



## APPENDIX E AGENCY COORDINATION AND PUBLIC INVOLVEMENT



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## CDOT State Highway 7 – Stakeholder Kickoff Meeting Summary

**Date:** Wednesday, December 14, 2011, 9:00 a.m. – 10:30 a.m.  
**Location:** Erie Community Center, Briggs Room, 450 Powers St., Erie, CO

### WELCOME, INTRODUCTIONS AND OPENING REMARKS

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David Kosmiski, Project Manager of the State Highway 7 Planning and Environmental Linkage (SH 7 PEL) Study from the Colorado Department of Transportation (CDOT), greeted the group and explained that CDOT is looking forward to the partnership between the local agencies, the resource agencies and CDOT in completing the SH 7 PEL.

Bob Felsburg, the SH 7 PEL Project Manager from Felsburg, Holt & Ullevig (FHU), facilitated introductions.

### PROJECT OVERVIEW

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Bob Felsburg outlined several important features of the SH 7 PEL Study, including the following:

**Future Growth Along SH 7:** Communities along SH 7 are experiencing and will experience rapid population growth. Therefore, the SH 7 PEL is a timely and important Study to effectively prepare for addressing potential growth demands.

**Diverse Study Area:** The Study area includes SH 7 between U.S. 287 in Lafayette/Boulder County and U.S. 85 in Brighton / Adams County. Segment characteristics vary throughout the corridor, as do the land uses.

**Three Principles for the SH 7 PEL:** Bob outlined the three key principles for the project: 1) to create a vision for the corridor that captures the commonalities and recognizes the unique characteristics of each community so that the jurisdictions can have cohesive plans for the future; 2) to build broad support for an implementable alternative with agency staff, elected officials and members of the public; and 3) to lay the framework for National Environmental Policy Act (NEPA) requirements throughout the Study, so that the jurisdictions have a strong foundation for a subsequent NEPA process if required for implementing strategies outlined in the PEL.

**Products of the Study:** Three key products from the Study will include 1) a Corridor Assessment Report; 2) a Purpose and Need Statement; and 3) the PEL Study Report.

### THE STATE HIGHWAY 7 PLANNING AND ENVIRONMENTAL LINKAGE STUDY

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Kevin Maddoux, Deputy Project Manager and Environmental Analysis Task Lead from FHU, explained the purpose of a PEL study and specific details about the SH 7 PEL.

A PEL study is the interim step of evaluation for a transportation need or project that has been identified in the regional transportation plan, yet has not entered formal NEPA-level analysis. The purpose of a PEL study is to perform preliminary analysis and make decisions not completed as a part of traditional regional level planning that will make NEPA level evaluation and decision making more transparent to resource agencies and the public.

PEL represents an approach to transportation decision making that considers environmental, community and economic goals early in the planning stage and carries them through project development, design and construction. This can lead to a seamless decision-making process that minimizes duplication of effort,

promotes efficient and cost-effective solutions and environmental stewardship and reduces delays in project implementation. Transportation planners, NEPA practitioners, resource agency staff and the public are involved in the PEL process.

Additionally, the PEL process is different than a Corridor Optimization Study (COS) because it takes the elements of the COS and includes more NEPA elements, so that the communities have a foundation for the NEPA process as strategies in the PEL can be implemented.

For additional information on the SH 7 PEL and the proposed schedule, please review the “SH 7 PEL Process” and the “SH 7 PEL Schedule” boards included in the December 14, 2011 Stakeholder Meeting Boards and the December 14, 2011 Stakeholder Meeting Agenda and Handout.

## **CORRIDOR CONTEXT/PREVIOUS STUDIES**

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Jenny Young, the Transportation Analysis Task Leader from FHU, explained the context of the SH 7 corridor and highlighted the different characteristics of the corridor (downtown, rural, suburban residential, commercial and sites for future development). The traffic volumes mirror these different land uses, and range from 12,000 to 20,000 vehicles per day.

Jenny also listed the previous studies that are relevant to the SH 7 PEL Study, indicating the importance for the PEL Study to be coordinated with these previous studies. Additionally, the SH 7 PEL will utilize the environmental data from these previous studies [specifically the North I-25 Environmental Impact Statement (EIS) and the RTD Fastracks North Metro EIS]. The studies include:

- SH 7, Cherryvale Road to 75<sup>th</sup> Street Environmental Analysis (CDOT)
- Boulder County Comprehensive Plan 2010
- Boulder County Transportation Master Plan – in progress
- City of Lafayette Comprehensive Plan 2003
- City of Lafayette Downtown Vision Plan 2011
- Town of Erie Comprehensive Plan 2005
- Town of Erie SH 7 Realignment Analysis
- Vista Ridge Project
- Pebble Creek Project
- North I-25 Environmental Impact Statement 2011 (CDOT)
- RTD FasTracks North Metro Environmental Impact Statement 2011 (RTD)
- Weld County Comprehensive Plan 2008
- City of Louisville Comprehensive Plan 2009
- City & County of Broomfield Comprehensive Plan 2005
- City & County of Broomfield Transportation Plan 2005
- City & County of Broomfield, Town of Erie and CDOT SH 7 Access Control Plan 2002 (amended in 2010)
- Anthem Development
- City of Westminster Comprehensive Land Use Plan Update 2008
- City of Thornton Comprehensive Plan 2007
- City of Thornton Transportation Plan 2009
- Denver Regional Council of Governments (DRCOG) 2035 Metro Vision Regional Transportation Plan
- Adams County Comprehensive Plan 2004
- City of Brighton Comprehensive Plan 2003
- Access Control Plans (Erie, Thornton and Broomfield)
- Weld/Adams County Line Crossroads Alignment Study
- North I-25 PEL Study
- York Study
- Rocky Mountain Rail Authority High-Speed Rail Study

## **EXISTING CONDITIONS/CRITICAL ISSUES**

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Jenny Young also highlighted some of the critical issues that will be addressed in the SH 7 PEL including:

- Right-of-Way constraints
- Historic constraints
- Environmental constraints
- Arterial roadways to relieve use of SH 7
- Alignment of SH 7

For additional information on the critical issues that will be addressed in the SH 7 PEL, please see the “SH 7 PEL Critical Issues” board included in the December 14, 2011 Stakeholder Meeting Boards.

## **AGENCY COORDINATION AND PUBLIC INVOLVEMENT**

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Andrea Meneghel, Public Outreach Task Leader from CDR Associates, summarized the stakeholder and public engagement process for the SH 7 PEL Study, particularly explaining the following key characteristic of the public involvement plan:

**Key Stakeholder Interviews:** Representatives from each jurisdiction and participating resource agency will be interviewed in January or February 2012 to identify goals, issues, concerns and project concepts. The objective is for each interviewee to candidly share their thoughts about the SH 7 PEL Study. Project Team members from CDR Associates and FHU will lead the interviews. CDOT staff will attend the CDOT interviews for intra-agency coordination purposes. David Kosmiski and Kirk Webb, CDOT, encouraged stakeholders to share any ideas or concerns about CDOT during the interview process, in addition to their substantive comments about the SH 7 PEL Study.

**Visioning Workshop:** In late February or early March 2012, a Visioning Workshop will be held to bring together the corridor community staffs and elected officials to understand, define and discuss commonalities and divergent viewpoints that exist. The objective of the workshop is to begin building a common vision for the SH 7 corridor and to identify the key opportunities and challenges moving forward. Additionally, the Study’s decision-making process and intended work plan will be established.

**Technical Working Group Meetings:** The corridor’s local agencies’ technical staff will serve on a Technical Working Group (TWG) to collaboratively address the Study’s issues and form recommendations. They will serve as the primary contacts for each community and recommend how and when to involve their respective elected officials around key milestones or decision points. The TWG will meet every 6-8 weeks.

**Public Meetings:** Two public meetings will be held in the corridor. One will occur at the beginning of the Study (approximately April), and a second toward the end (approximately August). The meetings will provide the broader public with the opportunity to provide feedback and input around key milestones.

**Ongoing Public Outreach:** Throughout the Study, the public will be able to learn about the project, provide comments and ask questions. A web page will be hosted on the CDOT web site, which will include information about the Study and provide contacts for questions and comments. CDR Associates (Andrea Meneghel and Joan Sabott) will serve as the key points of contact for members of the public.

**Project Team Communications & Coordination:** Local agency staff and elected officials are encouraged to contact CDR Associates for public involvement purposes or if they have general questions about the project or

process. FHU will be the contact for technical issues. Dave Kosmiski and Kirk Webb should be contacted to discuss any issues relating to CDOT.

## **SCHEDULE AND NEXT STEPS**

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Andrea Meneghel reviewed the anticipated schedule for the stakeholder and public activities for the SH 7 PEL Study. Upcoming events include:

- **Interviews** with key stakeholders will occur in January and February, 2012.
- A **Visioning Workshop** will be held in late February 2012 with stakeholders and elected officials.
- **Technical Working Group meetings** will occur every 6-8 weeks throughout the Study.
- **Public meetings** will occur at the beginning (approximately April) and end (approximately August) of the project around key milestones.
- **Ongoing public outreach** will include a CDOT hosted web page and CDR Associates team members as the point of e-mail and phone contact for the public and stakeholders.

## **STAKEHOLDER ROUNDTABLE**

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Kirk Webb, SH 7 PEL Study Deputy Project Manager from CDOT, asked stakeholders to share their thoughts, interests and concerns about the Study. The following are highlights:

### **Corridor-Wide Comments**

- **Jurisdiction-Driven Improvements:** Typically, developers initiate and drive improvements. One objective of this Study, for many stakeholders, is to “get ahead” of the developers so that jurisdictions have clear plans to provide to developers who wish to develop a project along SH 7. Many jurisdictions reiterated the value of this Study to be able to have developers implement the desired plans of the communities.
- **Understanding of the State Highway Access Code:** The Project Team and the stakeholders need to understand the benefits and limitations of the Code for this Study, so that the jurisdictions can change land use designations, and potentially the access category, to promote the types of improvements planned in the Study.
- **SH 7 Bypass:** The traffic in jurisdictions along SH 7 can become very congested. Several jurisdictions, including Boulder, Erie and Lafayette, want to address the need for and best option for a bypass of SH 7 around congested traffic areas. Lafayette experiences back-ups and congestion from downtown to Lowell Blvd. during peak hours.
- **Open Space Constraints:** Julie McKay, Boulder County, mentioned the importance of open space constraints when developing alternatives and identifying a bypass for SH 7.
- **Examination of the SH 7 Corridor West of US 287:** Julie McKay also encouraged CDOT and the other stakeholders to view this corridor holistically, including SH 7 west of US 287 because of the effects that the east and west sides of US 287 have on each other, the travel projections along the entire corridor, and the need to facilitate regional travel. Discussions among Boulder County, Erie, Lafayette, and CDOT R4 during the development of Boulder County’s Transportation Master Plan have been a useful starting point in understanding the corridor’s future needs and identifying possible approaches to meeting them. She is

hopeful that discussions with CDOT will continue to address the corridor on both sides of SH 287. Gary Behlen, Town of Erie, expressed support for Boulder County's perspective.

- **Speed Limits Along SH 7:** Gary Behlen, Town of Erie, requested that the speed limits on SH 7 be reviewed and potentially reduced. Kirk Allen and Ina Zisman, CDOT, reminded the group that, while the speed limits can be reviewed, they are constrained by federal and state laws. However, CDOT is willing to explore the issue.
- **Transit Service:** Several stakeholders mentioned the importance of assessing corridor-wide bus service from Brighton to Boulder, including the potential for express service. Support was expressed for establishing a park-n-Ride in the corridor and providing a bus connection to the FasTracks North Metro rail station.
- **Multimodal Use:** Many stakeholders are interested in addressing multimodal uses in the SH 7 PEL Study and the following points were made:
  - Randall Rutsch, City of Boulder, is interested in prioritizing the number of people traveling the corridor, rather than moving more vehicles through the corridor. He mentioned the value of such improvements as queue jumps and signal prioritization to promote multimodal use.
  - Support was expressed for the development of additional park-n-Rides, due to the at- or over-capacity use of existing p-n-R's along the corridor.
  - Gene Putman shared drawings for multimodal access and additional parking at the I-25 and SH 7 interchange with FHU, which can be distributed to the full stakeholder group.
  - Debra Baskett, City & County of Broomfield, indicated that the corridor should become a multimodal corridor that includes bike lanes, multi-use sidewalks and two-way lanes in each direction with turn pockets and landscaped medians. Debra indicated that the City and County of Broomfield is far along in developing this vision for their segment.
  - Fred Sandal, DRCOG, emphasized the importance of developing multi-modal options that involve transit given that there is an anticipation that future funding for improvements will be constrained.
  - Julie McKay agreed with the shared desire to develop SH 7 as a multimodal travel corridor, noting that this vision is consistent with Boulder County's vision for the corridor west of SH 287. She also requested that project maps also display major transit (bus, rail) service and facilities (park-n-Rides, North Metro FasTracks station, etc.) so that the multimodal features of the corridor can be easily seen.
- **Access:** There are safety concerns related to left-hand turns onto and off of SH 7, typically at private residences. As a result, speed, accidents and the potential for right in / right out turning are concerns. Jeanne Shreve, Adams County, emphasized the importance of balancing access with mobility in the Study.
- **Connectivity:** Fred Sandal, DRCOG, indicated the value of this Study in providing enhanced connectivity with the rest of the region. Connectivity is an increasingly important issue for DRCOG as it updates MetroVision.
- **Optimization of Traffic Flow:** Monica Pavlik, FHWA, would like the Study to assess operational strategies to optimize traffic flow through the corridor, including any transition that may occur at the SH 287 intersection
- **Travel Demand Modeling:** As a part of its Transportation Master Plan development, Boulder County is using DRCOG's 2035 travel demand model, which includes the extension of South Boulder Road from

120<sup>th</sup> (Lafayette) to Lowell Blvd (Broomfield) . Boulder County has completed their model runs with and without this extension to test the effects on other facilities. The SH 7 modeling needs to consider the demands on the corridor with and without the Boulder Road extension, as travel demand on SH 7 without the South Boulder Road extension will be greater. Doug Short, City of Lafayette, agreed that this is something that should be examined in the SH 7 PEL Study.

- **Sensitivity Analysis:** Several stakeholders mentioned the importance of performing a sensitivity analysis as part of the Study, to enhance modeling efforts.

### **Location-Specific Comments**

- **McWhinney Development:** Debra Baskett shared the City & County of Broomfield's disapproval of a surface parking lot at the McWhinney development, in favor of a mixed-use development with shared structured parking.
- **162<sup>nd</sup> Avenue Station/End-of-the-Line Parking on RTD FasTracks North Metro Corridor:** Bob Boot indicated that RTD continues to communicate with Terry Irwin, the developer, about a parking garage at the end-of-the-line station on the North Metro Corridor.
- **168<sup>th</sup> Avenue:** Elizabeth Relford, Weld County, and Gene Putman mentioned the importance of assessing traffic operational impacts at the intersections along 168th and reconnecting the offset intersections along 168<sup>th</sup> Avenue. There are safety concerns associated with the offset intersections on 168<sup>th</sup> Avenue, and this Study provides an opportunity to address them.
- **Flooding and Drainage Issues:** Doug Short, City of Lafayette, mentioned flooding and drainage issues that need to be considered at SH 7 and 119<sup>th</sup> Street in Lafayette during the Study.

### **Stakeholder and Public Outreach**

- **Role of Elected Officials in the SH 7 PEL Study:** Stakeholders inquired about the role of the elected officials from corridor jurisdictions in the Study. The Project Team explained that they would like ongoing input from the staff contacts for guidance as to when it is necessary and appropriate to engage the elected officials. It was requested that elected officials should be involved in the Visioning Workshop and that there should be a portion of the workshop that is focused on policy issues and focused on the interests of the elected officials. It is important that they are free to speak candidly about the Study. It is important for elected officials to understand project developments before they are announced to the public.
- **Initial Public Meeting:** It was requested that a brief outline of alternatives be presented at the first public meeting so that the public has an opportunity to react to them before the Draft SH 7 PEL Study is released. Kirk Webb indicated that the substance of this public meeting will be discussed with the stakeholders, but that the key objective is to allow an opportunity for the public to articulate their concerns, issues, desires and to understand the objective of the PEL. David Kosmiski added that this public meeting also will serve the purpose of setting expectations for the public that money is not currently available to implement the selected alternative.
- **Project Web page:** A page on the CDOT Web site will be available in January 2012, which will host project-related information. A link will be distributed to the TWG when the page is functional.

- **I-25 PEL Study and SH 7 PEL Study Joint Meeting:** Gene Putman suggested that the stakeholders for these two PEL Studies, which share a common point, hold a joint meeting to discuss the I-25/SH 7 interchange. David Kosmiski indicated that this can be arranged. Additionally, Gene has diagrams for a “Divergent Diamond Interchange” to be considered for the interchange. RTD is working with a developer to design an end of line station at I-25 and SH 7 for the North Metro line.
- **Ongoing Public Outreach:** Jeanne Shreve asked about the role of the key stakeholders in reaching out to the general public throughout the corridor. The Project Team indicated that they would provide support to the key stakeholders to engage the public throughout the project, including being available for small group meetings during the Study.
- **TWG Meetings:** The group indicated that the Erie Community Center was an acceptable location to hold its meetings throughout the Study.

#### **Materials Requested**

- **Project Maps:** Julie McKay requested that project maps also display major transit (bus, rail) service and facilities (park-n-Rides, North Metro FasTracks station, etc.) so that the multimodal features of the corridor can be easily seen.

#### **MEETING MATERIALS**

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- December 14, 2011 Stakeholders Kick-off Meeting Agenda and Handout
- December 14, 2011 Stakeholder Meeting Boards
  - SH 7 PEL Critical Issues
  - SH 7 PEL Definition
  - SH 7 PEL Previous Studies
  - SH 7 PEL Process
  - SH 7 PEL Schedule
- December 14, 2011 Stakeholder Meeting Summary

#### **MEETING ATTENDEES**

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<b>NAME</b>	<b>AFFILIATION</b>
1. Jeanne Shreve	Adams County
2. Julie McKay	Boulder County
3. Yates Oppermann	CDOT Environmental Programs Branch (EPB).
4. Dan Marcucci	CDOT Region 4
5. Karen Schneiders	CDOT Region 4
6. Ina Zisman	CDOT Region 4
7. Kirk Allen	CDOT Region 6
8. Dan Hermann	CDOT Region 6
9. David Kosmiski	CDOT Region 6
10. Kevin Radel	CDOT Region 6

11. Brad Sheehan	CDOT Region 6
12. Kirk Webb	CDOT Region 6
13. Andrea Meneghel	CDR Associates
14. Joan Sabott	CDR Associates
15. Debra Baskett	City & County of Broomfield
16. Brian Pinkerton	City & County of Denver
17. Randall Rutsch	City of Boulder
18. Gene Putman	City of Thornton
19. Fred Sandal	Denver Regional Council of Governments (DRCOG)
20. Monica Pavlik	Federal Highway Administration (FHWA)
21. Jeff Dankenbring	Felsburg, Holt & Ullevig (FHU)
22. Bob Felsburg	FHU
23. Kevin Maddoux	FHU
24. Jenny Young	FHU
25. Bob Boot	Regional Transportation District (RTD)
26. Gary Behlen	Town of Erie
27. Elizabeth Relford	Weld County

## **CDOT State Highway 7 – Technical Working Group Meeting Summary**

**Date:** Wednesday, March 7, 2012, 9:00 a.m. – 11:00 a.m.

**Location:** Erie Community Center, Mitchell Room, 450 Powers St., Erie, CO

### **WELCOME, INTRODUCTIONS AND OPENING REMARKS**

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The Project Team greeted the group, facilitated introductions and explained that the purpose of the meeting was to review data and information gathered by the State Highway (SH) 7 Planning and Environmental Linkage (PEL) Study Project Team about the current and future conditions of SH 7.

The CDOT Project Manager thanked the attendees for participating in interviews in January and February 2012. CDOT's hope for the study is to identify mobility and access solutions for the corridor, and looks forward to working with all the Technical Working Group (TWG) members.

### **PROJECT STATUS**

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The Project Team updated the TWG on recent project activities, including the following:

**Key Stakeholder Interviews:** Fourteen interviews were conducted with the key stakeholders in the SH 7 study area. The interviews were productive and provided the SH 7 PEL Study Project Team with detailed information about each stakeholder groups' interests, issues and vision for the SH 7 corridor. The information provided in the interviews will be used throughout the study and for the upcoming Visioning Workshop.

**Data Collection:** Since the Kickoff Meeting in mid-December 2011, land use, transportation and environmental data has been gathered by the Project Team and was presented to the TWG at this meeting for its review and consideration.

### **REVIEW OF STATE HIGHWAY 7 DATA EXHIBITS**

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Land use, transportation and environmental data exhibits were presented by the Project Team. The purposes in reviewing each exhibit with the TWG were to 1) provide an opportunity for TWG members to provide feedback on each exhibit and 2) understand what data is most important to present at the April 10, 2012 Visioning Workshop and then to the public. The TWG had the following comments about the data presented:

#### **General Comments**

- Overall, the exhibits provide outstanding information. However, there is too much technical data to share at the Visioning Workshop. The TWG was asked to review the materials and to send specific comments to the Project Team regarding the most effective information to present at the Visioning Workshop.
- There was an inquiry about the SH 7 PEL Study providing the basis for reclassifying portions of SH 7 from an access control standpoint, particularly the eastern portion of the study area. It was indicated that the study could be a "starting point for a proposal" to reclassify portions of SH 7. Information would be provided to explain the reclassification process. CDOT indicated that the local jurisdictions would need to lead the process because of their familiarity with their future land use plans.
- It was requested that exhibits be labeled as "existing" or "projected" so that the elected officials understand the timeframe for each exhibit.

- Colors represented in each graphic should be distinguishable from one another. There are several exhibits where the colors used are too similar and undistinguishable from each other; for example the brown tones on Exhibit 4.

### **Exhibit-Specific Comments**

- ***Exhibit 2b: General Existing Land Uses***
  - There was an inquiry about the vacant lands represented on the exhibit. The Project Team responded that Exhibit 2b provides information about existing land use and not zoning.
- ***Exhibits 3 & 4: Household Growth/Employment Growth***
  - The floodplain should be included in these exhibits to reduce unnecessary confusion; particularly regarding the exact locations for projected household and employment growth.
  - Comments were made that these exhibits show that household growth and employment growth will occur in areas that are not zoned for these types of growth. Confusion could arise if, for example, an elected official or a member of the public sees that household growth is projected for an area zoned as commercial. Correction need to be made to avoid any confusion.
  - A question was asked about the large Transportation Analysis Zone (TAZ) on the eastern side of these two exhibits that are divided into three smaller zones, each with their own corresponding numbers that are not consistent with DRCOG zone numbers. It was requested that these smaller zones be marked with “A”, “B” and “C” so that they are consistent with DRCOG, but are distinguishable for the SH 7 PEL Study.
  - Lines parallel to E-470 and the Northwest Parkway should be removed because they are confusing.
- ***Exhibit 7: Current Access Categories***
  - The correct classification of what was labeled as “R-A Regional Highway” on the Legend is R-A Rural Highway.
- ***Exhibit 13: Existing Sidewalks and Multiuse Trails***
  - Prince Lake in Erie does not have trails around it as shown on the graphic.
- ***Exhibit 14: Pedestrian Segment Level of Service***
  - It was indicated that the Level of Service (LOS) takes into account the surface type (gravel, concrete, etc.) of the sidewalk.
- ***Exhibit 15: Bicycle Segment Level of Service***
  - The bridge at Colorado Boulevard and SH 7 is not a safe crossing location for bicyclists, which is not accurately portrayed in the LOS grade on the exhibit.
  - The picture demonstrating the A/B Level of Service (LOS) does not accurately portray an A/B LOS for SH 7, and he recommended that the picture be changed.
- ***Exhibits 14 and 15: Pedestrian Segment Level of Service/Bicycle Segment Level of Service***
  - Include pedestrian and bicycle crash data and incidents in these exhibits.
- ***Exhibits 17: Parks, Open Space and Trails***
  - Private open space needs to be depicted in addition to the public open space that was identified.

- The Heritage Todd Creek Golf Course area depicted on the exhibit as a park/golf course includes some land designated as residential.
- **Exhibits 18: Hazardous Materials**
  - Several comments were made that the addresses are incorrect. The Project Team will work with the jurisdictions to correct these addresses.
- **Exhibits 19: Previously Identified Historic Sites and Properties Exceeding 45 Years of Age**
  - A privately-owned property near York Street is a historic site. Federal Highway Administration (FHWA) explained that private land owners are not required to follow Section 106 for historic sites/properties. RTD suggested that this exhibit should include the guidelines for how the SH 7 PEL defines or identifies resources as historic.
- **Exhibits 21: Wildlife Corridors Threatened and Endangered Species**
  - The Erie Airport approach zone needs to be depicted in the exhibit.

#### **Requested Information**

- Several TWG members requested a transit map that includes existing bus routes and major facilities such as park-n-Rides as an exhibit for the Visioning Workshop. This exhibit also should include future transit (rail, bus) facilities that are identified on local and regional plans. Several TWG members commented that a transit-related exhibit will portray a compelling story about the transit deficiencies in the study area.
- It was suggested that the RTD FasTracks North Metro Line be shown on applicable maps with a dashed line and stars or some indicator for station areas. In general, project maps should display existing and future major transit (bus, rail) service and facilities (park-n-Rides, North Metro FasTracks station, etc.) so that the multimodal features of the corridor can be easily seen.
- TWG members requested an exhibit depicting projected changes in travel patterns for the Visioning Workshop, including for other roadways such as E-470.
- If the Project Team is going to present travel demand forecasting (modeling) at the Visioning Workshop, TWG members need to receive it beforehand with enough time to review the information with their elected officials.
- After reviewing the SH 7 Corridor crash patterns, an inquiry was made about how these crash patterns compare to the state average. They suggested it would be helpful to include that comparison. The Project Team can provide this information by obtaining CDOT and local jurisdiction accident data. If that information is provided it can be made available for the Visioning Workshop. Identifying accident “hot spots” would be helpful as well.
- Graphics should be combined to create one exhibit which shows oil and gas resources and permitted areas in the corridor with the TAZs. The density of the oil and gas formations should be shown as well. The City of Lafayette indicated that they could provide assistance to the Project Team in developing this exhibit.

#### **TWG Review and Additional Comments Requested**

The TWG members were encouraged to review the materials and to provide additional comments to the Project Team on the exhibits, so that the team is preparing the most appropriate and necessary information for the Visioning Workshop. Comments and feedback were requested to be sent to CDR Associates by March 16<sup>th</sup>. The Project Team stated they would send out an email to the TWG with instructions for providing that input.

