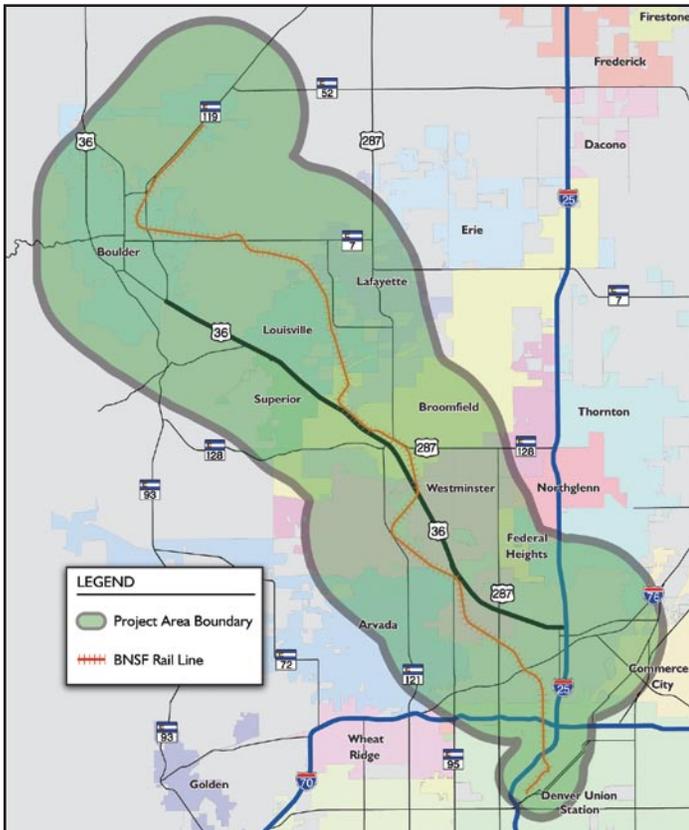


Evaluation of US 36 Transportation Packages



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).

This Update describes the sets of improvements that are currently being considered. These include four 'build' packages and a No Action alternative. The October Public Workshops will describe the packages in terms of their benefits to travel times and transit use, costs, and impacts to the human and natural environment. The US 36 EIS Project Team is now compiling this information and preparing a Draft Environmental Impact Statement (DEIS).

Come and learn more about the progress of the US 36 EIS and provide your input at the Public Workshops on October 20th, 26th, and 27th. Times and locations are on the back.

HOW CAN YOU GET INVOLVED?

1. Attend and participate in public workshops
2. Sign up for our mailing list:
 - Go to 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
5. Call the project hotline at 1-800-367-9260 to learn about upcoming meetings and project information

ONGOING PUBLIC INPUT OPPORTUNITIES

Email your comments: 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.

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 PARA INFORMACIÓN DEL PROYECTO EN ESPAÑOL Y INGLÉS.

Nosotros no vendemos su dirección a nadie.

Alternatives Evaluation Process



Since November 2003, the US 36 Project Management Team has been gathering public comment and generating environmental, planning, and engineering data about the US 36 Corridor. Growth conditions and transportation problems were evaluated for 2025, and the project Purpose and Need Statement was developed.

Using this information, the Project Team outlined project goals and objectives. Using the goals and objectives as a guide, the US 36 Project Team then defined the general and conceptual alternatives, developed criteria to evaluate the alternatives, and began the evaluation process. The development and evaluation of alternatives for the US 36 EIS has been conducted at several levels: general, conceptual and detailed alternatives.

General Alternatives consisted of a broad range of alternatives, including many of those originally defined and evaluated in previous planning studies, including the US 36 Major Investment Study (2001), plus other alternatives that were suggested during the agency and public scoping process. These alternatives were compared against the proposed Purpose and Need Statement as the initial screening step.

As a result of this evaluation, improvements along a new highway corridor and advanced guideway transit options were eliminated because, although they met the purpose and need, there were less complex alternatives that performed the same function with fewer impacts.

Conceptual Alternatives consisted of the alternatives remaining after the general alternative evaluation process. These were developed to a conceptual level of detail including capital and operating costs, ridership, engineering feasibility, facilities development, and significant environmental factors.

The US 36 EIS February Public Workshops focused on determining which alternatives to study further and which to set aside. As a result of public input and comparison to the goals and objectives, several alternatives were eliminated including light rail, regional rail along US 36, widening arterial roadways, and BRT on arterials.

