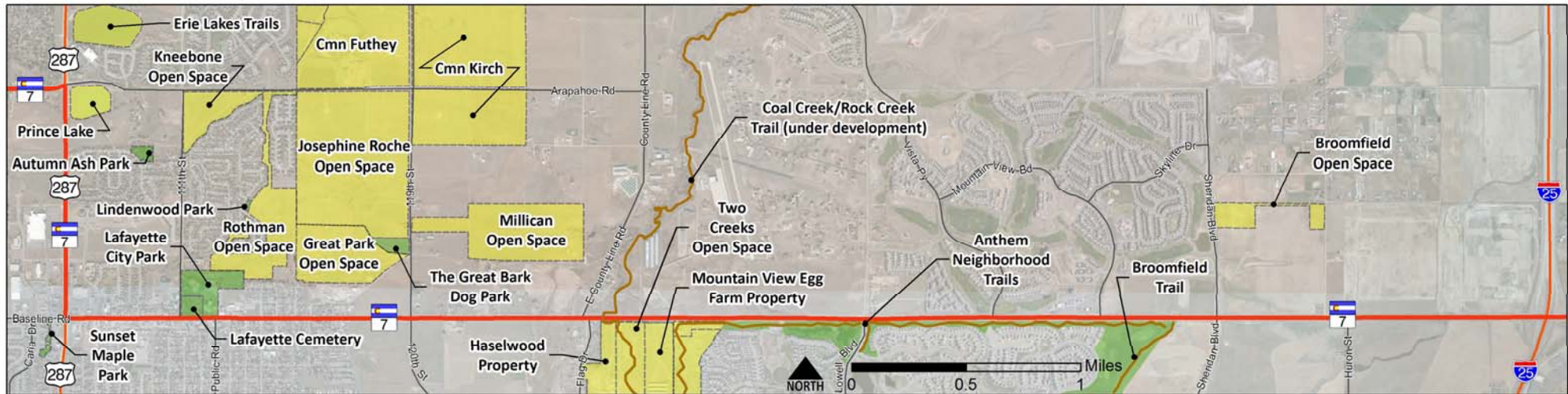
I-25 to US-85

Parks, Open Space, and Trails



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Parks, Open Space, and Trails (West of I-25)



US-287 to I-25

Parks, Open Space, and Trails



Summary of Stakeholder Interviews

Vision and Goals

- ◆ Balance regional mobility and economic development
- ◆ Reduce traffic congestion
- ◆ Advance transit solutions and multi-modal improvements
- ◆ Optimize transportation in the current footprint while minimizing impacts

Summary of Stakeholder Interviews

Issues

- ◆ Regional mobility and connectivity
- ◆ I-25/SH 7 Interchange
- ◆ SH 7 Alignment
- ◆ Multimodal Facilities/Connectivity

Summary of Stakeholder Interviews

- ◆ Do you have any comments or questions regarding the scope of this PEL?
- ◆ Do you support the issues to be addressed in this PEL as described?



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Planning Environmental Linkage Study

BREAK



Visioning Elements Breakout Sessions

- ◆ Operations
- ◆ Mobility/Access
- ◆ Design Elements
- ◆ Multimodal

Visioning Elements Breakout Sessions

Interactive Exercise:

- ◆ Visit each station and provide your input on the issues, ideas, and options
- ◆ Provide input at all four stations
- ◆ Comments at each station will be summarized at the end



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Planning Environmental Linkage Study

Visioning Elements Breakout Sessions Summary



Project Team

Roles and Responsibilities

- ◆ Provide Information
- ◆ Facilitate Communications
- ◆ Address Issues
- ◆ Develop Options
- ◆ Frame Recommendations

Technical Working Group

Roles and Responsibilities

- ◆ Active Participation
- ◆ Coordinate with Elected Officials/Respective Community/Agency
- ◆ Communicate Interests and Issues
- ◆ Be Responsive
- ◆ Participate in Problem Solving and Identifying Solutions

Operating Protocols

- ◆ Do you have any changes or modifications to the Operating Protocols?
- ◆ Will you support the SH 7 PEL Operating Protocols? Do we have agreement for moving forward?

Public Involvement Approach

- ◆ Stakeholder Interviews
- ◆ Visioning Workshop and TWG Meetings
- ◆ Small Group Meetings
- ◆ Use of Pre-existing Meetings and Communication Channels
- ◆ Corridor-wide Public Meetings
- ◆ Project Web-page
- ◆ Media Advisories
- ◆ Project Point of Contact
- ◆ Email, Mailing List and Contact Database
- ◆ CDOT Social Media

Visioning Workshop

◆ Next Steps

- ◆ Corridor Conditions Assessment Report
- ◆ Draft Goals/Purpose and Need
- ◆ Public Meeting
- ◆ PEL Study



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THANK YOU