## **DRAFT CORRIDOR ASSESSMENT REPORT OUTLINE**

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The Project Team reminded the TWG to review the Draft Corridor Conditions Assessment Report Outline that was distributed electronically and to provide comments by Friday, March 16<sup>th</sup>.

## **AGENCY COORDINATION AND PUBLIC INVOLVEMENT**

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The Project Team updated the TWG on agency coordination and public involvement activities and requested the TWG's input and feedback to ensure understanding and agreement on the following draft documents that were provided.

**Stakeholder Interview Summaries:** Stakeholder interviews were held with each party represented in the TWG in January and February 2012. Individual interview summaries were distributed to the respective interviewee, who confirmed that they were heard correctly and provided any additional comments or input they had. An overall interview summary was compiled from the individual reports and distributed to the TWG electronically. The TWG was asked to review the overall summary and to provide comments to Andrea Meneghel by Friday, March 16<sup>th</sup>. The Project Team also suggested that TWG members distribute the general interview summary to their elected officials as an informational resource to prepare for the Visioning Workshop.

**TWG Operating Protocols:** The TWG Operating Protocols which clearly outline members' roles and responsibilities was distributed electronically to the TWG members for review. Comments or questions on the Operating Protocols were requested to be sent to Andrea Meneghel by Friday, March 16. The Project Team communicated that they would be seeking TWG agreement and approval at the Visioning Workshop.

**TWG Work Plan:** The Project Team presented the proposed Work Plan and schedule which includes the proposed dates for TWG meetings, the Visioning Workshop and public meetings throughout the study. TWG meetings are proposed to be held at the Erie Community Center on Wednesday mornings from 9:00 a.m. – 11:00 a.m. TWG comments were requested on the Work Plan and are due to Andrea Meneghel by Friday, March 16. Additionally, TWG should contact Andrea if they have potential meeting venues for the public meetings that are tentatively set for June and October 2012.

**Visioning Workshop:** The Visioning Workshop for the SH 7 PEL Study will be held on April 10, 2012 (9:00 a.m. – 12:00 p.m.). The Visioning Workshop is an opportunity for the corridor communities to discuss the future vision for the SH 7 Corridor. It also will provide the opportunity for the Project Team to collect input from the communities to develop the study's Purpose and Need statement. Elected officials are invited to attend. TWG members will serve as the conduit of workshop-related information between the SH 7 PEL Study Project Team and their elected officials. TWG members are encouraged to make their elected officials aware of the Visioning Workshop and to distribute key documents to them including the agenda, the overall interview summary and other key information. Material which is too large to distribute electronically will be made available at the meeting. Finally, TWG members should contact the Project Team if there is specific information that would be helpful to discuss at the Visioning Workshop or to focus on for breakout sessions.

**Information Sharing:** The Project Team explained how TWG members can access information and share data files related to the SH 7 PEL Study by using BaseCamp. It is a resource for TWG members to utilize throughout the project. A handout with directions for using BaseCamp was distributed to the TWG.

## NEXT STEPS

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The Project Team reviewed the anticipated next steps for the SH 7 PEL Study. The next steps include:

- **Comments** from TWG Members on the following by Friday, March 16 to Andrea Meneghel ([ameneghel@mediate.org](mailto:ameneghel@mediate.org)):
  - Individual Interview Summary
  - General Interview Summary
  - Proposed Work Plan
  - Operating Protocols
  - Corridor Conditions Assessment Report Outline
  - Exhibits/Data for the Visioning Workshop
- **SH 7 PEL Visioning Workshop**, April 10, 2012
- Development of the **Draft Purpose and Need Statement**
- Development of the **Draft Corridor Conditions Assessment Report**

## MEETING MATERIALS

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- March 7, 2012 Technical Working Group Meeting Agenda
- March 7, 2012 Technical Working Group Meeting Presentation
- March 7, 2012 Technical Working Group Handouts
  - Exhibits
  - Work Plan Schedule
  - BaseCamp – Data Sharing

## MEETING ATTENDEES

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	<b>NAME</b>	<b>AFFILIATION</b>
1.	Jeanne Shreve	Adams County
2.	Arleen Taniwaki	ArLand
3.	Jim Hanson	Atkins North America
4.	Julie McKay	Boulder County
5.	Cathy Cole	CDOT Division of Transportation Development (DTD)
6.	Karen Schneiders	CDOT Region 4
7.	Kirk Allen	CDOT Region 6
8.	Dan Herrmann	CDOT Region 6
9.	David Kosmiski	CDOT Region 6
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17. Debra Baskett	City & County of Broomfield
18. Tom Schomer	City & County of Broomfield
19. Michael Sutherland	City & County of Broomfield
20. Randall Rutsch	City of Boulder
21. Annette Marquez	City of Brighton
22. Doug Short	City of Lafayette
23. Gene Putman	City of Thornton
24. Fred Sandal	Denver Regional Council of Governments (DRCOG)
25. Monica Pavlik	Federal Highway Administration (FHWA)
26. Bob Felsburg	Felsburg, Holt & Ullevig (FHU)
27. Kevin Maddoux	FHU
28. Jenny Young	FHU
29. Bob Boot	Regional Transportation District (RTD)
30. Doug Monroe	RTD
31. Gary Behlen	Town of Erie
32. Elizabeth Relford	Weld County

**STAKEHOLDER INTERVIEWS SUMMARY**  
**FOR**  
**STATE HIGHWAY 7 (SH 7)**  
**PLANNING ENVIRONMENTAL LINKAGE (PEL) STUDY**

**CDOT PROJECT NO. STA 007A-012 (16725)**

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FHU Reference No. 11-178-01

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## 1.0 INTRODUCTION

In January and February 2012, interviews were conducted with key stakeholders of the State Highway 7 (SH 7) corridor to understand the goals, issues and desired outcomes for the Planning and Environmental Linkage (PEL) study. Interviews were conducted by members of the project team from Felsburg Holt and Ullevig (FHU), and CDR Associates (CDR). The input received informed the project team for visioning efforts and the development of the Agency Coordination and Public Outreach Plan.

While individual interview reports have been drafted and are available, this report summarizes the overall findings, themes, input and areas of emphasis from the interviews with representatives of the following entities:

- ▶ Colorado Department of Transportation (CDOT) Region 4 and Region 6
- ▶ Denver Regional Council of Governments (DRCOG)
- ▶ Federal Highway Administration (FHWA)
- ▶ Regional Transportation District (RTD)
- ▶ Adams County
- ▶ Boulder County
- ▶ Weld County
- ▶ City of Boulder
- ▶ City of Brighton
- ▶ City and County of Broomfield
- ▶ Town of Erie
- ▶ City of Lafayette
- ▶ City of Thornton

The input received during the interview process is organized in this report into the following categories:

### 1.1 *SH 7 PEL Study Area*

**Understanding of the Study Area:** The SH 7 PEL study corridor extends east-west from the US Highway 85 (US 85)/SH 7 intersection in Brighton to the US Highway 287 (US 287)/SH 7/Arapahoe Road intersection in Lafayette. Segment characteristics vary throughout the SH 7 corridor, as do the land use designations. Corridor land use patterns include downtown, rural, suburban, commercial and sites for future commercial development. Transportation facilities include a two to four-lane roadway between US 85 and US 287 with a variety of bus transit and bicycle and pedestrian facilities.

The SH 7 corridor is located in the northern area of the DRCOG region and will have an end-of-line station for the RTD FasTracks North Metro line.

This study should determine whether SH 7 is to become a major east/west regional arterial corridor or if it should primarily focus on providing local service and access. Because it connects major communities (including two of the region's free-standing communities: Boulder and Brighton), the study should identify what will need to be done if it is to become a major regional corridor.

**Extending the Study Area to Examine the Entire Travel Corridor:** When CDOT developed the Scope of Work for the SH 7 PEL, Boulder County requested that the western boundary of the study area be extended to 75<sup>th</sup> Street, where the SH 7 (Cherryvale-75<sup>th</sup> St.) Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) ended. There has been agreement that the SH 7 PEL project team will analyze how each alternative for the US 287 to US 85 segment would affect the existing and future transportation system between US 287 and 75<sup>th</sup> Street and how well each alternative would fit with the vision for this segment.

**Expectations and Outcomes of the PEL Study:** The SH 7 PEL will be very useful as a reference for understanding the corridor conditions and development plans because there is a need for active management plans throughout the corridor. It will provide clarity about how communities plan to develop and what areas are identified for growth.

This PEL provides the opportunity to conceptualize possible future improvements without committing to any one alternative for implementation. The study should not identify a single proposed action or corridor-wide solution, rather there should be an effort to identify the areas that are developing and what improvements can be made in those areas. Those improvements can then be prioritized, phased and implemented as funding allows.

## 2.0 VISIONS AND GOALS

This section summarizes the vision and goals of the communities along the SH 7 corridor geographically from east to west, not in any prioritized order of importance.

### 2.1 *Eastern Segment Communities*

**City of Brighton:** While the segment of SH 7 going through downtown east of the project study area will continue to be designated for commercial use, the area west of US 85 could go from agriculture use to commercial uses as Brighton's growth boundary goes west to Yosemite Street. The City of Brighton sees the SH 7 corridor becoming more of a commercial corridor that would have the ability to accommodate future Bus Rapid Transit (BRT) or rail service.

**City of Thornton:** The City of Thornton supports increasing safety, identifying accesses, improving mobility, providing transit service the length of the corridor and promoting development in the areas of the Interstate 25 (I-25)/SH 7 interchange as well as near the end of line RTD FasTracks North Metro station. The City has developed a proposed access plan for the area in the vicinity of SH 7's reverse curves to improve mobility, increase safety and provide accesses. An evaluation of a diverging diamond interchange design, an RTD park-n-Ride and bicycle/pedestrian facilities should be included when considering improvements for the I25/SH7 interchange. The area around the North Metro station is planned to accommodate mixed use development and access to E-470. The SH 7/Colorado Boulevard intersection has been redesigned and the City has developed a design for the needed railroad, roadway, bicycle and pedestrian facilities for the Union Pacific Railroad (UPRR) crossing in this area. It is important for CDOT to discuss the classification of the SH 7 with stakeholders. SH 7 is becoming an urban corridor, and a reclassification of the access category should be considered. CDOT can help define the vision by discussing the categorization of the corridor and looking for stakeholder agreement about what that is. If the corridor communities and CDOT can reach consensus on that classification, then it will be helpful for providing guidance to developers.

**Adams County:** SH 7 is a key east/west connection from I-25 to US 85 and Interstate 76 (I-76). It will be a challenge to balance the needs associated with it serving regional mobility and those associated with it becoming a commercial corridor. Corridor preservation should be a key goal. There should also be a balance in providing benefits to both the segments east and west of I-25. Providing transit service throughout the entire length of the corridor is a priority.

**Weld County:** The area along SH 7 between I-25 and U.S. 85 is anticipated to experience primarily residential growth. To be more informed for when that happens, this study should identify all the corridor issues so that all the communities have a common understanding of what is being experienced throughout the corridor and begin to problem solve together. The interface and relationship between SH 7 and adjacent regional facilities such as 168<sup>th</sup> Avenue and the Northwest Parkway should be examined as well as how to establish policies or principles for access control.

## **2.2** *Mid-Corridor Communities*

**City and County of Broomfield:** The City and County of Broomfield considers the SH 7 corridor as a key growth corridor and an area where a significant amount of development is planned. Broomfield has done an extensive amount of land use and conceptual planning for its segment of SH 7, especially the area around the I-25/SH 7 interchange. It is an area where Broomfield sees a majority of its population growth taking place, as there are high-density mixed-use development projects already approved along SH 7. This corridor is considered the main transportation corridor connecting the community to I-25 and the RTD FasTracks North Metro line, and Broomfield would like to see the type of multimodal improvements made that will support its plans.

**Town of Erie:** The Town is promoting development along County Line Road and looking to serve that development with a realigned SH 7. A realignment option is preferred that creates a gateway to Erie, providing opportunities to promote development and access to its airport. Erie would also be looking to improve regional connectivity from Erie to its neighboring communities and to I-25 while minimizing impacts to residential areas and open space.

**City of Lafayette:** SH 7 traffic impacts in downtown Lafayette are a major issue for the community. The City would like to explore a range of options for realigning SH 7 that are responsive to the shared goals of Lafayette and Erie and that could have additional corridor-wide benefits. Lafayette's goals are to ease the impacts on the old town and residential areas by reducing congestion and the number of trucks that drive through town, increasing safety - especially in front of Pioneer Elementary School and make the downtown more pedestrian friendly. Downtown Lafayette experiences a mix of destination and pass-through traffic and the City is focused on promoting economic development within its downtown core and would like to maintain the 'old town' character and attract visitors from SH 7.

## **2.3** *West End Communities*

**City of Boulder:** It is important to address congestion by increasing person carrying capacity and identifying strategic investments that will allow all travel modes to operate within the corridor. The City of Boulder is concerned that by comprehensively widening the corridor and adding more lanes for single occupancy vehicles (SOVs) will result in more vehicles coming into Boulder and creating problems for Boulder's transportation system. The City suggested that identifying improvements to optimize the existing transportation system with minimum investment would be the best value for CDOT. It is important for the PEL to focus on the congested areas of the corridor and safety issues.

**Boulder County:** Boulder County has made the decision to focus on SH 7 as the main east/west multimodal connection from Boulder to its communities in the eastern part of the county, I-25, and beyond. Transit improvements are a priority in addition to widening the shoulders and looking at Transportation Demand Management (TDM) strategies. It is important to understand how future improvements on both sides of US 287 will work together to serve the entire east-west travel-shed. The County is in favor of future improvements in its segment primarily occurring within the current footprint, rather than through the addition of general purpose lanes or other type of improvement that would require major widening.

## **2.4** *Government Agencies*

**CDOT:** CDOT's goal is to maintain SH 7 as a viable east/west corridor for regional mobility from Brighton to Boulder and to develop a plan that is aligned with community goals and responsive to addressing and balancing the different corridor needs. The PEL study will conceptually define where planned development will occur and will serve as an effective tool for permitting access. CDOT also plans to evaluate alternatives for the I-25/SH 7 interchange and determine what option is preferred by the communities if SH 7 is to be realigned between Erie and Lafayette.

**FHWA:** FHWA supports identifying and defining the goals of each community along the corridor to understand how SH 7 helps meet those goals. It is good to have a conceptual understanding of the corridor conditions and the vision because there is a need for active management plans throughout the corridor. An approach should be taken to understand what the communities envision, what areas are developing and what improvements can be made in those areas. PELs provide the opportunity to conceptualize possible future improvements without committing to any one alternative for implementation. Improvements can then be prioritized, phased and implemented as funding allows.

**RTD:** The relationship and connectivity of SH 7 to the RTD FasTracks North Metro end of line station is important to RTD as well as how RTD service along SH 7 will integrate with I-25. RTD would like to identify what type of service is needed throughout the corridor and what the potential is for developing capacity improvements and providing service to the eastern segment where it currently does not exist.

**DRCOG:** DRCOG's current long range regional planning through 2035 will be revised with DRCOG's new 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) anticipated to be adopted in late 2014. The process of redefining transportation improvements according to available funding for the Fiscally Constrained 2040 Regional Transportation Plan will occur in 2013. Thus, what the local agencies and CDOT recommend and support in the PEL will be input that is considered as the 2040 MVRTP evolves.

## **3.0** **ISSUES**

### **3.1** *Regional Mobility and Connectivity*

Regional mobility and connectivity is important to acknowledge within the SH 7 corridor. Throughout the stakeholder interviews comments were made about analyzing and understanding the role of SH 7 and the relationship to other regional facilities. The following points were made about the connectivity to the following facilities:

**RTD FasTracks North Metro and Northwest Rail Corridors:** The study should consider how SH 7 will integrate with the RTD FasTracks corridors being planned in the region.

- ▶ A significant amount of analysis and planning has been done around the RTD FasTracks North Metro and its end of line station by RTD in the North Metro Corridor EIS and by City of Thornton which has developed concept plans for a combined station with the

proposed Rocky Mountain Rail Authority line. Planning has also been done that defines the planned improvements that will be included with the station build-out, plans for adjacent land use and proposed bus routes that will serve the station.

- ▶ Currently there are decisions being made about the future of the Northwest Rail (NWR) corridor that could impact SH 7. One of the options being considered removes NWR from the FasTracks system, replacing it with expanded BRT service with some routes being proposed along the US 287 and SH 7 corridors (RTD will be making a decision in March 2012 about the delivery of NWR).

**Colorado Boulevard:** It is anticipated that Colorado Boulevard will become a major north/south corridor. The SH 7 /Colorado Boulevard intersection has been redesigned to realign Colorado Boulevard to the east and Thornton has developed a conceptual design for the needed railroad, roadway, bicycle and pedestrian facilities for the UPRR crossing in this area. DRCOG has designated this area as an urban center to accommodate mixed use development.

**Northwest Parkway (E-470):** The PEL should explore the relationship between SH 7 and the Northwest Parkway and consider if a future connection could be made; or the impacts upon SH 7 if a future connection is made from the Northwest Parkway to South Boulder Road. Also, from an environmental justice perspective, there needs to be an east/west corridor in the northeast metro region that is an alternative to the tolling on E-470.

**168<sup>th</sup> Avenue:** This study should examine the long-term potential of 168<sup>th</sup> Avenue and the option of it becoming an alternative to SH 7 for regional travel. It presently has an interchange at I-76. Currently, 168<sup>th</sup> Avenue is not designated or designed to serve that function and is believed to provide more issues and challenges than benefits for diverting traffic off of SH 7. However, it needs to be improved; safety is a concern because of multiple offset intersections. Intersection improvements have been considered in The Crossroads study.

**US 85 and I-76:** Connections should be analyzed to US 85 and I-76. The City of Brighton has been strongly advocating for future development of a FasTracks (NexTracks) connection along US 85 or some transit service connecting Brighton to the end-of-line North Metro station. The SH 7/I-76 interchange will be redeveloped and CDOT should consider what effect that will have between I-76 and US 85.

**Baseline Road and Arapahoe Road in Boulder/Boulder County:** The study should evaluate how travelers are using SH 7 in relationship to continuing west on Baseline Road into Boulder and where the vehicles that are using SH 7 (Arapahoe Road) are coming from.

### **3.2 I-25/SH 7 Interchange**

There needs to be a coordinated effort between the SH 7 PEL and the North I-25 PEL to address improvements at this interchange. The project team is aware of the Diverging Diamond Interchange concept that is being proposed by City of Thornton and believes one of the benefits would be the elimination of the left turn lanes. The project team will evaluate the interchange concept in addition to other alternatives. The design provides increased space for transit facilities and for through travel lanes given that it eliminates the need for left turn storage.

Additionally it eliminates the need for the cloverleaf interchange included in the North I-25 EIS and makes land available that would otherwise be used for a loop ramp.

- ▶ The City and County of Broomfield is planning a high-density mixed use development at the I-25/SH 7 interchange. The northeast quadrant will be primarily residential development. There is a planned park-n-Ride included in the long range plan for the I-25/SH 7 interchange, and Broomfield is opposed to surface parking. Broomfield favors structured parking or shared RTD parking with adjacent development.
- ▶ Because the SH 7 PEL will be evaluating what improvements can be made at the I-25/SH 7 interchange, modeling should be combined to understand the interaction between the two facilities and how improvements to SH 7 will affect the I-25 corridor and vice versa.

### **3.3 SH 7 Alignment**

#### **3.3.1 Erie/Lafayette Bypass**

The City of Lafayette and Town of Erie are very interested in exploring realignment options for SH 7. It is important to begin the conversation within this study by understanding the goals of the communities involved and then proceeding from there; this is the first time the communities of Erie and Lafayette are coming together to discuss the issue with Boulder County and other stakeholders.

Support was expressed for a realigned SH 7 that operates without the amount of backups, bottlenecks and congestion currently experienced. Most stakeholders commented on this issue and supported a process that would allow Lafayette, Erie and Boulder County to begin discussing what a preferred realignment or bypass option would be through their jurisdictions and then bring that conversation to the Technical Working Group (TWG). There could be solutions which offer the local agencies incentives for taking parts of SH 7 off the CDOT system.

**City of Lafayette:** The City of Lafayette is willing to consider a range of options for realigning SH 7. The City encouraged bringing together Lafayette, Erie and Boulder County to discuss the issue first and then to have a broader conversation with the rest of the corridor communities. It was suggested that options be developed that are responsive to shared goals of Lafayette and Erie and that could have additional corridor-wide benefits. The traffic impact that SH 7 has had on downtown Lafayette has been an issue for the community. The City of Lafayette Comprehensive Plan recommends the realignment of SH 7 in order to reduce the impacts of traffic through town, especially safety concerns in front of Pioneer Elementary School at Public Rd and Baseline Road. A realignment was also recommended in order to achieve other community goals in the Comprehensive Plan such as making the downtown more pedestrian friendly, reducing the number of trucks in town, increasing safety, reducing congestion and easing the impacts on the old town and residential areas. The City of Lafayette supports a bypass which is not too far east from its downtown and still maintains a connection to SH 7 to attract visitors and pass-through traffic to its downtown core in order to promote economic development. Some natural distribution of traffic is desirable.

**Town of Erie:** Erie would like to see a realignment option that creates an aesthetically pleasing “front door” to Erie and avoids the wastewater treatment plant. Future development opportunities where intersections can be created are regarded as key drivers for the bypass alignment. A realigned SH 7 should create links to the Erie airport and minimize impacts to Boulder County Open Space.

**Open Space Impacts:** It will be important to analyze the opportunities and constraints of realigning SH 7 and the impacts that doing so would have upon Boulder County Open Space properties. It is important to identify not only the impacts to Open Space but also what possibilities exist to address those impacts and the potential mobility benefits that improving SH 7 would offer.

### **3.3.2 SH 7 Re-Designation along 168<sup>th</sup> Avenue**

This study should examine the option of 168<sup>th</sup> Avenue becoming a bypass of downtown Brighton for regional travel to I-76. The study should evaluate what traffic impacts SH 7 would have through Brighton with the planned interchange at I-76/Bridge Street (formerly SH 7) if SH 7 were to maintain its current alignment or if it were to be aligned north of town along 168<sup>th</sup> Avenue.

### **3.3.3 Questions to Consider During the Study**

- ▶ What is understood to be the benefits from other realignments and bypasses that have been implemented (as it relates to a potential realignment of SH 7)?
- ▶ What did the Berthoud bypass resolve? Was it worth the financial investment? Were there travel time savings achieved and was the money spent to conduct the study and build the bypass worth the time savings?
- ▶ What would realignments do to future transit routes? Would transit follow the realignments or an adjacent roadway or facility?

## **3.4 *Multimodal Facilities/Connectivity***

### **3.4.1 Transit**

Multimodal needs will increase as the communities grow. There is a high demand throughout the corridor for transit improvements and establishing corridor wide service because of the connection to I-25 and the impending arrival of the RTD FasTracks North Metro line. The corridor communities support establishing transit service in this corridor to improve east/west mobility. The goal is to get more people through the corridor without increasing congestion or the number of vehicles. All stakeholders expressed a strong desire for the PEL to examine multimodal solutions that prioritize transit elements.

The following bullets reflect the input collected and specific points regarding transit service:

- ▶ When examining the cross sections of the corridor, the TWG should do so with consideration for establishing bus service along the entire length of the corridor and should provide for the types of facilities that can serve multimodal needs, such as a landscaped median that could someday accommodate BRT or bicycle and pedestrian facilities on the sides (10 feet wide).
- ▶ Development around the I-25/SH 7 interchange was planned with the anticipation that there would be BRT service using managed lanes on I-25 and transit service to and from the RTD FasTracks North Metro corridor end-of-line station. Communities are supportive of a park-n-Ride at the I-25/SH 7 interchange to account for the high demand that will exist once North Metro opens.
- ▶ RTD Service Planning will be working with the communities over the next year or two to define transit needs, conduct origin/destination studies, collect data for determining population density and to address infrastructure needs responsive to near-term development. Once RTD collects that data, it will assess what type of service would make most sense, such as an Express route during morning (AM)/evening (PM) peak times only, a one-directional route, or a bi-directional route. In association with this type of service, it will also identify locations for stops and assess the need for park-n-Rides. Once RTD has made these types of decisions, it will most likely be another year or two before actually implementing a route and improvements along SH 7.
- ▶ A branded, high frequency bus service such as the Jump could be successfully extended the length of the corridor.
- ▶ Transit solutions such as bus priority lanes, bus pullouts and queue jumps are important to implement. However, this should be based on information provided by a Level of Service analysis, not by simply adding additional lanes.
- ▶ It would be helpful to implement queue jumps in addition to the type of improvements that could allow for BRT in the future. The SH 7 PEL should coordinate with Boulder County to see what types of improvements are being proposed in its Transportation Master Plan, as well as the other communities along the corridor.
- ▶ The impending decision about how to move forward with the RTD FasTracks Northwest Rail line could have an effect upon the study area because a possible alternative will operate BRT along US 287 and SH7.

### **3.4.2 Bicycle and Pedestrian Trails and Connections**

Broad support was expressed for implementing bicycle and pedestrian facilities throughout the corridor and looking for ways to link facilities and trails. The following points were made:

- ▶ SH 7 is designated as a regional bicycle corridor in DRCOG's 2035 MVRTP. Currently, there are some missing links between facilities. Communities would like bike lanes, connected bike routes and detached sidewalks throughout the corridor.
- ▶ There is a need for at-grade or grade-separated north/south bicycle and pedestrian trails and connection to be made across SH 7 throughout the entire corridor.

- ▶ There should be solutions to promote east to west bicycle and pedestrian connectivity and make connections to the North Metro station in addition to facilities such as the South Platte River trail systems or residential developments such Todd Creek or others.
- ▶ This year Boulder County will begin master planning for a Boulder-Erie regional trail that will connect to the Rock Creek and Coal Creek regional trails. There is a Rail to Trails project north of SH 7 at the confluence of South Boulder Creek and Boulder Creek that goes east along the railroad. Connections have been contemplated to other trails, but undefined. This project is a high priority for City of Boulder and Boulder County.

### **3.5 Other Issues**

**Access Issues:** Identifying and defining access throughout the corridor is one of the primary issues to address in the PEL. The following points were made during the discussions:

- ▶ It would be helpful for the PEL to determine the appropriate access category(ies) for the highway.
- ▶ Access throughout the corridor has been done through the permit process. There may be existing accesses that have never been permitted but were probably “grandfathered” in.
- ▶ There have been safety issues throughout the corridor that are related to accesses to residential areas or properties.
- ▶ CDOT needs to understand what off-system/off-highway improvements the local agencies are planning that would intersect with SH 7 and support the mobility function of the highway.
- ▶ The City of Thornton’s has developed an access plan for the area west of SH 7 and York Street (in the vicinity of the reverse curves) to increase safety and provide access to the properties that currently have approximately 11 existing access points. Two additional parcels in the area are currently planned to be developed and will have access to SH 7. Additional work is required between CDOT, Thornton, Adams County, and the affected landowners.
- ▶ Broomfield and Erie have an access control plan that has been accepted by CDOT.