Detailed Alternatives are combinations of the alternatives remaining after the conceptual alternative evaluation process. These are also called packages.

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.
- 
Regional 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.

OCTOBER UPDATE



US 36 CORRIDOR
Environmental Impact Statement

Project No. NH 0361-070

US 36 Mobility Partnership



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.

Summary Of Alternative Packages

The initial findings of the environmental, transportation and engineering evaluations have been developed. Findings for Travel Times, Transit Use, Impacts and Costs will be presented at the October Public Workshops.

Travel Times

Improving mobility between Denver and Boulder and among intermediate destinations is one of the key project purposes. To evaluate improved mobility, projected peak-hour traffic (busiest time of travel) on US 36 for 2025 under the No Action alternative was compared with projected 2025 peak-hour traffic under each of the ‘build’ packages.

Transit Use

Providing multi-modal travel options and increasing the efficiency of transit are also key objectives identified in the US 36 EIS Purpose and Need Statement. To evaluate the improvement of transit service, the number of transit users (daily ridership) was estimated before and after implementation of each alternative. All of the ‘build’ packages include new and/or improved alternatives to single-occupant vehicle use, including a number of transit options.

Impacts

Identifying potential impacts to human and natural resources is a top priority for the US 36 EIS and has been emphasized by stakeholders during the study process. Impacts to private property, businesses, parks and open space, wetlands, floodplains, riparian habitat, farmlands, historic resources, disproportionate impacts to low-income and minority populations, overall land use patterns (secondary growth), and other impacts were examined in detail.

All of the packages have been subjected to an initial design refinement process to avoid and/or minimize impacts to these resources. These refinements include using retaining walls, shifting highway and railway alignments, and moving water quality detention ponds to avoid sensitive areas. The impacts represent a “worst case” condition. Additional efforts to avoid, minimize and/or mitigate the quantity and intensity of impacts will be made based on public input and consultation with local jurisdictions and resource agencies.

Costs

Effective and efficient use of taxpayer funds is critical to the success of the US 36 Project. The estimated cost of constructing each package has been identified. These estimates do not include the cost of acquiring right-of-way from public and private parties that would be impacted by each alternative. Costs of acquisition and relocation as well as the costs of operating and maintaining each package of improvements are being developed.

The Stations

The development of station locations for transit on both the US 36 Corridor and BNSF rail corridor has been an ongoing process. The process has included each of the jurisdictions and many of the key interest groups in the corridor. Some variations in station location and size of station are still being considered. The following are candidate stations.

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

Please visit www.US36EIS.com and send us your e-mail.

HELP SAVE TAXPAYER FUNDS BY REDUCING THE NEED TO SEND PAPER COPIES.

Llame este numero de telefono para aprender más de reuniones, información del proyecto, y como participar: 1-800-367-9260.

US 36 Mobility Partnership
 c/o CDR Associates
 100 Arapahoe Ave., Suite 12
 Boulder, CO 80302



Presort Standard
 US Postage
 Paid
 Permit #711
 Boulder, CO 803

Please Join Us At One Of The Following Public Workshops

<p>Wednesday • Oct 20, 2004 Miramonte Lodge 1200 Miramonte St. BROOMFIELD 5:00 pm – 7:30 pm*</p>	<p>Tuesday • Oct 26, 2004 Millennium Hotel 1345 28th St. (Ballroom) BOULDER 5:00 pm – 7:30 pm*</p>	<p>Wednesday • Oct 27, 2004 Perl Mack Community Center 7125 Mariposa St. NORTH DENVER 5:00 pm – 7:30 pm</p>
--	--	---

Bus Routes: L Broomfield
 call-n-Ride 303-434-8989

Bus Routes:
 Stampede / Bound / Jump / J / 209

Bus Routes:
 6 / 72



<p>5:00 – 5:15</p>	<p>Welcome/Registration</p>
<p>5:15 – 6:30</p>	<p>Large Group Presentation/Q&A</p>
<p>6:30 – 7:30</p>	<p>Area-Specific Discussions/Q&A</p>

Spanish translation will be available at ALL workshops
 SE PROVEERÁ TRADUCCIÓN AL ESPAÑOL
 EN TODAS LAS JUNTAS

Need assistance due to a disability?
 Please call Meghana @ 303-442-7367
 at least 3 days in advance of the workshops.