**Corridor Cross-Sections:** Consistent cross sections should be defined for the corridor, including how transitions will occur from one cross section to another, between jurisdictions or when the land designation goes from rural to urban. An example of a cross-section with different types of improvements that could be applied throughout the corridor could be one that includes two through lanes, center-turn lane, bicycle lanes, detached multi-use trail/walk, improved transit, bus-only auxiliary lanes, and transit priority.

**Design Issues:** There are issues with design inconsistencies observed throughout SH 7. It will be helpful for the PEL to define design criteria to aid CDOT’s management of the transition areas where differing cross sections adjoin and to also anticipate what design will need to occur

to accommodate both current and future conditions (e.g., designing acceleration/deceleration lanes for future, lower posted speeds that are also safe for current conditions).

**Traffic and Congestion:** This study should look for solutions to the current traffic impacts throughout the corridor in addition to understanding the origins and destinations of trips being made throughout the corridor. The following points were made:

- ▶ Congestion is currently experienced in downtown Lafayette and is not only an issue for Lafayette but has caused back-ups into the neighboring communities of Erie and Broomfield. The City of Lafayette would like to divert trucks from the east out of the downtown area.
- ▶ Congestion is experienced on parallel roads such as 144th Avenue in Broomfield where east/west travelers are using it to travel between U.S. 36, U.S. 287 and I-25.
- ▶ There should be an understanding of the trips being made throughout the corridor and where the majority of origins and destinations are. It should be understood where east/west traffic is going and what can be done to improve regional mobility through Active Demand Management Strategies, operational improvements or other solutions for getting east/west travelers to destinations in ways to minimize impacts on the corridor communities while still maintaining attraction to commercial cores.

**Speed Limits:** Concern was expressed about the amount of speeding throughout the corridor. The PEL should address the varying speed limits currently in place through the corridor and look for what can be done to promote greater consistency.

**Open Space Impacts:** There will be opportunities and constraints of improving SH 7 and the impacts upon Open Space properties. It is important to identify not only the impacts to Open Space but also what possibilities exist to address those impacts and the potential mobility benefits that improving SH 7 would offer. Ownership patterns of Open Space parcels and adjacent properties should be identified to have a clear understanding of what parcels are being impacted and how they are defined as Open Space so that there is a better understanding about how the parcels can be used, for what purpose, and the benefits to mobility that could be realized in exchange to meet any identified Right of Way needs.

**Drainage and Flooding:** Drainage issues are known to exist along SH 7. The South Platte over-tops SH 7 during flood conditions, and it was indicated that there is a need to provide overflow drainage for Big Dry Creek, as it currently overflows onto SH 7. There are also flooding issues experienced in the northeast quadrant of SH 7 and York St.

### **3.6**     *Public Involvement*

The following input was provided by those interviewed about their involvement and the public process which will involve their respective constituencies. This input has been taken into

consideration and reflected in the development of the Agency Coordination and Public Outreach Plan.

### **3.6.1 Local Agency Involvement**

- ▶ CDOT planning processes that have been successful have been ones where local agencies have been involved early in the process and have confirmed their agreement with recommendations to CDOT about how to move forward. Early engagement and agreement seeking is key to having broad support for the final recommendations of the study.
- ▶ It would be helpful for CDOT to convene small group meetings to work through issues that arise and identify where stakeholders can come together to agree or what issues need additional discussion. Small group meetings between communities or with the SH 7 PEL project team can be very helpful towards reaching consensus on issues where recommendations will have to be made for the study by the TWG. It is believed that the smaller group conversations can be helpful for ensuring greater success when those issues are discussed by the larger group.
- ▶ To ensure valuable use of elected officials' time, provide clear guidance about what specific policy recommendations on which they are expected to provide input and what decisions will need to be made. Local agency staff (TWG members) will provide their respective elected officials with SH 7 PEL updates and coordinate their involvement with the project team.
- ▶ Local Agencies expect to work together with the project team to coordinate outreach activities to small groups as needed. It was requested that an equal number of small group meetings in the project team's scope be allocated among the corridor communities. Also, it would be helpful for the SH 7 PEL project team to be available to attend study sessions or City Council briefings to inform elected officials of the study as needed.
- ▶ TWG members can provide contact lists to be incorporated into the study's contact database.
- ▶ The project team should look for opportunities to coordinate its outreach with Boulder County's outreach for its TMP.

### **3.6.2 Public Input**

The following captures and summarizes what members of the public have expressed to local agency staff or elected officials as concerns:

- ▶ Residents have expressed concerns about travel times and frustration with back-ups from Public Road.
- ▶ The intersection at SH 7 and 120th Street is awful; traffic backs up south on 120th Street and east to County Line Road.
- ▶ Residents would like more bicycle/pedestrian trails and connections.

- ▶ East/west commuters have wanted SH 7 to be widened to four lanes.
- ▶ Adjacent property owners want to be kept informed and have traditionally been interested in what will become of SH 7.
- ▶ Residents along Flagg Drive. have been a very assertive and vocal group that has advocated for keeping traffic down and keeping the area as rural and undeveloped as possible. They have traditionally opposed efforts to strengthen the connection between South Boulder Road and SH 7. It is important to keep them informed of this study and be prepared to manage them as participants.

### **3.6.3 Resource Agency's Involvement**

The proposed level of involvement for resource agencies in this study is appropriate. Because this is a PEL study, the context of what will be carried out should be clearly communicated to the resource agencies interviewed.

## **CDOT State Highway 7 – Thorntonfest**

**Date:** Tuesday, April 3, 2012, 6:30 p.m.

**Location:** Lafayette City Hall, 1290 S. Public Road, Lafayette CO

### **SUMMARY**

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CDOT Project Manager David Kosmiski and Bob Felsburg of Felsburg, Holt & Ullevig presented plans for the State Highway 7 Planning Environmental Linkage Study to the Lafayette City Council and staff. They outlined the components of the study including goals, timetable, priorities and key scope elements.

### **CITY OF LAFAYETTE COMMENTS**

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The City of Lafayette's City Council members indicated that they would be discussing this project as a group and coming to consensus about the City's position on key issues such as the potential realignment of SH 7 and business accesses. Comments provided by City Council members were consistent with input that had been provided during the interview the Project Team had with the City on February 2, 2012. The City is advocating for attracting visitors to its downtown area while diverting through traffic to minimize congestion and impacts. The City is concerned about SH 7 being realigned too far to the east which would divert visitors from Lafayette.

## **CDOT State Highway 7 – Visioning Workshop Meeting Summary**

**Date:** Tuesday, April 10, 2012, 9:00 a.m. – Noon

**Location:** Lafayette Public Library, 775 W. Baseline Road, Lafayette, CO. 80026

### **WELCOME, INTRODUCTIONS, MEETING PURPOSE, AGENDA REVIEW**

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Andrea Meneghel, CDR Associates, greeted the attendees, facilitated introductions and explained that the purpose of the Visioning Workshop was to:

- To confirm the goals and desired outcomes of the State Highway 7 Planning and Environmental Linkage (SH 7 PEL) Study
- To develop a shared understanding for what is known about current and future corridor conditions
- To understand how the corridor communities currently define their vision for the SH 7 corridor
- To establish and define expectations for how the Colorado Department of Transportation (CDOT) will work with the Technical Working Group, elected officials, and general public

Dave Kosmiski, CDOT Project Manager, welcomed all attendees and explained that the Visioning Workshop is an opportunity for the corridor communities to discuss the future vision and needs for the SH 7 corridor. It allows the Project Team to collect input from the communities to develop the study's Purpose and Need statement.

Reza Akhavan, CDOT Region 6 Regional Transportation Director, and Johnny Olson, CDOT Region 4 Regional Transportation Director, thanked everyone for their attendance and expressed their support for the study and commitment to collaborate across Regions to develop a comprehensive plan for the future of SH 7.

### **PROJECT OVERVIEW**

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Bob Felsburg, Felsburg Holt & Ullevig (FHU), provided an overview of the study which included the scope, what the PEL will accomplish, a definition of the study area, project goals and schedule. Bob addressed the following points:

- A goal of the study is to lay the groundwork for anticipated National Environmental Policy Act (NEPA) studies.
- The PEL study aims to identify issues early and minimize duplication of efforts. The PEL will allow for long-term visioning beyond 2035. Collaboration and consensus building are a big part of the study in order to develop a broadly supported vision that can establish the framework for NEPA.
- The study area contains diverse cross sections with very different land use plans.
- The study includes a Corridor Conditions Assessment Report, development of a Purpose and Need statement, and a PEL/Feasibility Study. Completion of the study is slated for December 2012. The first public meetings are anticipated to be held in June 2012 to gather public input throughout the corridor.

## **SH 7 PEL DATA COLLECTION EFFORTS**

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The Project Team presented land use, transportation system and environmental data collected as part of the study to-date.

**Land Use:** Jenny Young, FHU, reviewed the level of projected household and employment growth through 2035; the Project Team plans to conduct a sensitivity analysis beyond 2035.

**Transportation System:** It was explained that cross sections vary throughout the corridor and design inconsistencies currently exist. There is not a consistent corridor-wide lane balance nor is there consistency for shoulder widths, bicycle lanes or sidewalks. Transit service exists in the west end of the study area but is not corridor-wide. Crash data were reviewed and it was noted that a high frequency of crashes occur near major intersections. The demand on the transportation system is anticipated to reach capacity by 2020 in most segments within the study area. Travel forecasts suggest that future trips will be shorter, with more trips being local rather than regional and a significant growth in north-south travel through the study area.

**Environmental:** Kevin Maddoux, FHU, presented environmental data which focused on identifying flood plains, parks and open space, historic resources, and hazardous material locations to determine potential constraints when developing alternatives.

### **Comments:**

- With the anticipation of the RTD FasTracks North Metro line, there is a strong desire to identify corridor wide transit improvements to be coordinated with its service.
- It was expressed that household and employment growth figures seemed inconsistent with anticipated travel/traffic patterns and local land use planning.

## **SUMMARY OF STAKEHOLDER INTERVIEWS**

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Andrea Meneghel described what was learned from key stakeholder interviews with the corridor communities and agencies involved in the study. The interviews resulted in identifying the goals, concerns and issues that should be addressed in the PEL study. The common vision elements, goals and issues that were identified throughout the corridor were the following:

- Identifying solutions which balance improving regional mobility and economic development.
- Reducing traffic congestion.
- Advancing transit solutions and multi-modal improvements.
- Optimizing transportation in the current footprint while minimizing impacts.

Specific issues to address include:

- Improving regional mobility and connectivity.
- Developing alternatives for the I-25/SH 7 interchange.
- Analyzing a preferred alignment for SH 7.
- Identifying opportunities for multi-modal facilities and improvements.

### **Comments:**

- Agreement and support was expressed by the TWG members that the Project Team has accurately identified the key goals to be achieved through this study and the issues that need to be addressed (as identified in the Stakeholder Interviews Summary Report).
- Improvements and decisions made in the North I-25 Environmental Impact Statement (EIS) should be recognized and carried forward for the I-25/SH 7 interchange in the SH 7 PEL.
- Safety improvements must be a part of all alternatives and a key focus of the study; especially when addressing access management.
- The Project Team was asked to be aware of how SH 7 could be impacted by issues experienced on 144<sup>th</sup> Avenue. The Project Team stated that it would be another east/west corridor that will be recognized.
- An inquiry was made about the role SH 7 will play with the other studies along the corridor, notably in light of the recent decision on RTD's Northwest Rail Corridor and potential Bus Rapid Transit (BRT) service along SH 7 west of the study area.
- It was suggested that the study consider the corridor usage and travel patterns of commuters from outside of the study area and that those users also have the opportunity to provide input.
- The importance of developing multi-modal transit options and ensuring that those options connect SH 7 and the greater metro area was emphasized. However, there was some confusion as to what extent the SH 7 PEL would define transit service and improvements. The Project Team confirmed that this study will identify what improvements are supported and can be accommodated within the corridor footprint to address long-term needs. The SH 7 PEL is intended to define the vision for the future of the corridor, and while noting the extent to which transit is needed or desired by stakeholders along the corridor is within the scope of the study, determining the means and extent of particular transit options is not. This will be accomplished through future cooperation between RTD and stakeholders. The SH 7 PEL will consider transit needs as a factor in recommending a vision for the corridor and defining long terms needs.
- An inquiry was made about exploring Bus Rapid Transit improvements along SH 7. Lee Kemp, RTD Board of Directors, explained that RTD is currently evaluating a variety of possible scenarios along the corridor as they relate to the FasTracks program. Future service levels and potential RTD investments in the corridor are dependent on the outcome of a tax increase and future ballot initiatives.
- The City of Thornton raised the issue about addressing SH 7's functional classification and access categorization.

### **VISION ELEMENTS / BREAKOUT SESSIONS**

The attendees were divided into four separate groups for discussion purposes at topic-specific stations. Each station was hosted by members of the Project Team. Groups visited each station and provided input to the Project Team on the station's topic area. At the end of the exercise a report-back was provided by the CDOT staff or Project Team member that served as station hosts.

#### **Access/Mobility Balance – What is the purpose and function of SH 7?**

- To develop a consistent approach for access.

- The east end of the corridor should no longer be categorized as Rural and should be classified as NR-A.
- Funding will be better used to enhance SH 7 rather than to identify improvements to 168<sup>th</sup> Avenue.
- The City and County of Broomfield has identified additional access needs than what is in the current Access Management Plan. It also believes its segment of SH 7 should be classified NR-B.
- Some noted that SH 7 is a regional commuter route and should have limited access.
- A dispersion of traffic around the Erie/Lafayette segment should be explored. The City of Lafayette has indicated that it is important for motorists who want to go to the downtown area to have that ability, but for those who wish to go through to the west to also have that ability. Therefore, the splitting of the traffic must be well designed for both movements and should be located as far to the west as possible, preferably in the vicinity of 119<sup>th</sup> Avenue or 120<sup>th</sup> Avenue. The Town of Erie has expressed preference for a realignment option located farther to the east. There are differences of opinion on the character of that realignment as well; Erie views it as a potential economic development tool, while Boulder County would like to maintain the less developed character supported by their Open Space in this area.
- Residents along Flagg Drive expressed concern about controlling traffic making illegal turning movements into their neighborhood.
- A choke point was identified at SH 7 and Riverdale.
- There is still disagreement among communities regarding whether South Boulder Road should be extended west to Lowell/Sheridan.

#### **Traffic Operations and Safety – How should SH 7 operate?**

- SH 7 should be evaluated with and without a connection of South Boulder Road to Lowell/Sheridan. It is unlikely to be built, and it should be understood what happens to traffic volumes along SH 7 without the extension.
- Instead of specifying a specific cross section for the corridor, consider identifying a consistent right-of-way width and allow the local agencies to make decisions on how to use the right-of-way. This would require identifying consistent design principles or performance measures that must be met.
- A diverging diamond interchange design for I-25/SH 7 needs to be safe and accessible.
- SH 7 should be maintained as a route to move commuting traffic along the entire corridor.
- Innovative intersection treatments can be considered in the right context.

#### **Design Considerations – What should the corridor look like?**

- Leave room for medians; the overall vision needs to be adaptable by each community, varying between paved, hard-scaped and landscaped.
- Be able to incorporate future considerations or the ability to widen for traffic improvements or pedestrians facilities.
- Attached sidewalks were not well received across all groups, except in constrained parts of Lafayette.

- Transition areas can be gateways to other communities (gateway vision), especially where there are diversions to alternate alignments.
- Preserve options that include wide shoulders, for future conversion if needed for future transit or other needs.
- Consider roundabout options in the Lafayette segment.
- Broomfield has a vision of SH7 with landscaped medians, a multi-use path for pedestrians and bicycles, and an on-street bicycle lane.
- Lafayette prefers to maintain an urban, walkable character for their community for the existing portion of SH 7. If an alternate route is proposed around Lafayette, the adjacent land uses may require a different cross section.

### **Multi-Modal Accommodation – What is important to consider about multi-modal solutions (i.e., transit, bicycle, pedestrian)?**

- There were many different perspectives and not one broadly supported alternative.
- The study should make sure the SH 7 can adequately accommodate future transit service and connectivity to the North Metro corridor.
- Transit should have minimal disruption on other traffic and needs to have useful service hours/schedule. Queue jumps and signal priority at intersections were broadly supported.
- Make sure transit and multimodal improvements are compatible with service and facilities beyond the study area.
- Bicycle and pedestrian safety is important. Attached sidewalks are not desirable and should only be used in constrained areas where detached sidewalks are not feasible.
- Address urban/rural needs separately (there should not be a one size fits all solution).
- Bike lanes on SH 7 are supported by some stakeholders for commuter/advanced cyclists, but other stakeholders raised concern about the safety of cyclists using the high speed, high volume corridor.
- Pedestrian connections should be focused on providing access to major activity centers along the corridor (schools, residential areas, businesses, transit stations, etc.).
- Multi-use trails along the corridor and connecting the other regional trail facilities would be supported by most stakeholders.
- Safety was a big part of the conversation and considerations.

### **ROLES, RESPONSIBILITIES, AND OUTREACH EFFORTS**

In order to increase understanding of how local agencies will be involved in the PEL Study, as well as general timeframe for how decisions will be made, the Project Team reviewed the SH 7 TWG Operating Protocols which described roles, responsibilities and the decision making process. The public involvement effort was also presented.

**Operating Protocols/TWG Role and Responsibilities:** Agreement was expressed by the Project Team and TWG that it is imperative to establish a partnership to address the identified issues and develop solutions for establishing a corridor vision. The TWG members accepted being actively involved in the study to problem solve as a group and with the Project Team. There will be check-ins at key milestones with elected officials. The TWG expressed their support for adopting the SH 7 PEL TWG Operating Protocols and the guidelines outlined within the document.

**Public Outreach:** The Project Team described its public outreach efforts and how members of the public can provide input or stay informed about the study. Some issues may be addressed in small groups and then discussed with the TWG when necessary, and the Project Team will meet with smaller stakeholder groups when necessary or as resources allow. Two corridor-wide public meetings will take place in the summer and will be geographically dispersed throughout the corridor. A web page on the CDOT website will be available to provide public information, while a site hosted by FHU (Basecamp) will provide project specific materials for the TWG. Any of the project managers from CDOT, FHU or CDR Associates are available as points of contact to answer any questions about the study. CDR Associates will be in contact with TWG members to establish a contact database which will include members of the public from their respective communities.

## **CLOSING / NEXT STEPS**

The Project Team reviewed the next steps for the SH 7 PEL Study and thanked participants for their feedback explaining that the Visioning Workshop will help inform and shape the purpose and need of the study.

- It was requested that the Project Team re-distribute the address to the study web page to the TWG in addition to the boards and materials used in the Visioning Workshop.

## **MEETING ATTENDEES**

	<b>NAME</b>	<b>AFFILIATION</b>
1.	Erik Hansen	Adams County
2.	Jeanne Shreve	Adams County
3.	Jamie Archambeau	Atkins North America
4.	Jim Hanson	Atkins North America
5.	Cindy Domenico	Boulder County
6.	George Gerstle	Boulder County
7.	Julie McKay	Boulder County
8.	Johnny Olson	CDOT Region 4
9.	Karen Schneiders	CDOT Region 4
10.	Myron Hora	CDOT Region 4
11.	Andy Stratton	CDOT Region 6
12.	Brad Sheehan	CDOT Region 6
13.	Dan Herrmann	CDOT Region 6
14.	David Kosmiski	CDOT Region 6
15.	Kirk Allen	CDOT Region 6
16.	Kirk Webb	CDOT Region 6
17.	Leela Rajasekar	CDOT Region 6
18.	Neil Lacey	CDOT Region 6
19.	Reza Akhavan	CDOT Region 6
20.	Andrea Meneghel	CDR Associates

21. Angela Jo Woolcott	CDR Associates
22. Debra Baskett	City & County of Broomfield
23. Dennis McCloskey	City & County of Broomfield
24. Michael Sutherland	City & County of Broomfield
25. Tom Schomer	City & County of Broomfield
26. Wayne Anderson	City & County of Broomfield
27. Annette Marquez	City of Brighton
28. Joe Smith	City of Brighton
29. Alexandra Lynch	City of Lafayette
30. Carolyn Cutler	City of Lafayette
31. Debbie Wilmot	City of Lafayette
32. Doug Short	City of Lafayette
33. Pete d'Oronzio	City of Lafayette
34. Phillip Patterson	City of Lafayette
35. Staci Lupberger	City of Lafayette
36. Gene Putman	City of Thornton
37. John Aguilar	Daily Camera
38. Fred Sandal	Denver Regional Council of Governments
39. Monica Pavlik	Federal Highway Administration
40. Bob Felsburg	Felsburg Holt & Ullevig
41. Jeffrey Dankenbring	Felsburg Holt & Ullevig
42. Jenny Young	Felsburg Holt & Ullevig
43. Kevin Maddoux	Felsburg Holt & Ullevig
44. Frank Miltenbrger	FMLA
45. Dick Schillawski	Member of the Public
46. Don Jering	Member of the Public
47. Ron Spalding	Member of the Public
48. Sandra Dowling	Member of the Public
49. Wendy Phillips	Member of the Public
50. Karen Stuart	NATA TMO
51. Bob Boot	Regional Transportation District
52. Lee Kemp	Regional Transportation District
53. Natalie Erving	Regional Transportation District
54. Jody Lambert	Town of Erie
55. Barbara Kirkmeyer	Weld County
56. Elizabeth Relford	Weld County

## CDOT State Highway 7 – Potential Realignment Group Meeting

**Date:** Wednesday, April 13, 2012, 10:30 a.m.

**Location:** Lafayette City Hall, 1290 S. Public Road, Lafayette CO

### SUMMARY

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The State Highway 7 (SH 7) Project Team met with the City of Lafayette, Town of Erie and Boulder County to discuss the potential realignment of SH 7 in the western end of the study area. The communities had requested to get together, starting with staff involved in the study, to discuss the issues experienced in the western segment and what opportunities existed for identifying solutions within this study.

Investigation of an additional transportation route connected to SH 7 that provides a choice for drivers to go north and/or south of Lafayette has been explored by the communities for some time prior to the start of the SH 7 PEL. The Project Team facilitated a forum for this discussion among the three affected local governments to seek out common goals and shared interests. At this point, any proposed alternatives would need broader corridor-wide support of the other local governments along SH 7.

The objective for this meeting was for the parties 1) to describe their respective community goals to the Project Team and to each other; 2) to understand the issues experienced in each community along SH 7; 3) for the Project Team to describe what is understood about possible options; 4) to discuss what would be included in a potential range of alternatives; and 5) to determine the appropriate next steps for identifying a solution.

### GOALS

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The following lists the goals expressed by each party and how a potential realignment of SH 7 could help achieve those goals and address current issues.

#### Town of Erie

- Erie would like to create an aesthetically pleasing “gateway” into the community from the east that attracts travelers to Erie and avoids the wastewater treatment plant as its “front door”.
- Identify mobility improvements to improve east and west connectivity and traffic operations along SH 7.
- Create economic development opportunities for Erie that can be served by a realigned SH 7.
- Maintain access to the Erie Airport from SH 7.

#### City of Lafayette

- Attract visitors to Lafayette’s downtown. The City would like to develop and enhance the downtown areas while maintaining its character.
- Improve safety along Lafayette’s segment of SH 7.
- Minimize the traffic impacts to Lafayette.
  - Reroute truck traffic
  - Develop a solution for traffic travelling from east and desiring to go to the south of Lafayette
- Enhance community aesthetics by developing corridor improvements east of Lafayette.
- Improve corridor mobility.
  - Develop consistency and continuity throughout the corridor into Lafayette by identifying and carrying through improvements to bicycle and pedestrian facilities.

### **Boulder County**

- Maintain open space between communities.
- Maintain the corridor's rural character, where present.
- Determine the ways in which SH 7 can best move people and increase person trips east and west as well as how it can connect to north and south facilities for improved mobility.
  - Understand and recognize the opportunities and constraints
  - Understand how regional connections can be made.
- Enhance transit opportunities
  - Understand what transit facilities and connections would make the most sense and where.

### **The Colorado Department of Transportation (CDOT)**

- Improve mobility within corridor while addressing access and development needs.
- Understand community needs in order to support dispersing traffic in ways that meet those needs.
- Identify broadly supported alternatives and reach consensus based recommendations reflective of community needs for implementing improvements.

### **Comments**

**The Town of Erie:** The Town suggested that realignment options should include intersection designs that allow for development potential. The Town suggested the Project Team should be mindful of mixed use development that is occurring in the area northwest of East County Line Road and Arapahoe Road, in addition to subdivision accesses between Hwy 287 and County Line Road. The Air Park's Master Plan is currently being conducted this year; Erie would like to maintain access from the Air Park to SH 7.

**The City of Lafayette:** The City clearly communicated that it would strongly oppose any realignment option that would bypass the downtown area or be aligned too far to the east, thus isolating the downtown from SH 7 travelers. Lafayette would like to minimize traffic impacts to the downtown area by rerouting truck traffic, and exploring an option that would create an alternative for east to southbound traffic – this concept could be regarded as a “three pronged” alternative which redirects regional traffic to the north or south while maintaining a reliable route into the downtown to attract visitors.

**Intergovernmental Agreements:** There are multiple intergovernmental agreements between the City of Lafayette, Erie and Boulder County for the area of SH 7 shared between the communities. However, they are all captured under the Boulder County Countywide Coordinated Development Plan "Super IGA" which can be found with an accompanying map on Boulder County's website:  
<http://www.bouldercounty.org/property/build/pages/igas.aspx>

## **WHAT'S BEEN DONE**

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The Project Team reviewed realignment options that had been identified previously by The Town of Erie in the Initial Evaluation of Alternative SH 7 Alignments (2009). Gary Behlen, Town of Erie, described how the eight alternative alignments were developed.

### **Comments**

- The Town of Erie prefers alignment options 3 and 3A because of the access to the airport, minimized impacts to open space and access to future development opportunities while minimizing the need for intersections so that traffic can flow continuously. It was stated that Erie has plans to develop to twice its size.

- Out of the options presented, the City of Lafayette indicated it would consider a variation of options 6 or 7 with three-way traffic dispersion (north, west, south) that includes a designated business route into downtown Lafayette. An alternative should define what route would be SH 7 and also what a designated business route would look like.
- It was suggested that regardless of where SH 7 becomes realigned, options and opportunities should consider improvements to the current intersection of East County Line Road and SH 7.
- Boulder County stated that the evaluation of potential options should identify the tradeoffs between safety and transportation benefits versus impacts to open space parcels. Because there is a wide range of variance behind how open space parcels have been designated, parcels should individually be examined to determine if trade-offs are possible. It is important to analyze the management plan to determine each parcel's unique designation which could be tied to its original granting or funding. Boulder County would present realignment proposals with significant benefits to its Open Space Advisory Board for consideration. Different Open Space properties have different decision-making processes, depending on the document that governs it. So, in addition to Boulder County's Parks and Open Space (POS) Advisory Board, the Board of County Commissioners would likely need to be part of the decision to change the use or impact any POS properties; it depends on the specific property and its specific regulations.
- Boulder County noted that there are very different impacts to Open Space properties associated with an alignment option that would bisect a POS property and one that would border it with expanded right-of-way. It is unlikely that an alignment option bisecting Open Space would be supported by Boulder County.

## **NEXT STEPS**

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- The Project Team will summarize the information it has collected to date for developing options and discuss how to proceed.
- This group will meet again following the Town of Erie's study session on July 17. The next meeting will include Erie and Lafayette's Mayors, a Boulder County Commissioner and will be held at the Boulder County Commissioner's Building.

## **MEETING MATERIALS**

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The following materials were presented for discussion purposes and distributed to the group following the meeting:

- Boulder County Open Space Map
- Town of Erie Initial Evaluation of Alternative SH 7 Alignments (2009) (See graphic below)
- City of Lafayette Possible Alternative Routes for the Extension of South Boulder Road (See graphic below)

## **MEETING ATTENDEES**

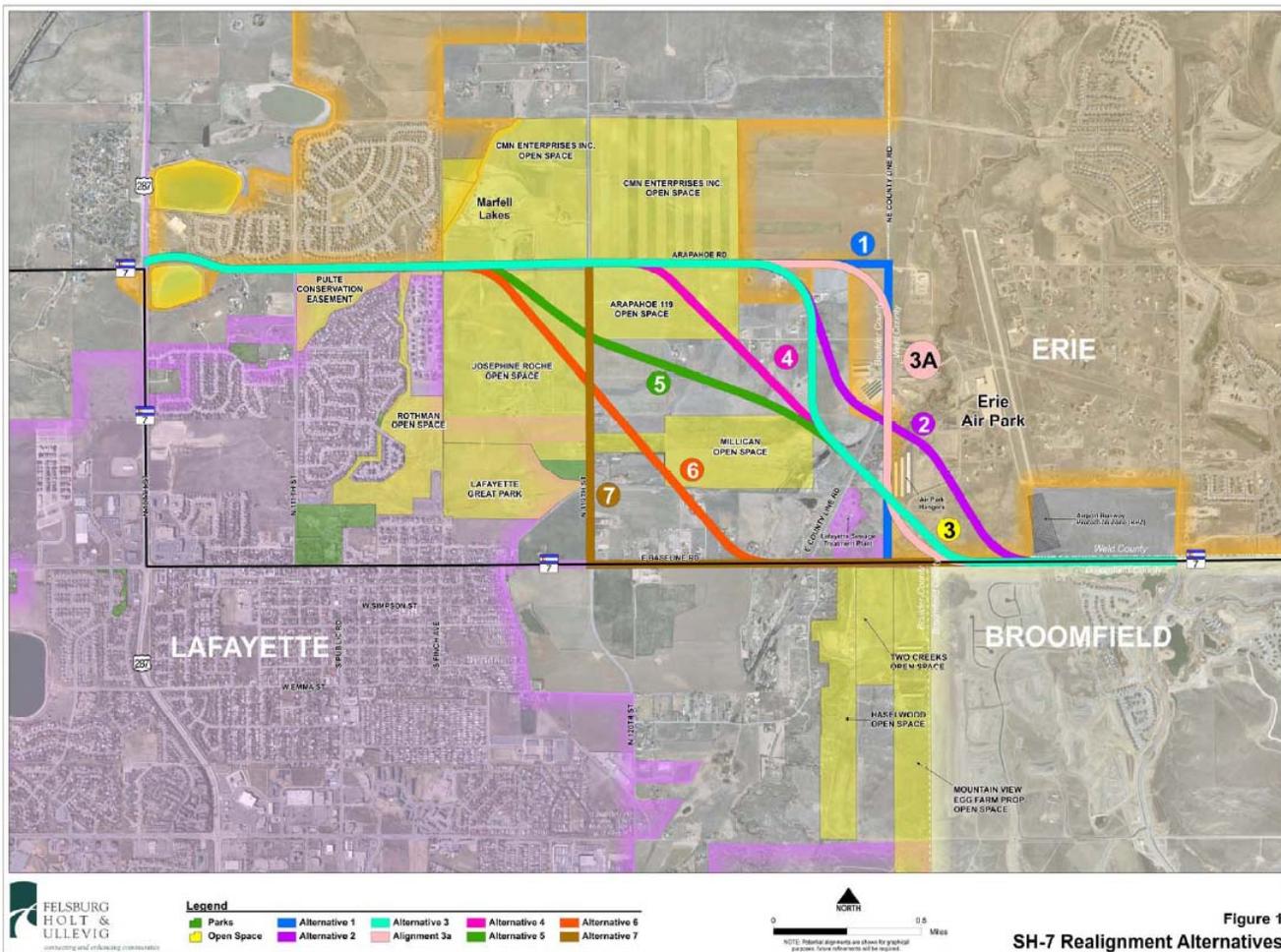
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	<b>NAME</b>	<b>AFFILIATION</b>
1.	George Gerstle	Boulder County
2.	Julie McKay	Boulder County
3.	David Kosmiski	CDOT Region 6
4.	Neil Lacey	CDOT Region 6
5.	Andrea Meneghel	CDR Associates

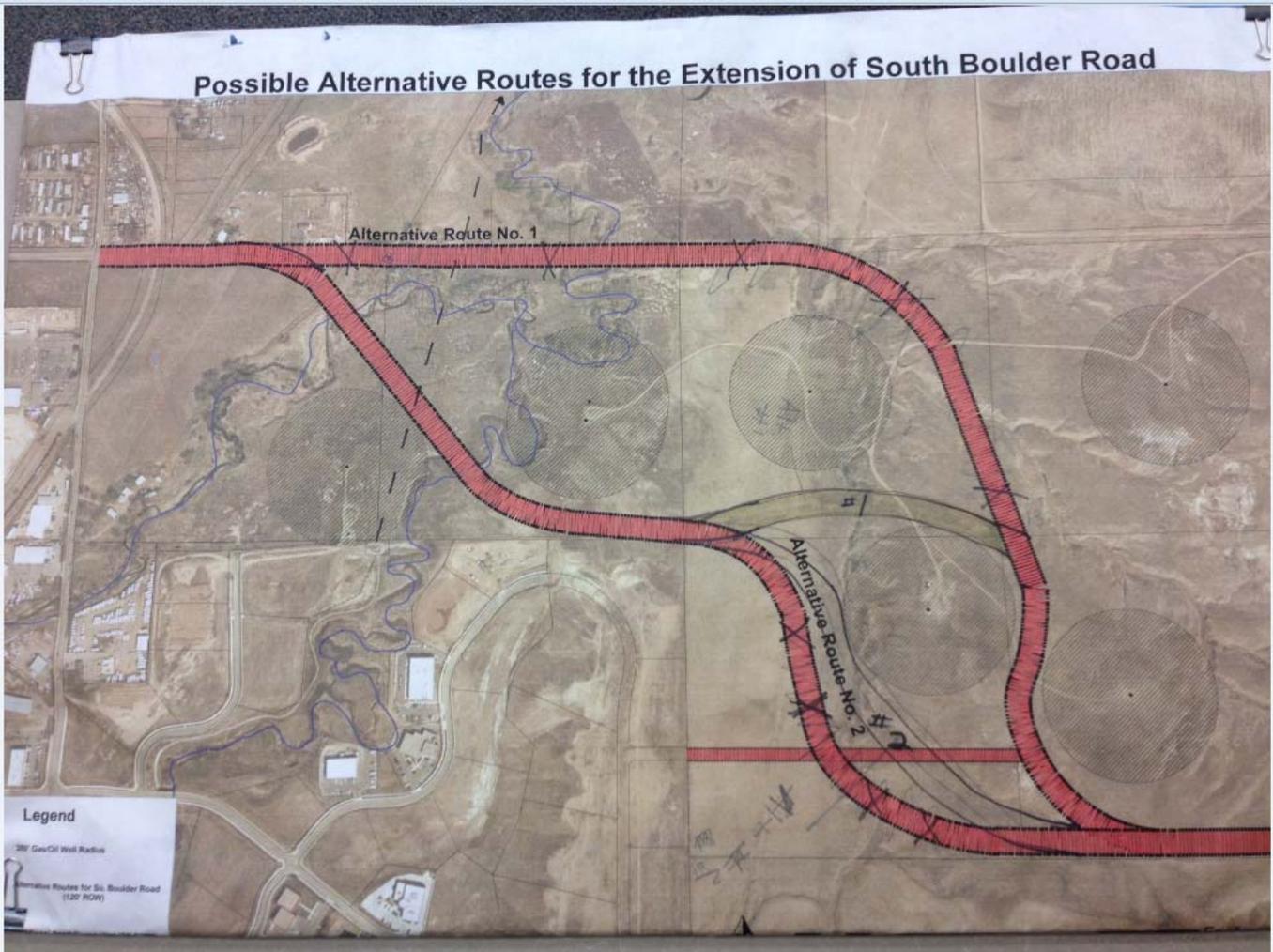
- |                  |                          |
|------------------|--------------------------|
| 6. Gary Klaphake | City of Lafayette        |
| 7. Doug Short    | City of Lafayette        |
| 8. Bob Felsburg  | Felsburg, Holt & Ullevig |
| 9. Kevin Maddoux | Felsburg, Holt & Ullevig |
| 10. Jim Hanson   | Atkins North America     |
| 11. Gary Behlen  | Town of Erie             |
| 12. Fred Diehl   | Town of Erie             |

## MEETING MATERIALS GRAPHICS

Town of Erie Initial Evaluation of Alternative SH 7 Alignments (2009)



City of Lafayette Possible Alternative Routes for the Extension of South Boulder Road



## CDOT State Highway 7 – Thorntonfest

**Date:** Saturday, May 19, 2012, 10:00 a.m. to 5:00 p.m.

**Location:** Thornton Recreation Center, 11151 Colorado Blvd., Thornton, CO

### SUMMARY

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CDOT Project Manager David Kosmiski, Dan Herrmann, CDOT Region 6 Environmental and Bob Felsburg of Felsburg, Holt & Ullevig provided information about the SH 7 PEL at the City of Thornton's tent at Thorntonfest, a signature event of the City of Thornton.

### PUBLIC COMMENTS

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Project Team members interacted with the public at the project display provided as part of the City's booth. Because of inclement of weather the event was sparsely attended for most of the day. Public comment and questions covered the following topics:

**The Diverging Diamond Interchange Design:** The City's proposal for a diverging diamond intersection at the SH 7 and I-25 interchange. Questions focused on how it would operate and there was some concern expressed about a new concept being unfamiliar to drivers. Some cited that although this design may work elsewhere it may not work well in Thornton, citing roundabouts as another example. Some expressed concern that unfamiliarity with the concept and improper driving behaviors may cause problems.

**Regional Transportation District (RTD):** Frustration was strongly expressed about RTD regarding the delay in delivering FasTracks and a general perception that RTD does not care about the northern communities, nor serve them well.

**CDOT:** Many people expressed thanks that CDOT is looking into options in the north and said they have previously felt overlooked by CDOT but are happy with the current studies/efforts on SH44, US36, I-25 and SH7

**I-25:** Support was expressed for the managed lanes project. There was hope that CDOT would be implementing something soon and the public desired more improvements in that area, specifying the problems on I-25 from 120th south to Denver.

**The SH 7 Corridor:** There was general agreement that SH7 needed a clear vision

- A number of people expressed an interest in transit in the corridor and a need for a park-n-Ride at SH7/I-25.
- Some expressed concerns about safety with the amount of access without adequate storage and the speed differentials
- Many commented that they hoped we were looking beyond today's needs at likely development and needs for the next 25-50 years.

## **CDOT State Highway 7 – Technical Working Group Meeting Summary**

**Date:** Wednesday, May 23, 2012, 9:00 a.m. – 11:00 a.m.

**Location:** Erie Community Center, Mitchell Room, 450 Powers St., Erie, CO

### **WELCOME, INTRODUCTIONS AND OPENING REMARKS**

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Andrea Meneghel, CDR Associates, greeted the group, facilitated introductions and explained that the purpose of the meeting was to review the Draft Corridor Conditions Assessment Report (CCAR), the State Highway 7 (SH 7) Transportation Needs and information related to the upcoming public meetings.

David Kosmiski, CDOT Project Manager, thanked the attendees for their overall participation and involvement in the April 2012 SH 7 Visioning Workshop.

### **PROJECT STATUS UPDATE**

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Bob Felsburg, Felsburg Holt and Ullevig, updated the Technical Working Group (TWG) on recent project activities, including the following:

- A summary of the SH 7 PEL Visioning Workshop that took place with the corridor jurisdictions' elected officials and staff, agency representatives and members of the public on April 10, 2012.
- A Draft of the Corridor Conditions Assessment Report has been distributed to the TWG. It is a compilation of data collected from the jurisdictions, agencies and other sources and reflects the comments and input provided by the TWG to date. A comment matrix will be distributed by CDR Associates to collect further input on the draft and comments will be due to the Project Team on May 31st.
- The Project Team has developed the SH 7 PEL Transportation Needs statement to share with the TWG. This meeting will be used to review the document provided and to collect input for its revision. This statement will serve as the basis for a project Purpose and Need.

### **VISIONING WORKSHOP SUMMARY AND FOLLOW-UP**

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The SH 7 PEL Visioning Workshop was held on April 10, 2012. There were 56 attendees including jurisdictional elected officials and staff, Colorado Department of Transportation staff from Regions 4 and 6, other agency staff, consultant team staff, members of the public and a member of the press. A summary was distributed to the TWG, input has been received and it has been finalized. Members of the TWG were asked for their feedback and they shared the following:

#### **Comments**

- Overall, the Visioning Workshop was a well-organized effort. TWG members mentioned the following as positive attributes: great opportunities for engagement and dialogue, questions that led to productive discussions, commitment of elected officials' time for the entire Visioning Workshop, focused discussions that occurred small group breakout sessions, the format for the small group session and the staffing to host each station which combined consultants and CDOT.
- There was a comment that more time was needed to discuss each of the major topics associated with the small groups; that comment highlighted the need to continue those important conversations.
- The Visioning Workshop highlighted the continuing differences in jurisdictional visions for the SH 7 corridor, largely related to the issues of mobility, access, the role of transit and transit-related

infrastructure needs. The need for a balance between access and mobility will continue to be a topic of discussion throughout the study.

## **DRAFT CORRIDOR CONDITIONS ASSESSMENT REPORT (CCAR)**

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The Project Team provided an overview of the Draft CCAR that was distributed to the TWG and requested that comments and feedback be provided by Thursday, May 31.

### **Comments**

- It was requested that the CCAR be displayed at the June 2012 Public Meetings so that members of the public can provide additional input on the report. Comments from the public should be used to augment and enhance what is currently in the report; public comments should be included in the CCAR through an addendum. Gene Putman, City of Thornton, requested that the public be asked about accident safety near SH 7 and York Street.

## **SH 7 TRANSPORTATION NEEDS**

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The Project Team reviewed the SH 7 Transportation Needs statement with the TWG. The SH 7 Transportation Needs document is the problem statement for the Study. Each of the four needs/problem statements (safety, mobility, access and multimodal) was developed as a result of the data that has been collected. These four statements will become a part of the Purpose and Need for the SH 7 PEL Study and can provide the basis for National Environmental Policy Act (NEPA) activities related to screening in future studies/projects along the SH 7 Corridor. This Needs statement will be essential in developing a reasonable range of alternatives for the SH 7 PEL Study. TWG members provided the following comments on the Draft Transportation Needs:

### **General Comments**

- Overall, the TWG members agreed that the four problem statements of safety, mobility, access and multimodal correctly captured and categorized the corridor's main issue areas (problems) to address within the PEL.
- TWG members inquired about a number of goals that could be achieved through the SH 7 PEL Study, but that were not listed on the Needs document. The Project Team suggested to the TWG that the study goals should not be addressed in the SH 7 Transportation Needs, but through a separate document specifying the Study goals. TWG members requested that the Project Team assemble a document of draft goals for the SH 7 PEL. It was also mentioned that two goals to consider are:
  - The SH 7 PEL's consistency with DRCOG's Sustainability Principles articulated in the MetroVision Plan.
  - That transit travel time be compared to automobile travel time along SH 7.
- A suggestion was made about including an additional problem statement to address the different community visions along the corridor regarding the balance between mobility and access. The group felt that this issue can be addressed through the mobility and access problem statements because the inherent need to balance these two issues throughout the Study will bring cohesiveness to the various community perspectives.
- The SH 7 Transportation Needs are not listed in any order of prioritization.
- Funding will not be included as a SH 7 Transportation Need, but will be considered as part of evaluating alternatives.
- Project Team members reminded the TWG that the specific need statements and their definitions should be relatively general so that a reasonable range of alternatives can be developed.

- The problem statements are intended to identify the issues in order to provide justification for future improvements.

### **Safety Problem Comments**

TWG members had the following comments about the Safety Problem Statement:

- Several TWG members commented that speed and speed differentials need to be included in the definition of the Safety Problem. The Project Team will look at data and determine how to include these issues appropriately in the definition.

### **Mobility Problem Comments**

TWG members had the following comments about the Mobility Problem Statement:

- Several TWG members requested that the SH 7 PEL Study address road classification and suggested that the Mobility Problem statement may be the appropriate place to identify a deficiency regarding current road classification.

### **Access Problem Comments**

TWG members had the following comments about the Access Problem Statement:

- TWG members would like the SH 7 PEL Study to address cross sections, and would like to see this issue addressed in the definition of the Access Problem. Several jurisdictions mentioned that the roles and responsibilities as it relates to addressing cross sections with developers is unclear, and they see this Study as an opportunity to clarify roles, responsibilities and coordination between CDOT, local agencies and developers.
- There is a need to have a clear indication of defined right of way so that it can be communicated to developers with the cross sections.
- It was requested to strike the term 'mobility' from the problem's definition.

### **Multimodal Problem Comments**

TWG members had the following comments about the Multimodal Problem Statement:

- Several TWG members inquired about incorporating the Multimodal Problem statement as a sub-category of the Mobility Problem. Others were hesitant to do this because of the key need to address multimodal deficiencies in the SH 7 PEL Study and the importance of identifying multi-modal infrastructure improvements as a specific issue needing to be addressed.
- The Project Team indicated that the Multimodal Problem is intended to address both capital and operational improvements within the corridor.
- It was stated that current infrastructure limits transit opportunities and that this is a problem related to multimodal use. It was suggested this be added to the definition of the problem.
- Bob Boot, Regional Transportation District (RTD), commented that the Multimodal Problem does not represent, as currently worded, a need/problem but a goal. Many TWG members mentioned that multimodal uses, particularly transit, is a problem along the SH 7 Corridor and that the statement should be edited to clearly define the problem and the deficiencies with multimodal uses.
- Several TWG members requested that the role of RTD in this PEL be clearly defined, particularly as it relates to identifying what transit improvements are needed in the SH 7 corridor. TWG members mentioned how challenging it is to work with developers around the construction of transit facilities when there is no indication or clarity of what transit improvements will be made throughout the corridor.
- TWG members want to know Right of Way throughout the SH 7 Corridor for planning purposes, particularly related to the development of multimodal facilities. The Project Team mentioned that Figure 3-1 on the Draft Corridor Conditions Assessment Report can be used as a resource for identifying existing right of way.

- The definition of the Multimodal Problem should expand upon the lack of effective north-south connections to SH 7 and the lack of both North-South and East-West transit service because of a lack of connections.
- TWG strongly emphasized that the SH 7 PEL Study should identify, and not preclude, future transit infrastructure improvements in the corridor.
- It was requested that the definition statement of the multi-modal problem be expanded to define why there is a problem.
- An additional issue to include in the description is to mention that there is a lack of park'n'Rides in the corridor and the existing ones in or near the corridor are at capacity.
- A clarification was made by a TWG member that the multi-modal conversation the group is having shouldn't be regarded in terms of transit service planning, but rather what infrastructure is needed to enhance transit capabilities in the corridor. The improvements that will be identified should support transit planning from a standpoint of providing compatible infrastructure that enhances what service can be planned without defining service routes or levels.
- The PEL should identify what multimodal connections can be made to local facilities (existing and future).

## **PUBLIC MEETINGS**

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The Project Team updated the TWG on the upcoming public meetings for the SH 7 PEL Study.

**Dates and Locations for the Two Public Meetings:** There will be two public meetings held in June 2012.

- June 21, 2012 at the Armory in Brighton (300 Strong Street), 4:30 – 7:00 p.m.
- June 27, 2012 at the Public Library in Lafayette (775 West Baseline Road), 4:30 – 7:00 p.m.

**Open House Format:** The public meetings will be open houses with presentation boards that are staffed by CDOT staff and Project Team members. Members of the public will be provided with various opportunities to provide comments on the Study throughout the meetings and after.

**Announcing the Meetings to the Public:** The Project Team presented the various approaches that will be used to announce the meetings to the public, including:

- Mailers
- Flyers
- E-mails
- SH 7 PEL web page
- CDOT's Twitter and Facebook
- CDOT media advisories
- Advertising in local papers

The Project Team will coordinate with TWG members to identify the most effective way(s) to reach out to the residents in each jurisdiction about the Public Meetings.

## **Comments**

- Provide Spanish translation at the public meetings and conduct some form of outreach to the Hispanic communities.
- TWG members indicated that as soon as they receive the public meeting materials such as an email or flyer, they can re-distribute those through their community's communication channels, such as websites and community announcements.
  - Gene Putman, City of Thornton, stated that Thornton can also display the information on its public access cable channel.

- It was suggested that the Project Team advertise in the Broomfield Enterprise, Colorado Hometown Newspapers to the communities of Erie and Lafayette, and in the Brighton Blade.
- It was requested that the media advisory be provided for the corridor communities' public information officers.

## **OTHER PUBLIC OUTREACH**

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The Project Team updated the TWG on other public outreach activities, including their attendance at the following:

- Thorntonfest, May 19<sup>th</sup>.
- Broomfield Developers, June 1<sup>st</sup>.
- Town of Erie Board of Trustees Study Session, July 17<sup>th</sup>.

TWG members are encouraged to contact members of the Project Team to arrange for any small group meetings in their communities.

### **Comments**

- Gene Putman expressed his appreciation that CDOT came out to Thorntonfest to speak to the public about the SH 7 PEL and the N. I-25 PEL studies.

## **NEXT STEPS**

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The Project Team reviewed the anticipated next steps for the SH 7 PEL Study. The next steps include:

- **Comments from TWG Members** on the Draft CCAR by Thursday, May 31 to Andrea Meneghel ([ameneghel@mediate.org](mailto:ameneghel@mediate.org))
- *Updating the CCAR*
- Editing of the **Draft SH 7 Transportation Needs**
- Preparation for the **SH 7 PEL Public Meetings** on June 21, 2012, and June 27, 2012

## **MEETING MATERIALS**

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- May 23, 2012 Technical Working Group Meeting Agenda
- May 23, 2012 Technical Working Group Meeting Presentation
- May 23, 2012 Technical Working Group Handouts
  - Draft Corridor Conditions Assessment Report (distributed electronically via BaseCamp)
  - SH 7 Transportation Needs

## **MEETING ATTENDEES**

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<b>NAME</b>	<b>AFFILIATION</b>
1. Jeanne Shreve	Adams County
2. Jim Hanson	Atkins North America
3. Julie McKay	Boulder County
4. Cathy Cole	CDOT Division of Transportation Development (DTD)

- |                        |  |
|------------------------|--|
| 5. Karen Schneiders    | CDOT Region 4                          |
| 6. Kirk Allen          | CDOT Region 6                          |
| 7. Dan Herrmann        | CDOT Region 6                          |
| 8. David Kosmiski      | CDOT Region 6                          |
| 9. Neil Lacey          | CDOT Region 6                          |
| 10. Steve Olson        | CDOT Region 6                          |
| 11. Brad Sheehan       | CDOT Region 6                          |
| 12. Andy Stratton      | CDOT Region 6                          |
| 13. Kirk Webb          | CDOT Region 6                          |
| 14. Andrea Meneghel    | CDR Associates                         |
| 15. Joan Sabott        | CDR Associates                         |
| 16. Angie Woolcott     | CDR Associates                         |
| 17. Debra Baskett      | City & County of Broomfield            |
| 18. Tom Schomer        | City & County of Broomfield            |
| 19. Michael Sutherland | City & County of Broomfield            |
| 20. Randall Rutsch     | City of Boulder                        |
| 21. Annette Marquez    | City of Brighton                       |
| 22. Joe Smith          | City of Brighton                       |
| 23. Doug Short         | City of Lafayette                      |
| 24. Gene Putman        | City of Thornton                       |
| 25. Bob Felsburg       | Felsburg, Holt & Ullevig (FHU)         |
| 26. Kevin Maddoux      | FHU                                    |
| 27. Jenny Young        | FHU                                    |
| 28. Bob Boot           | Regional Transportation District (RTD) |
| 29. Gary Behlen        | Town of Erie                           |

## CDOT State Highway 7 – Broomfield Development Community

**Date:** Friday, June 1, 2012, 8:30 am to 10:00 am

**-Location:** Broomfield City and County Building, #1 Des Combes Dr., Broomfield, CO 80020

### SUMMARY

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CDOT Environmental Project Manager Kirk Webb and Bob Felsburg of Felsburg Holt & Ullevig met with several key developers in the SH 7 corridor and Broomfield staff to provide an overview of the project and the status of work to date and to solicit input on issues and concerns of the developers for the future of SH 7. Flyers for the upcoming public meetings were also handed out. Attendees are identified on the sign-in sheet attached.

### DEVELOPER COMMENTS

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#### Bill Branyan – Urban Frontier:

- Urban Frontier is developing Palisades Park and Seven25.
- There are two Metro Districts in Palisades Park and one District in Seven25.
- They built Huron Street north of SH7 on eastern edge of Palisades Park, and they are anxious for the relocated Huron Street to the south to be built.
- A grade separated pedestrian crossing of SH7 is planned just west of Huron (location not yet finalized). Preble Creek crossing of SH7 east of Huron could also be potential location.
- Primary interest is a full movement, signalized intersection at Palisades Parkway. The current access plan calls for this to be  $\frac{3}{4}$  access. Concern is for safety of Children's Hospital patrons. Although they are not supposed to turn left out of the Parkway to head east on SH7, there is no option more convenient for making this movement. Hence, patrons are making this left turn with inadequate gaps in traffic, which is unsafe.
- The National Archive facility, which is only partially occupied now and will be fully occupied within a year, uses Huron Street as its primary access.
- Would prefer to see  $\frac{1}{4}$ -mile spacing of full movement, signalized accesses because they believe that the retail development at Vista Ridge has been negatively impacted by lack of access.

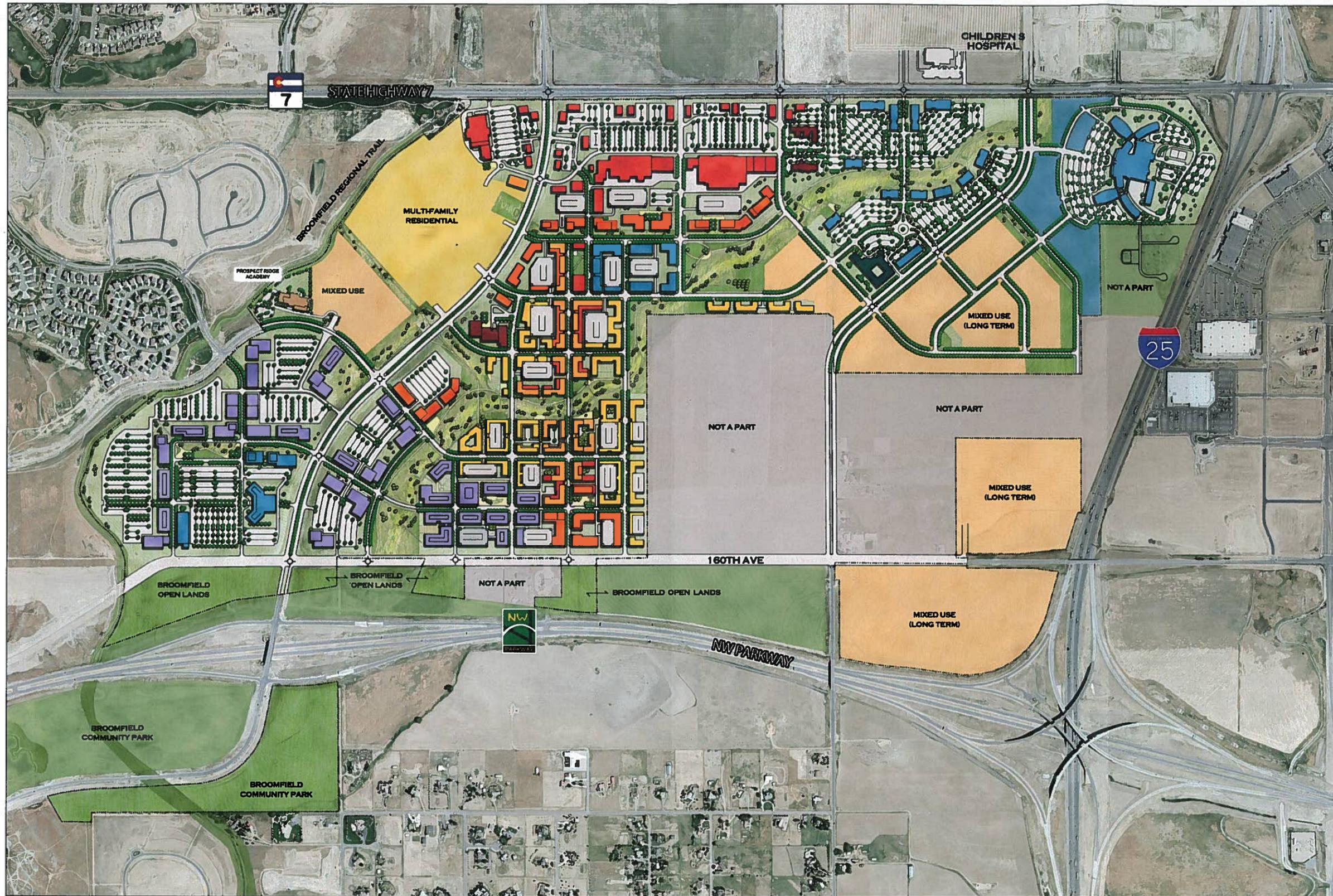
#### Jim Niemczyk – McWhinney:

- McWhinney is the developer of North Park, in the southwest quadrant of the I-25/SH7 interchange.
- Jim provided a copy of the latest Illustrative Master Plan for North Park (see attached). It includes up to 17 million square feet of mixed use. The design is being developed to allow for future diversification, becoming more urban as needed.
- Their plan includes the relocation of Huron Street on the south side to align with the existing northern leg.
- They too would like to see the intersection of Palisades Parkway/SH7 as a full movement, signalized access.
- They would like a signalized access at Village Lane, located about  $\frac{1}{4}$ -mile east of Huron Street.
- They would like a RI/RO access just east of the Broomfield Regional Trail (west of Sheridan).
- Don't believe that an RTD surface parking lot at the interchange is the best use of that property.

**Shared Comments:**

- The interchange definitely needs to be upgraded, because it is the congestion point in the corridor. The North I-25 EIS alternative (parclo) and the diverging diamond interchange (DDI) concepts were both discussed. The developers had little knowledge of the DDI, but were supportive if it would require less land and if it would allow accesses closer to the interchange.
- A primary purpose of this study should be to identify the appropriate cross-section for SH7 so that developers (and the communities) could plan for it. The cross-section and character of the road should have the ability to differ from segment to segment.
- Questions were raised about how RTD is involved in the study and their current plans for improvements in the corridor.
- It is not a priority for them to have a 50-60 mph roadway along this stretch of SH7.
- They hope that the PEL Study will position projects along SH7 for inclusion in the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).

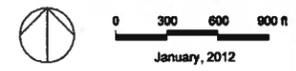




**Building / Land Uses**

<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Commercial	<span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Research	<span style="display:inline-block; width:15px; height:15px; border-top:1px dashed black; border-bottom:1px dashed black; border-left:1px dashed black; border-right:1px dashed black;"></span> Traffic Light
<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Residential	<span style="display:inline-block; width:15px; height:15px; background-color:darkblue; border:1px solid black;"></span> Medical Office	<span style="display:inline-block; width:15px; height:15px; background-color:darkgreen; border:1px solid black;"></span> Senior Living
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Mixed Use	<span style="display:inline-block; width:15px; height:15px; background-color:grey; border:1px solid black;"></span> Hotel	<span style="display:inline-block; width:15px; height:15px; background-color:lightgrey; border:1px solid black;"></span> Parking Structure
<span style="display:inline-block; width:15px; height:15px; background-color:lightorange; border:1px solid black;"></span> Office	<span style="display:inline-block; width:15px; height:15px; background-color:lightgrey; border:1px solid black;"></span> Prospect Ridge Academy	

**Illustrative Master Plan**



Note: This information and/or illustration although deemed to be reliable, is conceptual in nature and McWhinney and/or its affiliates makes no warranties to its accuracy. The information shown here is subject to change at any time.





## State Highway 7 Planning and Environmental Linkage Study (SH 7 PEL) Outreach Report and Meeting Summary June 2012 Public Meetings Comment Summary

The SH 7 PEL Project Team held two public meetings in June 2012. The public meetings were held June 21<sup>st</sup> at the Armory in Brighton and June 27<sup>th</sup> at the Public Library in Lafayette. The focus of the public meetings was to review draft components of the SH 7 PEL, including the Transportation Needs Statement and the Current Corridor Assessment Report, in addition to receiving public input and feedback on the current conditions of the SH 7 Corridor and ideas for improvement. *Please see Appendix A: Outreach Report to review the public outreach that preceded the June 2012 Public Meetings.*

### **PUBLIC COMMENT SUBMISSION**

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Members of the public submitted comments in the following ways:

- Comments forms
- Flip chart paper displayed throughout the public meeting spaces
- Verbal comments to SH 7 PEL Project Team members at the public meetings
- SH 7 PEL web page (<http://www.coloradodot.info/projects/sh7pel>)
- Phone calls to members of the SH 7 PEL Project Team

### **OVERVIEW OF COMMENTS**

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Members of the public submitted 109 comments at the public meetings with additional comments provided verbally, online, over the phone and in letters. The main topics addressed were:

**Congestion/Mobility:** The key issue addressed in the comments is congestion/mobility. People are concerned about the existing issues as it relates to backups, bottlenecks and a general sense that SH 7 is a congested roadway. Additionally, people are concerned about the congestion being exacerbated by future growth that is expected in the region.

**Realignment:** Many of the public comments received during the public meeting process focused on the issue of realigning SH 7. Various alternatives were proposed in order to reduce backups, bottlenecks, congestion and safety concerns and included options that ranged from moving the bypass east to maintaining the current alignment with improvements.

**Alternate Routes:** Many commenters introduced alternate routes to SH 7 that could be promoted throughout the region as viable transportation options, as a way to reduce the amount of traffic that travels SH 7. One specific proposal related to diverting traffic is the Trident Proposal (divert SH 7 traffic to three different roadways: south to South Boulder Road, maintain the current alignment for the “central” section and north to either Arapahoe Road or Isabelle Road).

**Multimodal Access (Bicycle, Pedestrian and Transit):** Multimodal needs will increase as the communities grow, and many members of the public mentioned multimodal improvements for bicycles, pedestrians and transit use as a valuable activity to undertake in the SH 7 PEL Study Area.

**Access:** Members of the public indicated that identifying and defining improved access throughout the corridor is an important area to address in the PEL because of concerns related to existing access and safety related to access.

**Safety:** Many commenters mentioned that the SH 7 PEL Study needs to focus on improving safety throughout the SH 7 Study Area.

**Noise Impacts/Mitigation:** Members of the public indicated that noise impacts and the need for noise mitigation were either 1) necessary due to the existing alignment or 2) will become an issue once an alternative is selected and implemented. Generally, commenters want the noise impacts from SH 7 to be minimized.

**Property Impacts:** Related to the realignment alternatives, commenters want to ensure that community character is maintained throughout the corridor and that properties are not negatively impacted (property values, noise impacts, pollution, etc.) by activities that may result.

**Business Impacts/Economic Development:** Several commenters expressed concern about potential business impacts that could harm local businesses in the SH 7 Study Area as a result of realignment. Others mentioned the strong economic development opportunities that exist in the area and would like to see those maximized through this study.

**Speed Limits:** Concern was expressed about the speed limits throughout the corridor; in some areas, the speeds are too high and in others too low. The most significant concern was related to the amount of excessive speeding throughout the corridor.

**Widening of SH 7:** Comments varied a great deal on the issue of either widening SH 7 to a four-lane highway throughout the Study Area or maintaining it, in large part, as a two-lane highway.

*The full list of comments is available. Please e-mail [sh7pel@mediate.org](mailto:sh7pel@mediate.org) to request.*



**State Highway 7 Planning and Environmental  
Linkage Study (SH 7 PEL)  
June 2012 Public Meetings  
Appendix A:  
Outreach Report**

**SH 7 PEL PUBLIC MEETINGS**

The SH 7 PEL Project Team held two public meetings in June 2012. The public meetings were held June 21<sup>st</sup> at the Armory in Brighton and June 27<sup>th</sup> at the Public Library in Lafayette. Each meeting was held from 4:30 p.m. to 7:30 p.m. The focus of the public meetings was to review draft components of the SH 7 PEL, including the Transportation Needs Statement and the Current Corridor Assessment Report, in addition to receiving public input and feedback on the current conditions of the SH 7 Study Area and ideas for improvement.

**Format:** Ongoing open house with staffed presentation boards and comment stations

**Official Count:** There were 161 total registered attendees for the June 2012 public meetings. 46 attended in Brighton and 115 attended in Lafayette.

**Comments:** There were 109 total comments received at the June 2012 public meetings through a combination of comment forms and flip charts. 23 comments were submitted at the Brighton meeting and 86 at the Lafayette meeting. Members of the SH 7 Project Team also received comments from members of the public during discussions at the meetings. Between June 19<sup>th</sup> and July 10<sup>th</sup>, an additional 15 comments were received through the SH 7 Web Page, phone calls, and letters. *Please see Appendix A for the SH 7 PEL June 2012 Public Meeting Comment Summary.*

*The following table illustrates the various outreach activities in coordination with the SH 7 PEL public meetings.*

<b>Task</b>	<b>Date</b>	<b>Notes</b>
<b>SH 7 PEL Web Page</b>	June	Provided information regarding public meetings on SH 7 PEL Web Page ( <a href="http://www.coloradodot.info/projects/sh7pel">http://www.coloradodot.info/projects/sh7pel</a> )
<b>Mailing List</b>	Ongoing	Updated the mailing list of SH 7 PEL contacts
<b>Postcard Mailing</b>	June 14 <sup>th</sup>	Mailed a public meeting postcard/mailer to 363 SH 7 Corridor contacts. Postcards included both English and Spanish content

<b>Newspaper Advertisements</b>	June 13 <sup>th</sup> , 17 <sup>th</sup> , 24 <sup>th</sup> and 27 <sup>th</sup>	Produced newspaper advertisements that ran in the following publications: Brighton Blade (June 13 <sup>th</sup> ), Broomfield Enterprise (June 17 <sup>th</sup> and 24 <sup>th</sup> ) and Colorado Hometown News (June 27 <sup>th</sup> )
<b>E-mail Communication to SH 7 PEL Technical Working Group</b>	June 6 <sup>th</sup>	Sent an e-mail communication notifying the SH 7 PEL Technical Working Group (TWG) about the June 2012 public meetings
<b>E-mail Communication to Corridor Mailing List</b>	June 14 <sup>th</sup> , 20 <sup>th</sup> and 26 <sup>th</sup>	Sent e-mail communications about the SH 7 PEL Public Meetings to members of the public whose contact information was received from the TWG and through the SH 7 PEL web page. 541 e-mails were distributed on both June 14 <sup>th</sup> and 19 <sup>th</sup> . 548 e-mails were distributed on June 26 <sup>th</sup>
<b>Public Meeting Flyers</b>	June	Flyers publicizing the meetings were distributed to the following locations: Brighton Armory, Brighton City Hall, Erie Community Center, Lafayette City Hall, Lafayette Recreation Center, Lafayette Library, Mojo Coffee (Lafayette), Cannon Mine Coffee (Lafayette) and to an interested resident (Dick Schillawski)
<b>Public Meeting Comment Forms</b>	June	Produced the comment form to retrieve comments at the public meetings. Received 109 comment forms and flip chart comments from members of the public
<b>Latino Outreach</b>	June	Various outreach activities involved the Latino community in the SH 7 Study Area
<b>Meetings and Briefings</b>	May & June	Various meetings and briefings were held throughout the SH 7 Study Area leading up to the Public Meetings
<b>Key Stakeholder Outreach</b>	June	Targeted phone calls were made and e-mails were distributed to specific communities and individuals (e.g. HOA managers)
<b>Media Advisory</b>	June	Mindy Crane, CDOT, distributed the media advisory
<b>Social Media</b>	June	Mindy Crane, CDOT, coordinated the use of Facebook and Twitter to publicize the SH 7 PEL Public Meetings
<b>Newspaper Articles</b>	June	Articles were presented in the Broomfield Enterprise, Brighton Blade and the Colorado Hometown News

# SH 7 PEL PUBLIC MEETING POSTCARD MAILING



**DOT**  
DEPARTMENT OF TRANSPORTATION

**SH 7 PEL**  
Planning Environmental Linkage Study

## STATE HIGHWAY 7 PUBLIC MEETINGS

*The Colorado Department of Transportation (CDOT) is conducting a study to establish a vision for State Highway 7 (SH 7) from US 287 in Lafayette to US 85 in Brighton. Please join us at our upcoming public meetings to provide input on the transportation problems and potential solutions for this corridor.*



**Save the Dates!**

<p><b>June 21, 2012 Thursday</b> 4:30pm to 7:00pm <b>The Armory</b> 300 Strong Street Brighton, CO 80601</p>	<p><b>June 27, 2012 Wednesday</b> 4:30pm to 7:00pm <b>Lafayette Public Library</b> 775 West Baseline Road Lafayette, CO 80026</p>
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**Public Meeting Format:**  
The public meetings will be an open house format where you can drop by anytime to discuss the study with the CDOT Project Team, learn about the SH 7 corridor's current conditions and provide input for creating a vision for the future.

*To learn more about the SH 7 PEL Study, please visit the project website at [www.coloradodot.info/projects/sh7pel](http://www.coloradodot.info/projects/sh7pel) or call the SH 7 Public Involvement Team at 303.442.7367.*

Requests for communication assistance or reasonable accommodations for special needs can be made by contacting the Public Involvement Team prior to the meeting: 303.442.7367.  
Se puede hacer las solicitudes de traducción o de otras necesidades especiales por poniéndose en contacto con el equipo de la participación pública: 303.442.7367



**SH 7 PEL**  
Planning Environmental Linkage Study  
c/o CDR Associates  
3050 Broadway, Suite 300  
Boulder, CO 80304

*You are invited to join us for the*

## STATE HIGHWAY 7 PUBLIC MEETINGS

**June 21, 2012**  
**Brighton**

**June 27, 2012**  
**Lafayette**

*See reverse side for more information*

# SH 7 PEL PUBLIC MEETING NEWSPAPER ADVERTISEMENTS

The following advertisement was featured in the Brighton Blade (June 13<sup>th</sup>) and the Broomfield Enterprise (June 17<sup>th</sup>):



## STATE HIGHWAY 7 PUBLIC MEETINGS

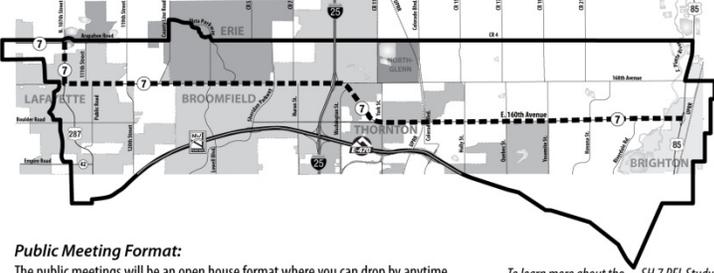
**SH 7 PEL**  
Planning Environmental Linkage Study

*The Colorado Department of Transportation (CDOT) is conducting a study to establish a vision for State Highway 7 (SH 7) from US 287 in Lafayette to US 85 in Brighton. Please join us at our upcoming public meetings to provide input on the transportation problems and potential solutions for this corridor.*

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**June 21, 2012 Thursday**  
**4:30pm to 7:00pm**  
**The Armory**  
300 Strong Street  
Brighton, CO 80601

**June 27, 2012 Wednesday**  
**4:30pm to 7:00pm**  
**Lafayette Public Library**  
775 West Baseline Road  
Lafayette, CO 80026



**Public Meeting Format:**  
The public meetings will be an open house format where you can drop by anytime to discuss the study with the CDOT Project Team, learn about the SH 7 corridor's current conditions and provide input for creating a vision for the future.

*To learn more about the SH 7 PEL Study, please visit the project website at [www.coloradodot.info/projects/sh7pel](http://www.coloradodot.info/projects/sh7pel) or call the SH 7 Public Involvement Team at 303.442.7367.*

Requests for communication assistance or reasonable accommodations for special needs can be made by contacting the Public Involvement Team prior to the meeting: 303.442.7367. Los pedidos de ayuda con las comunicaciones o de acomodaciones especiales deben hacerse antes de la reunión llamando al Equipo de Participación Pública del Proyecto al 303.442.7367.

The following advertisement was featured in the Broomfield Enterprise (June 24<sup>th</sup>) and the Colorado Hometown News (June 27<sup>th</sup>):



## STATE HIGHWAY 7 PUBLIC MEETING

**SH 7 PEL**  
Planning Environmental Linkage Study

*The Colorado Department of Transportation (CDOT) is conducting a study to establish a vision for State Highway 7 (SH 7) from US 287 in Lafayette to US 85 in Brighton. Please join us at our upcoming public meeting to provide input on the transportation problems and potential solutions for this corridor.*

**Save the Date!**

**June 27, 2012**  
**Wednesday**  
**4:30pm to 7:00pm**  
**Lafayette Public Library**  
775 West Baseline Road  
Lafayette, CO 80026



**Public Meeting Format:**  
The public meeting will be an open house format where you can drop by anytime to discuss the study with the CDOT Project Team, learn about the SH 7 corridor's current conditions and provide input for creating a vision for the future.

*To learn more about the SH 7 PEL Study, please visit the project website at [www.coloradodot.info/projects/sh7pel](http://www.coloradodot.info/projects/sh7pel) or call the SH 7 Public Involvement Team at 303.442.7367.*

Requests for communication assistance or reasonable accommodations for special needs can be made by contacting the Public Involvement Team prior to the meeting: 303.442.7367. Los pedidos de ayuda con las comunicaciones o de acomodaciones razonables para necesidades especiales deben hacerse antes de la reunión llamando al Equipo de Participación Pública del Proyecto al 303.442.7367.

## SH 7 PEL PUBLIC MEETING E-MAILS

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### ***June 6<sup>th</sup> E-mail to SH 7 PEL Technical Working Group (TWG)***

**Subject: SH 7 PEL - Draft TWG Meeting Summary and Public Meeting Materials**

Dear SH 7 PEL Technical Working Group (TWG) member,

Attached to this e-mail you will find several study-related materials. Please see below for explanations and what is requested from you.

#### **May 23, 2012 TWG Meeting Summary**

Attached is the **DRAFT May 23, 2012 TWG Meeting Summary** for your review. Please review this document and let us know that we've heard you correctly. Feel free to provide any comments, clarifications or corrections you may have in track changes and return the draft by responding to this e-mail.

**Please provide us with any feedback you have by 5:00 p.m. Tuesday, June 12.**

If we do not hear from you by then, we will proceed with the assumption that you approve of this draft and we will finalize the document for the project record.

#### **SH 7 PEL Public Meetings & Materials**

As a reminder, the SH 7 Public Meetings are occurring in the following locations:

##### **Thursday, June 21, 2012**

4:30 - 7:00 p.m.

The Armory

300 Strong Street

Brighton, CO 80601

##### **Wednesday, June 27, 2012**

4:30 - 7:00 p.m.

Lafayette Public Library

775 West Baseline Road

Lafayette, CO 80026

Attached to this e-mail you will find the following Public Meeting communication materials:

**Public Meetings Flyer:** Please use this flyer to distribute throughout your communities and have placed in public facilities for communicating the meeting and informing your residents and business owners about the public meetings. Additionally, you can let us know if you would like these placed or mailed to a specific location or group. You can

also use post this flyer to your websites. It has been provided here as a pdf; if you need it as a jpg file for any reason, please let us know.

**Public Meetings Media Advisory:** This is a copy of the media advisory CDOT's Office of Public Information will be distributing to the local media outlets. Please forward this on to your local Public Information Officers for their use and communications to your residents.

**SH 7 PEL Web-page:** Please feel free to either post the public meetings flyer on your websites or provide a link to the SH 7 PEL page hosted on the CDOT website. The link to that page is: <http://www.coloradodot.info/projects/sh7pel>

**Additional Outreach/Communications:** In addition to the above outreach products, a targeted mailing is taking place to the key stakeholders you have provided; newspaper advertisements will run in the Broomfield Enterprise, the Brighton Blade and in Colorado Hometown News to Erie and Lafayette; an e-mail announcement and reminders will go out to those on our e-mail lists; and CDOT will communicate the meetings through its social media channels (Twitter and Facebook). Also, Hispanic and Latino outreach is happening throughout the corridor by a community liaison that is working with our project team.

**Public Meeting Display Materials:** The materials we plan to display at the public meetings, such as maps, boards or graphics will be made available for you before the meetings. There will be no new materials that you are not familiar with or haven't already reviewed.

As always, feel free to contact me with any questions you may have. You can reply to this e-mail or call me directly at (720) 407-4721.

We look forward to receiving your input on the TWG Meeting Summary,

**June 14<sup>th</sup> and June 20<sup>th</sup> E-mails to SH 7 PEL Public and Key Stakeholder E-mail Contacts**

**Subject: Reminder: State Highway 7 PEL Public Meetings on June 21<sup>st</sup> and 27<sup>th</sup>**

Please join us for the State Highway 7 Planning and Environmental Linkage Study (SH 7 PEL) public meetings. If the picture below will not display, please visit <http://www.coloradodot.info/projects/sh7pel> to learn more about the SH 7 PEL public meetings in Brighton on June 21<sup>st</sup> and Lafayette on June 27<sup>th</sup>.



**SH 7 PEL**  
Planning Environmental Linkage Study

## STATE HIGHWAY 7 PUBLIC MEETINGS

The Colorado Department of Transportation (CDOT) is conducting a study to establish a vision for State Highway 7 (SH 7) from US 287 in Lafayette to US 85 in Brighton. Please join us at our upcoming public meetings to provide input on the transportation problems and potential solutions for this corridor.



**Save the Dates!**

<p><b>June 21, 2012 Thursday</b>  <b>4:30pm to 7:00pm</b>  <b>The Armory</b>                      300 Strong Street                      Brighton, CO 80601</p>	<p><b>June 27, 2012 Wednesday</b>  <b>4:30pm to 7:00pm</b>  <b>Lafayette Public Library</b>                      775 West Baseline Road                      Lafayette, CO 80026</p>
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**Public Meeting Format:**  
 The public meetings will be an open house format where you can drop by anytime to discuss the study with the CDOT Project Team, learn about the SH 7 corridor's current conditions and provide input for creating a vision for the future.

To learn more about the SH 7 PEL Study, please visit the project website at [www.coloradodot.info/projects/sh7pel](http://www.coloradodot.info/projects/sh7pel) or call the SH 7 Public Involvement Team at 303.442.7367.

Requests for communication assistance or reasonable accommodations for special needs can be made by contacting the Public Involvement Team prior to the meeting: 303.442.7367.

Se puede hacer las solicitudes de traducción o de otras necesidades especiales por poniéndose en contacto con el equipo de la participación pública: 303.442.7367

## June 26<sup>th</sup> E-mail to SH 7 PEL Public and Key Stakeholder E-mail Contacts

### **Subject: Reminder: State Highway 7 PEL Public Meeting on June 27<sup>th</sup>**

Please join us for the State Highway 7 Planning and Environmental Linkage Study (SH 7 PEL) public meeting. If the picture below will not display, please visit <http://www.coloradodot.info/projects/sh7pel> to learn more about the SH 7 PEL public meeting in Lafayette on June 27<sup>th</sup>.



**SH 7 PEL**  
Planning Environmental Linkage Study

## STATE HIGHWAY 7 PUBLIC MEETING

*The Colorado Department of Transportation (CDOT) is conducting a study to establish a vision for State Highway 7 (SH 7) from US 287 in Lafayette to US 85 in Brighton. Please join us at our upcoming public meeting to provide input on the transportation problems and potential solutions for this corridor.*



One more Meeting!

**June 27, 2012 Wednesday**  
**4:30pm to 7:00pm**  
**Lafayette Public Library**  
775 West Baseline Road  
Lafayette, CO 80026

**Public Meeting Format:**  
The public meeting will be an open house format where you can drop by anytime to discuss the study with the CDOT Project Team, learn about the SH 7 corridor's current conditions and provide input for creating a vision for the future.

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# SH 7 PEL PUBLIC MEETING FLYERS



**SH 7 PEL**  
Planning Environmental Linkage Study

## STATE HIGHWAY 7 PUBLIC MEETINGS

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To learn more about the SH 7 PEL Study, please visit the project website at [www.coloradodot.info/projects/sh7pel](http://www.coloradodot.info/projects/sh7pel) or call the SH 7 Public Involvement Team at 303.442.7367.

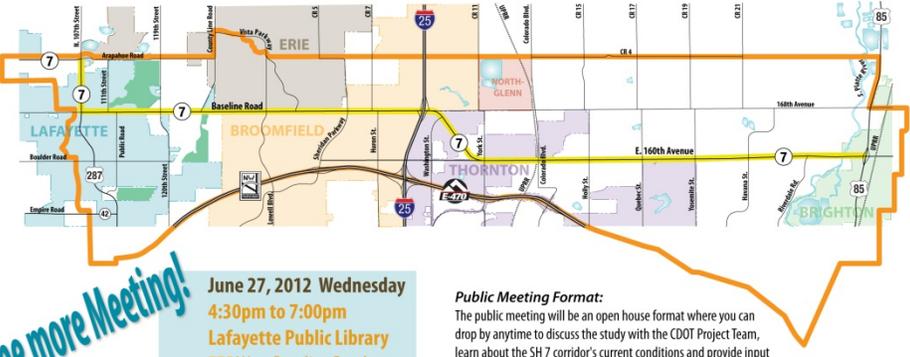
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Se puede hacer las solicitudes de traducción o de otras necesidades especiales por poniéndose en contacto con el equipo de la participación pública: 303.442.7367



**SH 7 PEL**  
Planning Environmental Linkage Study

## STATE HIGHWAY 7 PUBLIC MEETING

*The Colorado Department of Transportation (CDOT) is conducting a study to establish a vision for State Highway 7 (SH 7) from US 287 in Lafayette to US 85 in Brighton. Please join us at our upcoming public meeting to provide input on the transportation problems and potential solutions for this corridor.*



**One more Meeting!**

**June 27, 2012 Wednesday**  
4:30pm to 7:00pm  
**Lafayette Public Library**  
775 West Baseline Road  
Lafayette, CO 80026

**Public Meeting Format:**  
The public meeting will be an open house format where you can drop by anytime to discuss the study with the CDOT Project Team, learn about the SH 7 corridor's current conditions and provide input for creating a vision for the future.

To learn more about the SH 7 PEL Study, please visit the project website at [www.coloradodot.info/projects/sh7pel](http://www.coloradodot.info/projects/sh7pel) or call the SH 7 Public Involvement Team at 303.442.7367.

Requests for communication assistance or reasonable accommodations for special needs can be made by contacting the Public Involvement Team prior to the meeting: 303.442.7367.  
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SH 7 PEL  
Estudio de Planificación Ambiental y Enlace

## REUNIONES PÚBLICAS CARRETERA ESTATAL 7

El Departamento de Transporte de Colorado (CDOT, en inglés) está conduciendo un estudio para establecer una visión para la Carretera Estatal 7 (SH7) desde la US 287 en Lafayette hasta la US 85 en Brighton. Haga planes para participar en las reuniones públicas que aquí se anuncian y comparta sus comentarios sobre los problemas de transporte de este corredor y sus potenciales soluciones.



**¡Marque su calendario!**

**Jueves 21 de junio del 2012**

**4:30pm a 7:00pm**

**The Armory**

**300 Strong Street**

**Brighton, CO 80601**

**Miércoles 27 de junio del 2012**

**4:30pm a 7:00pm**

**Biblioteca Pública de Lafayette**

**755 West Baseline Road**

**Lafayette, CO 80026**

### Formato de las Reuniones Públicas:

Las reuniones públicas se realizan con un formato de consultas abiertas e informales, de modo que los interesados pueden llegar en cualquier momento para hablar del estudio con miembros del equipo del proyecto, para informarse de las condiciones actuales del corredor de las SH7 y para compartir comentarios para crear una visión para el futuro de ese corredor.

Pera más información sobre el Estudio SH7 PEL, por favor visitar el sitio electrónico del proyecto en [www.coloradodot.info/projects/sh7pel](http://www.coloradodot.info/projects/sh7pel) o llamar al Equipo de Participación Pública del Proyecto al 303.442.7367.

Los pedidos de ayuda con las comunicaciones o de acomodaciones razonables para necesidades especiales deben hacerse antes de la reunión llamando al Equipo de Participación Pública del Proyecto al 303.442.7367.





**What suggestions do you have for potential solutions to improve transportation along State Highway 7 between US 287 and US 85?**

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**Additional Comments?**

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**Please Place  
Postage  
Here**

**SH 7 PEL  
c/o CDR Associates  
3050 Broadway, Suite 300  
Boulder, CO 80304**

## SH 7 PEL LATINO OUTREACH

Date	Outreach Activity
June 6 <sup>th</sup>	Translation of SH 7 PEL Meeting Announcements and Materials
June	Distribution of SH 7 PEL Public Meeting Flyers
June 20 <sup>th</sup> and 26 <sup>th</sup>	Distribution of Media Advisory to Spanish Media Sources
June 21 <sup>st</sup> and 27 <sup>th</sup>	Translation Services at Public Meetings

## SH 7 PEL OUTREACH MEETINGS AND BRIEFINGS

Date	Presenter(s)	Organization/ Meeting	Location	General Topic(s)	Comment Topic(s)
April 3 <sup>rd</sup>	David Kosmiski, Bob Felsburg	Lafayette City Council Meeting	Lafayette City Hall, Lafayette	Overview of study goals, timetable, priorities and key scope elements	Realignment, congestion/ mobility, downtown Lafayette
May 19 <sup>th</sup>	David Kosmiski, Dan Herrmann, Bob Felsburg	Thorntonfest	Thornton Recreation Center, Thornton	Overview of PEL and progress to date	Diverging Diamond Interchange, RTD, CDOT, I-25, transit access, safety, access, development
June 1 <sup>st</sup>	Kirk Webb, Bob Felsburg	Broomfield Developers Meeting	Broomfield City and County Building, Thornton	Overview of PEL and progress to date	Access, pedestrian crossings, mobility, safety, traffic signals, transit parking, SH 7/I-25 interchange, cross-section, corridor character, RTD involvement, speed, implementation

June 13 <sup>th</sup>	Bob Felsburg, Jim Hanson, Kevin Maddoux	SH 7 Realignment Meeting	Lafayette City Hall, Lafayette	Realignment of SH 7	Community goals and interests for potential realignment, potential range of alternatives for realignment, next steps
June 20 <sup>th</sup>	Kevin Maddoux, Jenny Young	Anthem Ranch Community Coffee	Anthem Ranch Recreation Center, Broomfield	Overview of PEL and progress to date	Projected growth estimates, proposed cross-section

### SH 7 PEL KEY STAKEHOLDER OUTREACH

Key Stakeholder Organization/Group	Type of Outreach
<b>Anthem Highlands and Anthem Ranch Homeowners Association</b>	Electronic copy of flyer for Anthem to distribute to their e-mail lists. Debra Wyatte, Community Manager of Anthem Highlands distributed the flyer electronically to approximately 850 contacts. Denise Hogenes, Community Manager of Anthem Ranch, distributed the flyer electronically to approximately 900 homeowners. Anthem offices also will display the flyer
<b>Todd Creek Farms</b>	Melinda Arnott distributed an e-mail to Todd Creek Farms the week of June 18 <sup>th</sup> . Steve at Northside Management (Todd Creek Master Association which manages Eagle Shadows, Eagle Shadows South, Todd Creek Vistas, Todd Creek Estates, Hawk Ridge and Silver Springs) posted the SH 7 PEL Public Meetings flyer to their web site and also distributed an e-mail to approximately 350 homeowners

<b>Local Jurisdictions</b>	Local jurisdictions that are members of the TWG did the following outreach to publicize the SH 7 PEL Public Meetings: distributed the flyer to pertinent property; provided the media advisory and public meeting information to the Public Information Officer; posted meeting information on the city/town web site, Twitter and Facebook; distributed e-mails directly to selected contacts along SH 7
<b>Regulatory Agencies</b>	The SH 7 PEL Public Meeting announcement to the regulatory agencies on June 18 <sup>th</sup>

## SH 7 PEL MEDIA ADVISORY

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**FOR IMMEDIATE RELEASE**  
May 25, 2012

**Media Contact:**  
Mindy Crane  
CDOT Public Information Office  
303-757-9469  
mindy.crane@dot.state.co.us

### **PUBLIC MEETINGS FOR CDOT'S STUDY OF STATE HIGHWAY 7**

***The public is invited to learn about current conditions along State Highway 7 and to provide input for creating a future vision for the corridor.***

**May 25, 2012** – The Colorado Department of Transportation (CDOT) is conducting a Planning and Environmental Linkage (PEL) study for State Highway 7 (SH 7) between U.S. 85 in Brighton and U.S. 287 in Lafayette. The SH 7 PEL is being conducted to identify existing conditions and anticipated problem areas in order to develop/evaluate multimodal improvements to reduce congestion, improve operations and enhance the safety of the roadway within the corridor.

The SH 7 PEL is a timely and important study to prepare for expected population and employment growth in the region by evaluating the existing and future operations of this highway. There are varying characteristics throughout the corridor such as Lafayette's downtown, rural stretches, suburban areas and sites designated for substantial commercial development. The study aims to identify a common vision for the corridor, while recognizing the unique characteristics of its diverse segments.

### **Purpose of the Public Meetings**

CDOT is inviting the public to learn about the study, discuss the corridor's current conditions and provide input for creating a future vision. The public will be able to directly interact with the CDOT Project Team, which will be on hand to provide information, answer questions and listen to suggestions for improving corridor mobility. The public is encouraged to provide comments and ideas. Information obtained will assist us in developing and evaluating possible transportation improvements.

### **Public Meeting Information**

#### **Thursday, June 21, 2012**

4:30 p.m. to 7 p.m.

The Armory

300 Strong Street, Brighton, CO 80601

#### **Wednesday, June 27, 2012**

4:30 p.m. to 7 p.m.

Lafayette Public Library

775 West Baseline Road, Lafayette, CO 80026

**Meeting Format:** The public meetings will use an open house format with display boards, corridor maps and other information stations. Attendees will be able to provide comments and input in various formats. The public is encouraged to stop by at any time during the meetings.

For more information about the study please

visit <http://www.coloradodot.info/projects/sh7pel>

Comments about this study can also be submitted through the web page.

### **CDOT Project Contact**

David Kosmiski

CDOT Project Manager, SH 7 PEL

David.Kosmiski@dot.state.co.us

(303)398-6767

## SH 7 PEL NEWSPAPER ARTICLES

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### Broomfield Enterprise and Colorado Hometown News, June 16<sup>th</sup>

#### CDOT seeks input on future of Colo. 7

The Colorado Department of Transportation is inviting the public to learn about a Planning and Environmental Linkage Study for Colo. 7 and to discuss the corridor's conditions and provide input for creating a future vision. The public can interact with the CDOT project team, which will provide information, answer questions and listen to suggestions for improving the corridor. Information obtained will be used to develop and evaluate possible transportation improvements.

Public meetings will be from 4:30 to 7 p.m. Thursday at The Armory, 300 Strong St., Brighton, and 4:30 to 7 p.m. June 27 at the Lafayette Public Library, 775 W. Baseline Road.

### Brighton Blade, June 26<sup>th</sup>

#### Highway 7 improvement suggestions run the gamut

By Steve Smith

Tuesday, June 26, 2012

To stay connected, call 303-442-7367 or visit the project website at [www.coloradodot.info/projects/shypel](http://www.coloradodot.info/projects/shypel).



Former Brighton Mayor Ken Mitchell and Jenny Young, a senior transportation engineer with Felsburg, Holt and Ullevig, discuss potential improvements to state Highway 7 June 21 at the Armory.

**BRIGHTON** — Residents seem to agree more space is needed on state Highway 7 between Brighton and Lafayette — but how much remains a point of contention.

A small consensus at a June 21 forum at the Armory said they would like to see the road widened, at the very least.

But transportation engineer Jenny Young with the firm Felsburg, Holt and Ullevig, said she'd heard from residents who'd like to see the road remain at two lanes wide with some extra room for bicyclists.

The Colorado Department of Transportation is evaluating the present and future operations of state Highway 7 to prepare for potential growth. Traffic on Highway 7 averages between 12,000 and 20,000 vehicles per day.

Former Brighton Mayor Ken Mitchell said the city supported CDOT's installation of an overpass at Interstate 25, about eight miles west of town. Now he thinks CDOT should improve the road between Brighton and the interstate. "A lot of that is one-lane traffic. We need to encourage the state highway commission to see if they can't make that a four-lane highway in some places," Mitchell said. "It's the only (through) road between 124th Avenue and Weld County Road 2. There's a lot of east-west traffic. A lot of areas, it's just one lane with a yellow stripe down the center. If you want to drive 55 (mph) and someone's in front of you is driving 30, it doesn't work too (well). The need for a better road is here today."

Elmer Oestman moved here in 1963. He uses Highway 7 every day and said the drive has not improved. "I've seen a lot of years of it," he said. "There are accidents on Highway 7 all the time. Four lanes have to come. It's a terribly busy highway. The only problem is putting in more lights. Safety has to come first."

Joelle Tscherter uses Highway 7 to get to her job in Aurora. She called it "a tough road to man" because of the traffic. "Especially when it gets to 5 or 6 (in the evening), it gets really bad," she said. "Four lanes of traffic would ease some of the congestion with more turn lanes, things like that. On the way to my job, the ride is easier because I leave earlier. But I get home the same time everyone else does."

Mitchell and Tscherter thought adding a bike lane would be a good idea. "With the width of that right of way, they have plenty of room to get bike paths in there if the funds are available," Mitchell said. "That's becoming more and more popular with people." "A bike path to separate the cars from the bikes would be good," Tscherter said. "It would make it safer for everybody, bicyclists and cars alike."

CDOT's study is expected to include future problems and issues of importance to Brighton, such as history and wetland preservation. CDOT will come up with a priority list of improvements and a cost estimate.



## **State Highway 7 – Erie Board of Trustees Study Session Meeting Minutes**

**Date:** Tuesday, July 17, 2012, 6:00 pm

**Location:** Erie Town Hall

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Attendees: Joe Wilson – Mayor  
Ronda Grassi – Mayor Pro Tem  
Mark Gruber – Trustee  
Jonathan Hager – Trustee  
Janice Moore – Trustee  
Paul Ogg – Trustee  
Fred Diehl – Deputy Town Administrator  
Gary Behlen – Director of Public Works  
Neil Lacey – CDOT  
Dave Kosmiski – CDOT  
Bob Felsburg – Felsburg Holt & Ullevig

The meeting began with a presentation by Dave Kosmiski and Bob Felsburg which included an overview of the purpose of the study, the study process, and a summary of the work to date on the Corridor Conditions Assessment Report and the Purpose and Need.

The meeting was then opened for comments and questions from the Town Board. The following comments/questions were noted:

1. Safety should be a key factor in determining the preferred realignment alternative. Hard data should be made available regarding the safety of each alternative.
2. The Golden Run development located northwest of the intersection of Arapahoe/County Line Road is proposed to be a point of concentration of local transit and the trail system.
3. The realignment of SH 7 should be a four-lane roadway.
4. The function of SH 7 should be a balance of accessibility and mobility. The mobility could be provided with a good four-lane roadway, while the accessibility could be supported with long accel/decel lanes to accommodate the turning movements.
5. One alternative which should be considered is the full widening of SH 7 as it runs through downtown Lafayette. It was stated that “those people chose to live on SH 7, so the widening should not be a surprise.”
6. One trustee thought that Alt. 3A was the best alternative because it would allow for best success in economic development, safety and access.

7. There is some interest in moving the access to the Airpark from its current location on SH 7 to a new access on County Line Road.
8. County Line Road will always be a destination as a point of entrance to the Town.
9. The intersection of US 287/Arapahoe Road will also be shopping destination.
10. Transit will be important because there will always be a lot of travel movement between I-25 and US 287.
11. We should consider "green" treatments in the design of the roadway, such as how to use stormwater drainage to water the median.
12. We should consider the proper scale of lighting along the roadway, for vehicles, pedestrians and bicyclists.
13. If a bike lane is constructed on SH 7, it should have a buffer to protect bicyclists from the high speed vehicles.
14. The Town allows golf carts to be used on streets with a speed limit of 25 mph or less. We should consider how to incorporate their use on any off-street trail system.
15. Improvements to pedestrian crossings should be considered along Arapahoe Road. We should consider a grade separated pedestrian crossing along the Pulte easement.
16. Intersections along the realignment should be at 90 degrees.
17. Improve 119<sup>th</sup> Street and 120<sup>th</sup> Street to a new interchange on the NW Parkway to provide an alternative which would reduce the need to use SH 7.
18. In a summary by the Mayor:
  - a. Looking for a nice entry to the Town.
  - b. The realignment should be an economic development tool, serving jobs.
  - c. Provide both access and through movement.



## Meeting Minutes

### State Highway 7 – Northwest Parkway Briefing

**Date:** Thursday, July 26, 2012, 10:00 am

**Location:** Northwest Parkway Offices, 3701 Northwest Parkway, Broomfield, CO 80023

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**Attendees:** Pedro Costa, Executive Director, Northwest Parkway LLC  
Mark Shotkoski, Director of Engineering & Maintenance, Northwest Parkway LLC  
Dave Kosmiski – CDOT  
Bob Felsburg – Felsburg Holt & Ullevig

The meeting began with a presentation by Dave Kosmiski and Bob Felsburg which included an overview of the purpose of the study, the study process, and a summary of the work to date on the Corridor Conditions Assessment Report and the Purpose and Need.

The meeting was then opened for comments and questions from the representatives of the Northwest Parkway. The following comments/questions were noted:

1. Northwest Parkway Public Highway Authority membership currently consists of Broomfield and Lafayette. Charles Ozaki of Broomfield is the Managing Administrator.
2. The Authority simply wants the Northwest Parkway to be recognized as a part of the mobility network in this part of the Denver metropolitan area. The highway has excess capacity that could be used instead of looking at ways to expand the capacity of other roadways in the area, such as SH 7.
3. They realize that the public looks upon the Northwest Parkway as an expensive alternative because it is a toll road. The public should be educated that they also pay for all other roads through their taxes. So, in fact, they are paying for either, just in different ways.
4. When asked about the value of the South Boulder Road extension, they indicated that it is not an important link in their mind because it is not a long, continuous arterial. They do not believe that it would increase the number of motorists using the Northwest Parkway.
5. Their development agreement includes language that prohibits the improvement of roads that are within one mile of the median of the Parkway (Mark to verify). This would not effect SH 7.
6. They would be open to consideration of an additional interchange on the Parkway in the vicinity of an extended 120<sup>th</sup> Street (as was suggested by an Erie Trustee). They noted that their original plan had an interchange in the vicinity of County Line Road (if extended).

7. To summarize, Mr. Costa reiterated that they would like to stay informed of our progress and to participate in our planning process to the extent appropriate. He also re-emphasized that the Northwest Parkway should be recognized as a viable alternative in this region.

## **CDOT State Highway 7 – Technical Working Group Meeting Summary**

**Date:** Wednesday, August, 22, 2012, 9:00 a.m. – 11:00 a.m.  
**Location:** Erie Community Center, Mitchell Room, 450 Powers St., Erie, CO

### **WELCOME, INTRODUCTIONS AND PROJECT STATUS**

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Andrea Meneghel, CDR Associates (CDR), greeted the group, facilitated introductions and explained that the purpose of the meeting was to give an update on the June public meetings, present the revised State Highway 7 (SH 7) Purpose and Need Statement, and present the process for developing and screening alternatives.

Bob Felsburg, Felsburg Holt & Ullevig (FHU), informed the Technical Working Group (TWG) that the SH 7 Corridor Conditions Assessment Report had been finalized and was available on the study's web page.

### **JUNE 2012 PUBLIC MEETINGS AND OTHER PUBLIC OUTREACH**

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#### **June 2012 Public Meetings**

In June 2012, the Project Team held two corridor-wide Public Meetings in Brighton and Lafayette to inform the public of the PEL Study, to obtain feedback on current conditions and identify issues to be addressed. The meetings were attended by 161 total attendees and approximately 130 comments were submitted. The meetings used an open house format with display boards grouped by issue-area and staffed by Project Team members to answer questions and hold discussions. The public was able to submit comments in several ways – verbally to Project Team members, on comment cards or written on flipcharts throughout the room. Input was received about the following issue-areas: Congestion and Mobility; Safety and Access; Noise Impacts; and a potential SH 7 realignment. It was noted that several elected officials attended the meetings; their presence, ability to discuss corridor issues with residents and input provided to the Project Team added value to the meetings.

The Project Team produced a detailed summary about the input collected and outreach conducted for the public meetings, distributed it to the TWG and posted it on the study web page. Raw comments are available from CDR Associates as requested.

#### **Other Public Outreach**

In addition to the public meetings the SH 7 Project Team had also been carrying out the on-going outreach effort to meet with community groups and other stakeholders. These meetings included the following:

- Broomfield Developers
- The Town of Erie Board of Trustees
- The Northwest Parkway
- Coffee with the Community at Anthem Ranch
- Provided SH 7 PEL information for Lafayette Peachfest

The team is available to continue this type of focused interaction with community groups by either meeting with groups or by supplying information materials to be distributed. It was requested that the Project Team coordinate outreach for Broomfield Days and the City of Thornton's Harvestfest.

**Small Group Meeting - SH 7 Realignment:** Bob Felsburg informed the TWG that the Project Team had met with staff representatives from the City of Lafayette, Town of Erie and Boulder County to understand their

respective goals and ideas for potentially realigning SH 7; a meeting summary is available on request. The next meeting of that technical group will take place in September to explore potential alternative alignments, followed by a meeting of elected officials of those communities, and then a report back will take place to inform and involve the greater TWG in the discussion.

## **DRAFT PURPOSE & NEED STATEMENT**

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The Project Team presented the updated SH 7 PEL Purpose and Need Statement that incorporated input provided by the TWG members and requested feedback by Wednesday, August 29.

The Purpose and Need Statement (P&N) was developed using the input from previous TWG discussions about the corridor transportation needs. The Project Team asked the TWG to provide feedback about whether the P&N accurately reflected the corridor's transportation needs and if anything should be added. The P&N identified the following issue areas as needs to be addressed: Safety; Access; Operations; and Alternative Travel Modes.

### **Comments**

- It was suggested that the first header of the P&N be changed from "Introduction" to "Purpose & Need Statement" to reflect that the entire section is the PEL's Purpose & Need Statement.
- There was an inquiry about the reason behind terming one of the problems the P&N addresses as an "Alternative Travel Modes Problem" rather than a "Multi-Modal Problem" and noted that there were some subtleties in using one of the terms over the other. It was noted that this was done to place greater emphasis on transit, bicycle and walking modes. Julie McKay, Boulder County, said she would submit comments to address that point after having time to further review the document.
- It was suggested that "and speeds" should be added to the end of the Safety Problem description. It was agreed that although speeds are mentioned in the detailed description of the safety issue, it should be more prominent in the need description.
- It was also noted that design issues contribute to accidents, such as the two lane segments not providing much space to avoid potential accidents. It was agreed that design, operations, safety, and access issues are all closely inter-related and the P&N will be revised to define the interconnectedness of those issues while articulating each issue area separately.
- It was explained that the graphics in the P&N document had been changed from the Corridor Conditions Assessment Report and that it was important that TWG members review the new graphics and content.
- Further comments were requested to be submitted to CDR Associates by Wednesday, August 29<sup>th</sup>.

## **ALTERNATIVES DEVELOPMENT AND EVALUATION**

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Jenny Young, FHU, explained how alternatives will be developed and evaluated within the study. She described the evaluation criteria to the group, what occurs during the different levels of screening and how the corridor has been segmented to analyze improvements. It was explained that this was a preliminary approach and the activities were being reviewed with the TWG to ensure understanding, as well as to obtain feedback and concurrence. Several questions were posed to the TWG such as:

- Are these the appropriate criteria categories to evaluate?
- Are there other criteria that are missing?
- What are the appropriate criteria to be evaluating at each level of screening and to what level of detail?

## Comments

- Clarification was asked about how the criteria for the implementation category would work. Bob Felsburg explained that these measures typically are used to assess the relative ease of implementation. Therefore, they are often used to help in phasing and prioritization.
- It was stated that the first level screening criteria are clear, but the second and third level screening criteria are not. It was explained that criteria for those levels have not been developed yet, but they will cover the appropriate categories as determined to be appropriate to the study's needs and the level of detail necessary for each level.
- A TWG member asked if the "Proposed Action" noted as the result of the evaluation process in the document graphic would be a single-action recommendation much like a 'preferred alternative'? The term "Proposed Action" is being used in the graphic as a 'catch all' for the various improvement alternatives that would be supported and advanced by the TWG as a conclusion to the study. It will likely be a series of actions, using considerations such as prioritization, phasing, and funding.
- TWG members suggested evaluating a three lane option that adds a center left turn lane to access properties and businesses; and having that left turn lane at intersections. It would be a striped middle lane in certain segments only with high demand for left turn movements. An example of this type of cross section can be found on US 287 north of SH 7. The Project Team has retained this option for Level 2 screening.
- Jeanne Shreve, Adams County, suggested it would be helpful to coordinate with the N. I-25 PEL study when it comes time to screen for the I-25/SH 7 interchange options. Bob Felsburg confirmed this will take place at a future TWG meeting.
- An inquiry was made about separately screening for the reclassification of the road and adding that action to the graphic. The reference was actually meaning the re-categorization of the roadway regarding its access standing within the CDOT Access Code. It was explained that this is indicated in the process diagram under the Access Categories within the Evaluation by Segment portion of the diagram. Alternative categories will be evaluated for each segment; a number of evaluation criteria will be used to assess these category choices.
- It was suggested that the graphic used to explain the evaluation process add a side-bar that highlights the different levels of screening.
- A request was made to add corridor speeds and speed differentials as evaluation criteria under the safety category.
- A suggestion was made to add grade separated pedestrian crossings to the Pedestrian Accommodation alternatives.
- The TWG generally agreed with the Level 1 screening results. It was noted that the Non-Rural Arterial (NR-C) access category in the table should be retained for further screening. It was also suggested that some notes should be added to the Level 1 screening table to clarify some of the information.
- It was explained that the next round of Public Meetings will likely occur between Level 3 and 4 screening to be able to further refine alternatives based on public comment. The corridor's elected officials will be able to review and comment on those alternatives before they are presented to the public.

## NEXT STEPS

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- **Comments from TWG Members** on the SH 7 PEL Purpose and Need Statement, Alternatives Evaluation Process and Evaluation Criteria are to be submitted by Wednesday, August 29 to Andrea Meneghel ([ameneghel@mediate.org](mailto:ameneghel@mediate.org))

- There may be the need to re-schedule future SH 7 TWG meetings. CDR will send an email to TWG members notifying them of any changes.

## **MEETING MATERIALS**

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- Meeting Agenda
- Meeting Presentation
- SH 7 PEL June 2012 Comment Summary and Meeting Outreach Report (distributed electronically via email on 08-17-2012)
- SH 7 PEL Study DRAFT Purpose and Needs Statement (distributed electronically via email on 08-17-2012)
- SH 7 DRAFT Alternatives Analysis (distributed electronically via email on 08-17-2012)
- SH 7 Level 1 Screening (distributed electronically via email on 08-17-2012)

## **MEETING ATTENDEES**

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<b>NAME</b>	<b>AFFILIATION</b>
1. Jeanne Shreve	Adams County
2. Jim Hanson	Atkins North America
3. Julie McKay	Boulder County
4. Karen Schneiders	CDOT Region 4
5. Amy Schmaltz	CDOT Region 6
6. Andy Stratton	CDOT Region 6
7. Brad Sheehan	CDOT Region 6
8. Dan Herrmann	CDOT Region 6
9. David Kosmiski	CDOT Region 6
10. Kirk Allen	CDOT Region 6
11. Kirk Webb	CDOT Region 6
12. Leela Rajasekar	CDOT Region 6
13. Neil Lacey	CDOT Region 6
14. Steve Olson	CDOT Region 6
15. Andrea Meneghel	CDR Associates
16. Jeffrey Range	CDR Associates
17. Debra Baskett	City & County of Broomfield
18. Michael Sutherland	City & County of Broomfield
19. Tom Schomer	City & County of Broomfield
20. Annette Marquez	City of Brighton
21. Doug Short	City of Lafayette
22. Gene Putman	City of Thornton
23. Fred Sandal	DRCOG
24. Bob Felsburg	Felsburg, Holt & Ullevig
25. Jenny Young	Felsburg, Holt & Ullevig

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|------------------------|--------------------------|
| 26. Kevin Maddoux      | Felsburg, Holt & Ullevig |
| 27. Monica Pavlik      | FHWA                     |
| 28. Toni Whitfield     | FHWA                     |
| 29. Nataly Erving      | RTD                      |
| 30. Russell Pennington | Town of Erie             |

## CDOT State Highway 7 – Potential Realignment Group Meeting

**Date:** Tuesday, September 11, 2012, 1:00 p.m.

**Location:** Town Hall, Erie, CO

### **INTRODUCTION**

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The State Highway 7 (SH 7) Project Team met with staff representatives of the City of Lafayette, Town of Erie and Boulder County to discuss possible alternatives for the realignment of SH 7 in the western end of the study area. The staff members of the communities had previously met with the Project Team to discuss their goals, issues experienced in the western segment of the corridor and what opportunities existed for identifying solutions within this study.

**Meeting Purpose:** Andrea Meneghel, CDR Associates, greeted the group and explained that the purpose of the meeting was to present the preliminary conceptual alignment alternatives the Project Team developed based on the community goals that had been communicated at the last meeting. The Project Team held this meeting to obtain feedback and ideas from the jurisdiction staff members about how to effectively present the information to their elected officials at the next meeting.

**Issue Overview:** David Kosmiski, CDOT Project Manager of the SH 7 PEL Study, reminded the group of the overall scope of the study and that the realignment topic was one issue that was being analyzed in the context of the overall corridor study.

### **COMMUNITY GOALS AND DRAFT EVALUATION CRITERIA**

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Andrea provided a brief overview of the community goals and explained that the options and alternatives that had been developed and were being presented at the meeting were reflective of what was understood to meet the goals expressed by the communities at the last meeting. The Project Team will continue to refine the alternatives that potentially meet common goals to provide the communities with a range of choices that can be further discussed and evaluated. The jurisdiction staff were being asked if the goals that the Project Team framed in the handout 'Community Goals' reflected what is most important to each jurisdiction as it related to the SH 7 alignment. Kevin Maddoux, Felsburg Holt and Ullevig, presented the group with key criteria which would be used to screen and evaluate alternatives. The Project Team was looking for guidance on how to incorporate the Community Goals into the evaluation criteria.

### **Comments**

**Point of Emphasis for the Upcoming Meeting with Elected Officials:** It will be helpful to inform the elected officials that exploring the issue of realigning SH 7 is a conversation that originated from desires expressed by the City of Lafayette and Town of Erie. The discussion is now being made possible within the context of this study by CDOT.

**Focus on Common Goals as Evaluation Criteria:** The group agreed that in order to bring the communities closer to agreement about potential realignment alternatives, the community goals should become the criteria by which the alternatives are screened without being attributed to specific communities. The Project Team will develop a matrix which lists community goals as screening criteria to evaluate the alternative alignments and have that ready for the next meeting. These goals/criteria will be developed to fit into the purpose and need of the overall study to the extent possible.

**Additional Goals to List:** The following goals need to be articulated more prominently on future lists or materials.

- Avoid Boulder County open space properties (so remove all options that cross them), and minimize impacts to edges of Boulder County open space properties when necessary to route SH 7 along their edges.
- Plan for 2-lane rights-of-way and justify reasons for needing 4-lane rights-of-way if any are necessary.
- Seek options for dispersing east-west traffic through the City of Lafayette to reduce impacts on the downtown.

## **TRAVEL DEMAND SUMMARY**

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Bob Felsburg, Felsburg Holt and Ullevig, explained that six potential system concepts for handling east-west travel through the Erie-Lafayette area were tested based on 2035 travel demand estimates. The six options are the following:

1. No Action
  2. Widen SH 7
  3. SH 7 Realignment
  4. Enhanced Route to the North
  5. Enhanced Route to the South
  6. Enhanced Routes to both the North and the South
- It was explained that an “enhanced route” refers to a municipal roadway that would be either an improved existing roadway or possibly a new roadway which would offer an alternative route to SH 7. It would likely be classified as a two or four lane minor arterial. A realignment of SH 7 would mean that a new alignment would be designated as the State Highway. In all cases except Option 2, Baseline Road in the downtown area would remain essentially the same as it is today; however its designation as a State Highway may change.

## **Comments**

**Lane Miles, Costs and Maintenance:** It was stated that it would be helpful to understand how CDOT would count lane miles if SH 7 were to be realigned or an enhancement to local roads was to be made. Would lane miles be added to or taken off the State Highway system and what would be the responsibility and associated costs of maintenance and mitigation to CDOT or the Local Agency with each option?

**Two-lane or Four-lane Option:** It should be clarified whether the enhanced options are assumed to be two or four-lane roads because the impact on potential Open Space right of way needs would be much greater with a four-lane road than with a two-lane road. If a road were to require Open Space right of way, there would have to be a very compelling need with significant transportation benefits to justify a four-lane option. It will be helpful to understand the traffic patterns/projections, benefits, and impacts of two versus four lane roads for both realignment and enhanced route options.

**Suggestions for Presentation Materials:** The following was suggested for revising the presentation materials for the next meeting:

- Provide more data in each of the summary statements. It would be helpful to include a general number, range or estimate of the percentage of increased or decreased traffic volume changes attributed to the different options.

- Take N. 107<sup>th</sup> Street label off all of the diagrams; leave it as US 287.
- Provide a legend describing the symbols used in the option diagrams.
- On Option 3, remove the dashed red line if Baseline Road is to remain unchanged through downtown Lafayette. On Options 4, 5, and 6, remove the solid red line from Baseline Road if it is to remain unchanged; it is perceived to imply improvements will be made.
- Use different line types or colors to distinguish between realignment and enhanced routes.

## **ALIGNMENT OPTIONS AND INTERSECTION CONCEPTS**

Jim Hanson, Atkins North America, presented different alignment alternatives to the group. Jim explained that the alternative alignments were very preliminary and conceptual for discussion purposes only, and it should be understood that alternatives would require additional screening and closer analysis if advanced. Jim presented the SH 7 Realignment/Enhanced Supplemental Route Options map included in the information packet distributed to the group.

### **Comments**

**East Central Boulder County Comprehensive Development Plan:** It would be helpful if the map that was presented with the alternatives displayed the rural preservation and urban growth boundaries that have been agreed to in the East Central Boulder Comprehensive Development Plan. That plan can be found on Boulder County's website at: <http://www.bouldercounty.org/property/build/pages/igas.aspx>. It is an Intergovernmental Agreement that illustrates boundaries the communities have agreed to for rural preservation and growth areas. Boulder County suggested that rural preservation areas should be avoided as much as possible.

**Two or Four Lane Options:** It will be important to let elected officials know if the alternatives considered are anticipated to be two or four-lanes.

**County Line Road Connection:** Gary Behlen, Town of Erie, suggested to be prepared to explain how alternatives will connect to County Line Road from the north.

### **Combine Alternatives and/or Eliminate Alternatives that Cross Open Space:**

- It was suggested that two alternatives aligned along County Line Road to Arapahoe Road were similar enough that they could be combined into one alternative with an A and B option.
- It was suggested that Alternatives 6 and 7 were similar enough that they could be combined into one alignment alternative.
- There was support expressed for retaining Alternative 2 but to modify it to be aligned along 119<sup>th</sup> Street rather than having it continue into Open Space as it had been shown to do.
- It was recommended that alternatives that crossed open space parcels be eliminated from further screening, as ones that avoided Open Space are preferred. They will be displayed on future graphics as alternatives that had been considered but screened out.

**Intersection Improvements:** The Project Team had prepared draft intersection improvements to discuss with the group, but it was suggested that these should not be discussed with elected officials at the next meeting. Instead, the focus should remain on the alternative alignments. However, if and when intersection designs are presented, it was suggested to add traffic signal logos, a bicycle/pedestrian symbol to paths and to show both two and four-lane design options.

## **PARKS AND OPEN SPACE**

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The Project Team invited Boulder County Parks and Open Space representative Janis Whisman to the meeting to discuss the specific Open Space parcels found in the western segment of the study area. Janis provided input about what to consider while evaluating the feasibility of different alternative alignments. She informed the group of the Boulder County Parks and Open Space policies, potential challenges to be aware of and specific parcel ownership status. The following summarizes some of the key points which were communicated.

**Avoid Open Space Parcels:** It was clearly stated by Boulder County that a goal of realigning SH 7 should be to avoid bi-secting Boulder County Open Space properties entirely, and if necessary to cross through any areas of established open space, to propose alignments along existing roads.

**Decisions Concerning Open Space Parcels:** If there is a clearly demonstrated and justifiable need for open space right of way, any decision to use that right of way would potentially have to go through a 1041 permitting process, which would be administered by Boulder County's Land Use Department and involves public hearings and a decision by the Boulder County Commissioners. Additionally, the parties would have to undergo the Parks and Open Space Department's process for requesting such a right-of-way through county open space, which involves analysis and a recommendation by staff, as well as a recommendation by the Boulder County Parks and Open Space Advisory Committee and a final decision by the Boulder County Commissioners. If such a need for open space was identified, detailed input and analysis would need to include Boulder County and could also involve its multiple local agency partners if the affected property is subject to existing Intergovernmental Agreements.

## **NEXT STEPS**

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This group will meet again about this issue with an elected official representing each jurisdiction. The next meeting will include Erie and Lafayette's Mayors, a Boulder County Commissioner and will be held at the Boulder County Transportation Building on September 26, 2012. The Project Team will revise materials accordingly based on the feedback provided by the group which met today.

## **MEETING MATERIALS**

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The following materials were presented for discussion purposes and distributed to the group.

- SH 7 Realignment Meeting Agenda
- List of Community Goals
- 2035 Travel Demand Findings and Options
- SH 7 Realignment/Enhanced Supplemental Route Options
- Draft Evaluation Criteria

## **MEETING ATTENDEES**

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	<b>NAME</b>	<b>AFFILIATION</b>
1.	George Gerstle	Boulder County Transportation
2.	Janis Whisman	Boulder County Parks and Open Space
3.	David Kosmiski	CDOT Region 6
4.	Neil Lacey	CDOT Region 6
5.	Andrea Meneghel	CDR Associates

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|------------------|--------------------------------------|
| 6. Gary Klaphake | City of Lafayette Public Works       |
| 7. Doug Short    | City of Lafayette City Administrator |
| 8. Bob Felsburg  | Felsburg, Holt & Ullevig             |
| 9. Kevin Maddoux | Felsburg, Holt & Ullevig             |
| 10. Jim Hanson   | Atkins North America                 |
| 11. Gary Behlen  | Town of Erie Public Works            |

## CDOT State Highway 7 – Potential Realignment Group Meeting

**Date:** Wednesday, September 26, 2012, 3:00 p.m.

**Location:** Boulder County Transportation, Boulder, CO

### **INTRODUCTION**

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The State Highway 7 (SH 7) Project Team met with elected officials and staff representatives of the City of Lafayette, Town of Erie and Boulder County to discuss possible alternatives for the realignment of SH 7 in the western end of the study area. The staff members of the communities had previously met with the Project Team to discuss their goals, issues experienced in the western segment of the corridor and what opportunities existed for identifying solutions within this study.

**Meeting Purpose:** Andrea Meneghel, CDR Associates, greeted the group and communicated that the purpose of the meeting was to present the preliminary conceptual alignment alternatives to the elected officials from the respective communities. This was the first meeting the three local government elected officials attended specifically focused on this single topic.

**SH 7 PEL Overview:** David Kosmiski, CDOT Project Manager of the SH 7 PEL Study, provided an explanation of the overall scope of the study and that the realignment topic was one issue that was being analyzed in the context of the corridor-wide study.

### **COMMUNITY GOALS**

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Andrea oriented the group to a handout in their packets which listed and identified the unique goals of each community as had been communicated to the Project Team in previous meetings and conversations. He explained that the options and alternatives being presented at the meeting were reflective of what was understood to meet the goals expressed by the communities. The Project Team will continue to refine the alternatives that potentially meet common goals to provide the communities with a range of choices that can be further discussed and evaluated. Each elected official was asked to communicate to the Project Team, and to each other, how SH 7 could help to meet or achieve those goals.

### **Comments**

In addition to the points listed in the Community Goals handout, the following points were communicated from each elected official.

**Boulder County:** Commissioner Cindy Domenico spoke about the importance of protecting open space properties. She stated that potential alignments bisecting Boulder County Parks and Open Space properties should be eliminated from being further discussed, and she reiterated to the Project Team to be aware of rural preservation and urban growth strategies defined in the East Central Boulder Comprehensive Development Plan Intergovernmental Agreement.

**Town of Erie:** Mayor Joe Wilson spoke about promoting the economic prosperity of the community and how Erie plans to develop based on the Town's Transportation Master Plan

(<http://www.erieco.gov/DocumentCenter/Home/View/293>). He added that a realigned SH 7 should provide for adequate access to properties and businesses planned for future development. Because Erie is planning significant growth, there is an opportunity to determine a preferred implementable alignment sooner, rather than later when more development has occurred. He also spoke about the importance of SH 7 providing access to the Erie Municipal Airport, minimizing property impacts and/or acquisitions, ease of implementation and addressing how intersection design and placement can appropriately allow for efficient mobility.

**City of Lafayette:** Mayor Carolyn Cutler emphasized the importance of improving safety in the downtown area, especially near Pioneer Elementary School; allowing SH 7 to continue to serve the downtown area by attracting travelers to local businesses; and improving mobility throughout the corridor. It is important that SH 7 functions to not only allow east-west traffic to access downtown Lafayette, but to also provide diversions for vehicles that are going to other destinations. Solutions for dispersing traffic should make these movements easy while allowing through-traffic to continue along Baseline Road.

**CDOT:** Dave Kosmiski encouraged the group to continue to participate in this conversation to find consensus for a solution that meets the most community goals. Solutions could include making improvements or enhancements to local roads to meet the different community goals which may not require realigning the State Highway or adding/not adding miles to CDOT's system.

## **TRAVEL DEMAND SUMMARY**

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Bob Felsburg, Felsburg Holt and Ullevig, presented six potential system concepts for handling east-west travel through the Erie-Lafayette area and explained important trends found with the different concepts. Concepts were tested based on 2035 travel demand estimates. The six options are the following:

1. No Action
2. Widen SH 7
3. SH 7 Realignment
4. Enhanced Route to the North
5. Enhanced Route to the South
6. Enhanced Routes to both the North and the South

**Enhanced Route:** An “enhanced route” refers to a municipal roadway that would be either an improved existing roadway or possibly a new roadway which would offer an alternative route to SH 7. It would likely be classified as a two or four lane minor arterial. A realignment of SH 7 would mean that a new alignment would be designated as the State Highway. In all cases except Option 2, Baseline Road in the downtown area would remain essentially the same as it is today; however its designation as a State Highway may change.

**Travel Demand Assumptions:** The travel demand findings were initially based on SH 7 realignment options being modeled as a four lane principal arterial and enhanced routes being modeled as four lane minor arterials. They were then also tested as two lane cross sections.

### Comments

**Truck Route:** A comment was made to consider designated truck routes and designing diversions appropriate to accommodate truck traffic.

**Enhanced Routes to Improve Existing Local Roads:** A key topic of discussion was the consideration of realigning SH 7 versus creating an enhanced route by communities making improvements to existing local roads. Local agencies can make improvements to roads within their jurisdiction at any point to address some of the issues currently experienced on SH 7.

- The group asked CDOT if funding or CDOT support would be available to local governments if the local government were to make improvements to a local road to create and manage an enhanced route, thus helping to alleviate traffic from the State Highway system.
- If an enhanced route were to be aligned along existing local roads a discussion would need to occur between CDOT and a local agency to determine what would be the responsibility and associated costs of maintenance and mitigation to CDOT or the Local Agency.
- If it were preferred for the communities to improve local roads to create enhanced routes, this is a recommendation that could be carried forward in the PEL for further analysis and to explore funding opportunities.

### ALIGNMENT OPTIONS AND DRAFT EVALUATION CRITERIA

Jim Hanson, Atkins North America, presented different alignment alternatives to the group. The conceptual alignments were for discussion purposes only and would require additional analysis if advanced. Jim presented the SH 7 Realignment/Enhanced Supplemental Route Options map included in the information packet distributed to the group. Kevin Maddoux, Felsburg Holt and Ullevig, presented the group with key criteria which would be used to screen and evaluate alternatives.

### Comments

#### **Advancing or Eliminating Potential Alignments:**

- A new Alignment 12 A/B was suggested along 119<sup>th</sup> Street, with and without high-speed curves like Alignment 7A/B. The group was willing to advance this concept although there will be clarity needed about what benefits such an alignment would provide and how the intersections for it would be designed.
- It was suggested to advance Alignments 2 (only to 119<sup>th</sup>), 7 A/B and 12.
- It was suggested to advance either Alignment 3 or 4, but not both.
- It was suggested to advance either Alignment 6 or 8, but not both. Town of Erie staff will follow up with the Project Team about which of the two is preferable.
- Alignments 9 and 11 were suggested to be advanced and considered enhanced routes.
- Alignment 1 was suggested to be eliminated because of the perceived property and business impacts it would pose. Additional documentation will be necessary to remove this alternative; this would likely involve analyzing the property acquisitions and traffic impacts.
- Alignment 10 was suggested to be eliminated.

### **Evaluation Criteria:**

**Implementation:** Support was expressed for ease of implementation to be a key criterion for consideration. Town of Erie stated that Alignments 6, 7A/B or 8 presented the least amount of political challenges for implementation from its perspective.

**Timing:** The Town of Erie placed importance on timing as criteria to be considered; meaning what alignment alternative could be implemented the soonest.

**Cost:** Boulder County suggested that relative cost comparisons of alternatives would be helpful for making choices; or that cost should be included as an evaluation criteria. This would help the communities determine what the most cost effective improvement that can be made is.

**Realignment Aesthetics:** Gary Klaphake, City of Lafayette, stressed that how an intersection would be designed as a traffic dispersion point is of paramount importance to Lafayette. This would be a key determinant in how travelers would make choices at those points.

**Community Growth:** AJ Krieger, Town of Erie, explained that there is significant growth and development planned for the area east of County Line Road and north of Erie Parkway. The evaluation criteria should address how the alternatives would be evaluated for supporting future development plans without leaving other routes to accommodate for additional capacity.

**Consistency with Community Plans:** An additional evaluation criteria that should be added is if an alignment is compatible with existing and future community plans. Concern was expressed about alternatives being evaluated that could induce additional demand or that are incompatible with existing plans.

**Intersection Improvements:** Draft intersection improvements should be prepared for future discussions of the proposed alternative alignments.

### **NEXT STEPS**

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The Project Team will evaluate potential alternative alignments and report the results to the staff representatives for further discussion and refinement. After which, the elected officials will be re-convened to provide input on recommendations that can be advanced and reviewed by the SH 7 TWG.

### **MEETING MATERIALS**

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The following materials were presented for discussion purposes and distributed to the group.

- SH 7 Realignment Meeting Agenda
- List of Community Goals
- 2035 Travel Demand Findings and Options
- SH 7 Realignment/Enhanced Supplemental Route Options
- Draft Evaluation Criteria

## **MEETING ATTENDEES**

---

<b>NAME</b>	<b>AFFILIATION</b>
1. Jim Hanson	Atkins North America
2. Ron Stewart	Boulder County Parks and Open Space
3. George Gerstle	Boulder County Transportation
4. Cindy Domenico	Boulder County, Commissioner
5. Dan Herrmann	CDOT Region 6
6. David Kosmiski	CDOT Region 6
7. Neil Lacey	CDOT Region 6
8. Andrea Meneghel	CDR Associates
9. Gary Klaphake	City of Lafayette City Administrator
10. Doug Short	City of Lafayette Public Works
11. Carolyn Cutler	City of Lafayette, Mayor
12. Bob Felsburg	Felsburg, Holt & Ullevig
13. Kevin Maddoux	Felsburg, Holt & Ullevig
14. Gary Behlen	Town of Erie Public Works
15. Joe Wilson	Town of Erie, Mayor
16. A.J. Krieger	Town of Erie, Town Administrator

## **CDOT State Highway 7 – Technical Working Group Meeting Summary**

**Date:** Wednesday, October, 17, 2012, 9:00 a.m. – 11:00 a.m.

**Location:** Lafayette Public Library, 775 W. Baseline Road, Lafayette, CO, 80026

### **WELCOME AND INTRODUCTIONS**

Andrea Meneghel, CDR Associates (CDR), greeted the group and explained that the purpose of the meeting was to review the screening process and results of Level 2A and 2B screening, in addition to discussing alternative package development for the forthcoming Level 3 screening. Updates were provided on work done regarding a potential west end realignment of SH 7 and analysis of the I-25/SH 7 interchange.

### **LEVEL 2A & 2B SCREENING**

Bob Felsburg, Felsburg Holt and Ullevig (FHU), reviewed the study's screening process which was introduced at the last meeting. He explained that most of the alternatives from Level 1 advanced to Level 2, as the only criterion was if an alternative met the study's Purpose and Need. Level 2A and 2B screening evaluated alternatives by corridor segments. Level 2A was the evaluation of cross section improvements to the roadway and accommodations for transit, bicycle and pedestrian facilities. Level 2B assessed access categories for each segment. Jenny Young, FHU, provided an overview of the screening results by segment.

### **Comments and Questions**

- Level 2A screening was based on SH 7's existing alignment. If any realignment of SH 7 is to be identified and recommended, then it was suggested for Level 2A screening to re-examine the roadway configurations to confirm if the screening results are still valid. It was clarified that if a west end realignment were to take place the analysis hasn't shown any impacts or changes to screening results east of Lowell Boulevard.
- It was requested that the handout titled Table 1 Level 2A and 2B Screening Summary clarify that the existing alignment was used for determining screening results.
- A request was made for an example of what potential queue jump lanes would look like.
- While discussing transit, Nataly Erving, RTD, mentioned that RTD has a preference for far-side stops past interchanges, and where HOV/Managed Lanes exist, stops are preferred to be located on the outside of the road rather than on the inside. As transit alternatives are advanced, the type of service desired should be considered to better understand the type of transit facility or alternatives to include.
- Regarding pedestrian facilities, the Project Team was requested to consider location at which pedestrian crossings of SH 7 could be designed under the roadway.
- When discussing the access categories, TWG members inquired about the ramifications if SH 7 were to become a National Highway System (NHS) roadway due to MAP 21. The concern was that a high access category combined with NHS status might result in greater federal regulations and standards for the design of the highway. Fred Sandal, Denver Regional Council of Governments (DRCOG), mentioned that DRCOG is forming recommendations for

what roads within the region should be added to the NHS in response to changes that will be applied because of the recent MAP 21 legislation; DRCOG's recommendations will be finalized by March 2013. FHWA subsequently confirmed that SH 7 is currently on the NHS as a Principal Arterial. They further noted that a road on the NHS has no additional access restrictions (per federal regulations) as opposed to a road not on the NHS. The NHS designation simply makes available a broader range of federal funds for that route.

### **LEVEL 3A PACKAGES DEVELOPMENT**

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Bob Felsburg explained the Project Team's proposed approach for how to best group alternatives that are being advanced from Level 2A screening into packages for Level 3A evaluation. He explained that in order to maintain some continuity or consistency throughout the corridor, it might be appropriate to use themes to characterize different packages. FHU had provided examples of themes for grouping alternatives into packages such as ones that would "meet basic needs", "maximize mobility" or "encourage alternative modes".

Bob then used summaries of the key elements (roadway, transit, bicycle and pedestrian facilities) that are being advanced from level 2A in each segment to focus a discussion of what is important in each segment from the viewpoint of the TWG representatives.

### **Comments**

**Potential Level 3A Screening Packages:** The following ideas were proposed for creating thematic packages for Level 3A screening. The Project Team will look for opportunities to group some of these themes together and create a few alternatives for the TWG to compare. Packages will be presented to the TWG and discussed at the next meeting.

- Economic Development – creating a package that prioritizes economic considerations and future development.
- Cost Effectiveness – create the most economical low cost package.
- Most Readily Implemented
- Maximum Accessibility For All Populations – this would include groups such as the handicapped and the elderly and take land use patterns into consideration for accessing transit and SH 7.
- Most Flexibility – create a package which creates the most opportunity for implementing future options or improvements.
- Continuity – a package which considers consistency for corridor-wide design elements, improvements, transportation alternatives and modes.
- Maximum Regional Mobility – create a package that not only looks at how the road functions east and west, but also connectivity to north and south facilities and crossings.

**Level 3A Packaging By Segment:** The following comments were provided in response to what is key in each segment:

**Segment 1 (US 287 to 119<sup>th</sup> St.):** The constraints in this segment are very limiting.

**Segment 2 (119<sup>th</sup> St. to Sheridan Parkway):** The City and County of Broomfield staff expressed desires to provide adequate roadway capacity to meet future travel demands. Cross sections should accommodate four lane sections, medians to facilitate crossings, on-street bike lanes, and detached multi-use trails.

**Segment 3 (Sheridan Parkway to York St.):** It was noted that the SH 7/I-25 interchange area will see a significant amount of use by multiple modes of transportation. Safety for all modes should be considered in that area. Although a cycle-track is not being recommended for this segment, the flexibility for accommodating such a future improvement/facility should be considered. Right of Way needs should be taken into consideration for future expansion to six lane cross sections. Additional discussion should occur regarding bus and high occupancy vehicle lanes/needs for this segment and how connections will be made to I-25 transit service.

**Segments 4 and 5 (York St. to US 85):** City of Brighton staff expressed preference for a wide east-west bicycle path that can connect to the anticipated Front Range bike trail that will be aligned north and south through this segment.

**Corridor-wide:** RTD staff stated the importance for considering that transit amenities are accessible. It was also stated that packages should be formed with consideration for transit travel times; regional transit is critical and should be competitive with automobiles.

**Comments on Level 2 Screening Results:** The TWG members were given an additional week to review the results and agreed to submit comments to CDR Associates by 5:00 p.m., Wednesday, October 24th.

## **SH 7 WEST END REALIGNMENT – UPDATE ON SMALL GROUP MEETINGS**

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The TWG was updated about the meetings taking place with staff representatives from the City of Lafayette, Town of Erie and Boulder County to explore potential options for realigning SH 7 through the west end of the study area. Preliminary alignment alternatives have been developed and evaluated. The communities have provided input for ones which should be advanced and further evaluated. The group will meet again in November to explore the potential alternative alignments further and to potentially render a recommendation that can be discussed with the broader TWG. Meeting summaries and meeting materials will be made available to the TWG.

## **I-25/SH 7 INTERCHANGE**

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Two alternative configurations of the I-25/SH 7 interchange have been evaluated; the partial cloverleaf design that was included in the North I-25 Environmental Impact Statement and a Diverging Diamond Interchange (DDI). A traffic simulation was shown to the TWG which showed how the DDI would operate and perform.

## **Comments**

- Challenges accommodating transit have been experienced with the DDI that is being implemented along US 36 in Superior, CO. It is important to determine how transit will operate with the DDI and how the DDI can accommodate regional bus connections along SH 7 and I-25 at the interchange.
- Gene Putman, City of Thornton, will provide the Project Team with a DDI diagram which illustrates ideas for bus access movements; the Project Team will distribute it to the TWG.

## **NEXT STEPS & ADDITIONAL COMMENTS**

- Andrea Meneghel updated the TWG that the PEL study's schedule has been extended by three months to accommodate the holidays. No changes have been made to the meetings that will take place.
- ***Comments from TWG Members*** on the Level 2 Screening Results are to be submitted by 5:00 p.m. Wednesday, October 24th to Andrea Meneghel ([ameneghel@mediate.org](mailto:ameneghel@mediate.org))
- Jeanne Shreve, Adams County and Gene Putman, City of Thornton, requested that the Project Team meet with property owners in the vicinity of SH 7 between Washington St. and York St. to discuss the project and local access needs. Jeanne and Gene will contact the property owners and determine where an appropriate place to meet will be; they will coordinate with Andrea Meneghel. This meeting will take place between the November and December TWG meetings.

## **MEETING MATERIALS**

- Meeting Agenda
- Meeting Presentation
- SH 7 Overall Alternatives Evaluation Process Packet
- SH 7 PEL Level 2 Screening Summary Packet

## **MEETING ATTENDEES**

	<b>NAME</b>	<b>AFFILIATION</b>
1.	Jeanne Shreve	Adams County
2.	Jim Hanson	Atkins North America
3.	George Gerstle	Boulder County
4.	Andy Stratton	CDOT Region 6
5.	Brad Sheehan	CDOT Region 6
6.	Kirk Allen	CDOT Region 6
7.	Kirk Webb	CDOT Region 6
8.	Leela Rajasekar	CDOT Region 6
9.	Neil Lacey	CDOT Region 6

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|------------------------|-----------------------------|
| 10. Steve Olson        | CDOT Region 6               |
| 11. Andrea Meneghel    | CDR Associates              |
| 12. Jeffrey Range      | CDR Associates              |
| 13. Debra Baskett      | City & County of Broomfield |
| 14. Michael Sutherland | City & County of Broomfield |
| 15. Tom Schomer        | City & County of Broomfield |
| 16. Randal Rutsch      | City of Boulder             |
| 17. Annette Marquez    | City of Brighton            |
| 18. Doug Short         | City of Lafayette           |
| 19. Gene Putman        | City of Thornton            |
| 20. Fred Sandal        | DRCOG                       |
| 21. Bob Felsburg       | Felsburg, Holt & Ullevig    |
| 22. Jenny Young        | Felsburg, Holt & Ullevig    |
| 23. Kevin Maddoux      | Felsburg, Holt & Ullevig    |
| 24. Toni Whitfield     | FHWA                        |
| 25. Nataly Erving      | RTD                         |
| 26. Gary Behlen        | Town of Erie                |

## **CDOT State Highway 7 – West End Alignment Meeting #4**

**Date:** Friday, November 16, 2012, 8:30 a.m.

**Location:** City of Lafayette, Public Works, Lafayette, CO

### **INTRODUCTION**

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The State Highway 7 (SH 7) Project Team met with staff representatives of the City of Lafayette, Town of Erie and Boulder County to further discuss possible alternatives for the alignment of SH 7 in the west end of the study area.

Andrea Meneghel, CDR Associates, greeted the group and communicated that the purpose of the meeting was to discuss preferred strategies for moving forward, present screening results for the various alignments and to review intersection improvement options.

### **COMMUNITY UPDATES AND OPEN DISCUSSION**

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The following input was provided by the communities about the options explored thus far and choices for moving forward.

**City of Lafayette:** Doug Short, Director of Public Works, stated that the City of Lafayette will continue to be open to working with the other parties to consider potential realignment options. However, meeting Lafayette's immediate needs can best be accomplished by improving local arterial roads. Better turning movements to and from local arterials to SH 7 will improve traffic flow through Lafayette. It will be important to create an improved route from SH 7 to the south. Lafayette plans to widen 120<sup>th</sup> Street to three lanes which would include a center safety lane. There is an Intergovernmental Agreement in place with Boulder County to widen South Boulder Road to four lanes and make other multi-modal improvements.

**Town of Erie:** Gary Behlen, Public Works Director, said the Erie Airport Master Plan development process would inform which alignment options were preferred near the Erie Airport; the airport master plan is just being started (following the meeting, Gary informed the Project Team there will be a public meeting to discuss the airport master plan in Erie on November 28<sup>th</sup>). Erie still desires a realignment of SH 7 as far east as possible to avoid the sewage treatment plant on SH 7. Improvements to arterial roads may be acceptable at this time. There was a strong interest expressed to identify improvements that would be funded and supported by CDOT.

**Boulder County:** George Gerstle, Transportation Director, expressed support for improving current infrastructure before building a newly aligned SH 7. Improvements should continue to be explored to 119<sup>th</sup> Street, north of SH 7 and 120<sup>th</sup> Street, south of SH 7. Rural preservation areas should continue to be protected.

**Colorado Department of Transportation (CDOT):** David Kosmiski, SH 7 PEL Project Manager, stated that CDOT is committed to continuing to work with the communities to discuss their needs and

identify ways in which CDOT can assist meeting those needs. He understood the consensus amongst the communities at this time to be for SH 7 to remain aligned where it currently is and to identify what improvements can be made to intersections and local arterials. CDOT is willing to support the communities in identifying what off-system improvements can be made and how to pursue funding for those improvements. However, a clear distinction needs to be made between what off-system improvements are identified through the PEL and what the funding commitments to those improvements are by the Local Governments or CDOT. It was clear off-system improvements are the responsibility of the Local Governments.

### **LEVEL 3C SCREENING RESULTS – WEST END ALIGNMENT**

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Kevin Maddoux, Felsburg Holt and Ullevig, described the results of screening alternatives for the west end alignment of SH 7. The following input was provided about the proposed alignments; these were illustrated on the handout titled SH 7 Realignment/Enhanced Supplemental Route Options.

#### **Comments Addressing Proposed Alignments**

- The group agreed options 2, 3, 4, 5, 10 and 11 could be eliminated from further consideration because they failed to meet community goals and had too many right-of-way impacts.
- The Town of Erie expressed a preference to continue to explore a realignment of SH 7 to begin where routes 6 and 8 were shown, east of County Line Road.
- The Town of Erie expressed support for further exploring routes 7A and B or a re-designation of County Line Road as SH 7. The City of Lafayette supports identifying intersection improvements that can be made at County Line and Baseline Roads, but is opposed to re-routing SH 7 along that alignment.
- Support was expressed to further consider alignment 12 along 119<sup>th</sup> Street. The City of Lafayette is interested in identifying what improvements can be made to that road.
- The group expressed support to improve existing infrastructure and continue to work towards identifying a “three pronged” solution which could redistribute traffic to the north and south of SH 7, but would also leave the SH 7 designation and alignment where it currently is through downtown Lafayette.
- CDOT supported a strategy for identifying what improvements could be made to local arterials and the further consideration of options 7, 9 and 12.
- If any options that bisect the identified rural preservation areas were to be considered further, there would need to be an agreement between the City of Lafayette, the Town of Erie and Boulder County to do so.
- The group suggested that for the subsequent meeting with elected officials, the next iteration of the SH 7 Realignment/Enhanced Supplemental Route Options handout should only show the routes/options that are being advanced.

### **INTERSECTION IMPROVEMENTS AND OPTIONS**

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Jim Hanson, Atkins North America, presented conceptual designs for different types of intersection configurations that could be implemented in conjunction with the west end realignment or arterial

improvements. These were preliminary designs presented to the group for feedback about what to advance and analyze further.

**Comments**

- The group agreed the Flyover Option could be eliminated.
- The Roundabout Option was worth pursuing further.
- The 4-Leg Roundabout Option could be advanced with additional options to accommodate multi-modal facilities.
- The Tee Intersection concept could be advanced with the understanding that the “sweeping” tee intersection concept should be eliminated and the standard tee intersection should be advanced, but refined based on further analysis.
- The 3-Way Intersection Configuration was suggested to be considered for the intersection of SH 7 and County Line Road.
- For the Traditional Intersection Configuration to be considered further, forecasted traffic volumes will need to be understood.
- It will be important to understand how all of the intersection configuration/designs perform with forecasted traffic volumes.

**NEXT STEPS**

- Alignment and intersection options will be revised to reflect the input provided at this meeting. Materials will be revised for presentation to elected officials at the next meeting.
- Andrea Meneghel will schedule a meeting to bring the Lafayette, Erie and Boulder County’s elected officials together again to discuss the issue. The meeting will be scheduled for some time in the first half of January.
- For the next meeting, it should be made clear if the proposed alignment and intersection options are accommodating two or four lane cross sections.

**MEETING MATERIALS**

The following materials were presented for discussion purposes and distributed to the group.

- SH 7 West End Alignment Meeting Agenda
- SH 7 Realignment/Enhanced Supplemental Route Options
- Level 3C Screening Results – West End Alignment
- SH 7 West End Intersection Improvement Options

**MEETING ATTENDEES**

<b>NAME</b>	<b>AFFILIATION</b>
1. George Gerstle	Boulder County Transportation
2. Gary Behlen	Town of Erie Public Works
3. Gary Klaphake	City of Lafayette City Administrator
4. Doug Short	City of Lafayette Public Works

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|--------------------|--------------------------|
| 5. David Kosmiski  | CDOT Region 6            |
| 6. Neil Lacey      | CDOT Region 6            |
| 7. Andrea Meneghel | CDR Associates           |
| 8. Jim Hanson      | Atkins North America     |
| 9. Bob Felsburg    | Felsburg, Holt & Ullevig |
| 10. Kevin Maddoux  | Felsburg, Holt & Ullevig |



**Subject:** East End Alignment Meeting with City of Brighton

**Date:** November 20, 2012

**Attendance:**

Joe Smith, Director of Streets and Fleets, City of Brighton

Annette Marquez, Traffic Engineer, City of Brighton

Kim Dall, Development Engineer and Manager, City of Brighton

Bob Felsburg, Felsburg Holt and Ullevig

Andrea Meneghel, CDR Associates

This meeting was conducted to discuss the alignment of SH 7 at the eastern end of the study area of the State Highway 7 Planning and Environmental Linkage study (SH 7 PEL). The City of Brighton had requested the Project Team examine a potential realignment alternative to create a better route for traffic travelling east and west through Brighton between I-76 and U.S. 85. The following notes summarize the input provided.

**Meeting Materials:** Eastern SH 7 Realignment (Graphic/Handout)

**City of Brighton Input - East End Alignment**

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Bob Felsburg, FHU, explained the approach the Project Team used for developing a potential East End alignment based on the City of Brighton's goals that had been communicated and understood throughout the study. Bob presented a handout/graphic with potential realignments of SH 7 and preliminary traffic analysis results associated with the realignment (both had been forwarded to the City in August).

The City of Brighton provided the following input:

- A new interchange at I-76 and Bridge Street is going to be studied beginning in January 2013. The effect that it could have upon traffic between I-76 and U.S. 85 is motivating Brighton to examine the option of E. 168<sup>th</sup> Ave./Baseline Road becoming an alternative to SH 7 or bypass of downtown Brighton for regional travel. Currently, E. 168<sup>th</sup> Ave is not designed to serve that function, but some travelers use it to travel through Brighton to access I-76.
- Brighton seeks to understand the effects of a possible I-76 connection on the downtown core and how to best accommodate the volume of traffic as well as pedestrians. Brighton would like to explore the possibilities of using both Bridge Street and Baseline Road to meet the needs. Brighton would like to identify what options provide the most

flexibility to accommodate future volumes; Baseline Road provides an easier option for widening in the future if needed.

- A realignment of SH 7 could provide relief to the capacity of the roundabouts that are currently in place at US 85.
- It will be helpful for the SH 7 PEL to provide a section delineating right-of-way (ROW) for the existing alignment as well as the ROW needs for a potential Tucson Street alignment (the preferred choice among the alternatives). The City can then identify what ROW would need to be preserved and can present developers with those plans.

## **Next Steps**

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The City of Brighton expressed its continued interest in further analyzing a Tucson Street realignment of SH 7 and involving Adams County and Weld County in the conversation. The Project Team agreed to do the following:

**East End Realignment Meeting #2:** It was suggested that the City of Brighton reconvene with staff from Adams County and Weld County to further discuss a potential realignment. Andrea will schedule the meeting for the first or second week of December.

**SH 7 East End Alignment Technical Memorandum:** Bob stated that the Project Team will draft a technical memorandum to document the findings regarding the concept. The following information will be included in that memo:

1. The Tucson Street alignment. The graphic which was handed out at the meeting will be modified to show how the local street system would intersect with the realignment. This would include Riverdale Road and County Road 23 ½.
2. The revised graphic will show the right-of-way necessary (approximately) for the realignment, so Brighton can use that information for conversations with the property owners and developers.
3. The memo will also address the following traffic data:
  - a. Volumes on the realignment.
  - b. Effects on the roundabouts at US 85.
  - c. Effects on the intersection at US 85/Baseline.
  - d. Traffic volumes downtown which will include the new interchange on Bridge Street with and without the realignment.
  - e. Projections will assume that Baseline is upgraded to Principal Arterial.



**Subject:** East End Alignment Meeting

**Date:** December 11, 2012

This meeting was conducted to discuss the alignment of SH 7 at the eastern end of the study area of the State Highway 7 Planning and Environmental Linkage (SH 7 PEL) study. The Project Team had previously met with the City of Brighton to discuss a potential realignment alternative to connect SH 7 to US 85 at Baseline Road (E. 168<sup>th</sup> Avenue), thus creating a better route for traffic travelling east and west through Brighton between I-76 and U.S. 85 and points west. This meeting was held to discuss the same issue, but this time with additional analysis and with the participation of Adams County and Weld County. The following notes summarize the meeting.

**Meeting Materials:**

- 1) Eastern SH 7 Realignment Options (Graphic/Handout)
- 2) Memorandum of Eastern Alignment Travel Model Results

**East End Alignment**

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Bob Felsburg, FHU, explained what had been discussed previously with the City of Brighton and the process for how the Project Team has gathered information and examined potential options for an East End realignment of SH 7. Bob presented the group with a memorandum of travel model results that provided traffic forecasts for the East End of SH 7 with and without the realignment and a handout/graphic with potential realignment options.

The City of Brighton communicated the following desires to the group for looking at a potential realignment:

- The level of current traffic volumes on Bridge Street in downtown make it difficult to create a pedestrian friendly downtown. A new interchange at I-76 and Bridge Street, for which a feasibility study will begin in January 2013, may add to this challenge. Therefore, Brighton is interested in examining the option of E. 168<sup>th</sup> Ave./Baseline Road becoming an alternative for regional travel and a bypass of downtown. Currently, E. 168<sup>th</sup> Ave is not designed to serve that function, but some travelers use it to travel through Brighton to access I-76.
- There is a desire to provide relief to the capacity of the roundabouts that are currently in place at SH 7/US 85. Also, reducing truck traffic at the roundabouts could enhance the safety at these intersections.
- It will be helpful for the SH 7 PEL to provide a section delineating right-of-way (ROW) for the existing alignment as well as the ROW needs for a potential Tucson Street alignment (the choice among the alternatives preferred by the City). The City can then identify what ROW would need to be preserved and can present developers with those plans.

## Comments and Discussion

- Based on the forecasted 2035 daily volumes, realignment of SH 7 would not decrease traffic enough to realize the sought after results of diverting traffic off of Bridge St. through the downtown. However, it would provide some relief to the roundabouts at U.S. 85.
- More information is needed to understand property impacts of a potential realignment and how it would affect mining or water resources in the vicinity of Tucson Street and Baseline Rd.
- It would be helpful to understand the origin and destinations of trips occurring on Bridge St. between I-76 and US 85.
- Adams County is supportive of re-routing through traffic to realize east-west mobility benefits between I-76 and US 85 and improved connectivity to SH 7. However, a specific vision of Brighton's downtown area should be developed so that all options can be explored to meet those goals; other suggestions included access control strategies, configuring Bridge Street to three lanes to create an alternate route preference for regional traffic.
- If a realignment of SH 7 is not justified, then the City of Brighton would like to explore options for intersection improvements at or near Tucson St. to re-route regional truck traffic away from Bridge St. through downtown Brighton. However, The City of Brighton would like to keep a potential realignment of SH 7 to Baseline as a long-term option and identify the right-of-way preservation that would be needed.
- Weld County is supportive of solutions that do not add additional maintenance responsibilities or impacts to Weld County roads that are not already occurring.

## Next Steps

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The City of Brighton expressed its continued interest in further considering a future realignment of SH 7 and involving Adams County and Weld County in the conversation. The Project Team agreed to provide a memorandum identifying the City of Brighton's goals and the benefits and challenges that a realigned SH 7 would pose. The local government staff that participated in the meeting agreed to brief their elected officials about the issue and will reconvene to discuss it further with the project team in February 2013.

## Meeting Attendance

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Joe Smith, Director of Streets and Fleets, City of Brighton  
Annette Marquez, Traffic Engineer, City of Brighton  
Kim Dall, Development Engineer and Manager, City of Brighton  
Elizabeth Relford, Public Works, Weld County  
Jeanne Shreve, Planning and Development, Adams County  
David Kosmiski, CDOT SH 7 PEL Project Manager  
Neil Lacey, CDOT Region 6  
Bob Felsburg, Felsburg Holt and Ullevig  
Andrea Meneghel, CDR Associates

## **CDOT State Highway 7 – West End Alignment Meeting #5**

**Date:** Wednesday, January 9, 2013,

**Location:** City of Lafayette, Public Works, Lafayette, CO

### **INTRODUCTION AND SH 7 PEL UPDATE**

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The State Highway 7 Planning and Environmental Linkage Study (SH 7 PEL) Project Team met with staff and elected officials representing the City of Lafayette, Town of Erie and Boulder County to further discuss the alignment of SH 7 in the west end of the study area.

Andrea Meneghel, CDR Associates, greeted the group and communicated that the purpose of the meeting was to gain elected official agreement on the intersection improvement strategy for the west end segment. This strategy was developed based on previous discussions with the staff members.

Dave Kosmiski, CDOT SH 7 PEL Project Manager, and Bob Felsburg, Felsburg Holt and Ullevig, provided an update about the overall study and discussed possible funding opportunities for implementing improvements.

### **THE SH 7 WEST END ALIGNMENT**

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Bob Felsburg provided the group with an overview of the process that had occurred to identify and assess potential realignments of SH 7 through the West End of the study area. He reiterated what had been understood about each community's goals and re-oriented the elected officials to a map showing the range of alternative alignments that had been considered. Bob then presented the map titled SH 7 West End Conceptual Plan which graphically displayed the strategy for improving traffic flow on SH 7 through Segment 1. This plan takes the following approach:

- Intersection improvements are made to SH 7 from U.S. 287 to County Line Rd.
- An enhanced arterial network strategy is pursued by the local governments to create improved routes to the north and south of SH 7.
- Focuses improvements on existing roadways and minimizes impacts to Open Space properties.
- Creates an entryway into Erie at a realigned County Line Road and provides for access options to the airport.
- Allows local governments to determine accesses along the arterial roads.
- Maintains access to existing businesses.
- Maintains a direct route to downtown Lafayette, while providing alternate options for traffic.

### **Comments**

- Mayor Joe Wilson, Town of Erie, was supportive of the proposed solution. He felt it would meet Erie's goals that had been communicated, make use of existing infrastructure rather than incurring an additional cost and provide for greater flexibility and options in the future.

- Mayor Carolyn Cutler, City of Lafayette, was in agreement with the proposed approach. She felt it was the best way to meet the goals of each of the communities without impacting each other.
- Commissioner Cindy Domenico, Boulder County, supported the solution. It would preserve Open Space properties, provide adequate options for vehicles traveling to the north and south of downtown Lafayette and make use of existing infrastructure.
- It was understood that CDOT will support the local governments when seeking funding from DRCOG for improvements to the local arterial roadways.
- The local governments expressed a willingness to support each other's efforts to obtain easements and right of way when making improvements to the local arterial roadways.

## **INTERSECTION IMPROVEMENTS AND OPTIONS**

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Jim Hanson, Atkins North America, presented concept designs for different types of intersection configurations that could be implemented throughout Segment 1 of the corridor. These were preliminary concepts presented to the group for feedback about what options could exist at each intersection that is being proposed for improvement. Jim explained that the intersection designs were being presented to serve four lane arterials based on projected intersection need; the arterial cross sections were based on Boulder County standards. However, the type of road (two lane arterial or four lane arterial) would be left to the discretion of the communities.

### **Comments**

- It was requested that an intersection improvement concept be presented for the following intersections. It was also requested for the following intersections to be identified as enhanced intersections in the conceptual plan graphic.
  - SH 7/U.S. 287 and Baseline Road
  - SH 7/U.S. 287 and Arapahoe Road
- Although intersections not on SH 7 will not be included in the PEL Study Final Report, it was suggested to evaluate:
  - A continuous flow intersection and other options for the 119<sup>th</sup>/120<sup>th</sup> Street intersection at SH 7 and Baseline Road.
  - A roundabout at 119<sup>th</sup> Street and Arapahoe Road.
- Boulder County expressed concern with proposing four lane roads where two lane roads currently exist for the enhanced arterials. Boulder County recommended phasing improvements and prioritizing the intersections first before any widening takes place. Widening the roadways to the ultimate/maximum cross section width would require a future discussion and decision.
- Boulder County suggested it would be good to understand what traffic volumes would necessitate or trigger the need for roadways to be widened from two lane to four lane. It would also be helpful to show what volumes each of the intersection designs is expected to accommodate.
- The three communities and CDOT agreed on a strategy to first improve the intersections before making improvements to widen the arterial roads.

## **NEXT STEPS**

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There was agreement to include the intersection improvement and enhanced arterial conceptual plan as the preferred strategy supported by the communities for moving forward in Segment 1 of the study area. This is to be documented in the PEL Final Report.

## **MEETING MATERIALS**

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The following materials were presented for discussion purposes and distributed to the group. These materials are available upon request by contacting Andrea Meneghel, CDR Associates, (720) 407-4721 or [ameneghel@mediate.org](mailto:ameneghel@mediate.org)

- SH 7 West End Alignment Meeting Agenda
- SH 7 West End Conceptual Plan (Map/Graphic)
- SH 7 West End Intersection Improvement Options (Graphics)

## **MEETING ATTENDEES**

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<b>NAME</b>	<b>AFFILIATION</b>
1. George Gerstle	Boulder County Transportation
2. Cindy Domenico	Boulder County, Commissioner
3. Doug Short	City of Lafayette Public Works
4. Carolyn Cutler	City of Lafayette, Mayor
5. Gary Behlen	Town of Erie Public Works
6. Joe Wilson	Town of Erie, Mayor
7. David Kosmiski	CDOT Region 6
8. Bob Felsburg	Felsburg Holt & Ullevig
9. Andrea Meneghel	CDR Associates
10. Jim Hanson	Atkins North America

## **CDOT State Highway 7 PEL – Technical Working Group Meeting Summary**

**Date:** Wednesday, January 16, 2013, 8:30 a.m. – 10:30 a.m.

**Location:** Erie Community Center, Mitchell Room, 450 Powers Street, Erie, CO 80516

### **WELCOME AND INTRODUCTIONS**

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Andrea Meneghel, CDR Associates (CDR), greeted the group and explained that the purpose of the meeting was to review and advance the following elements of the PEL study: 1) preliminary access recommendations; 2) the I-25/SH 7 interchange alternatives; and 3) the combined alternative refinement. The TWG was also updated about the West and East End alignment discussions and introduced to the SH 7 PEL Action Plan process.

### **PRELIMINARY ACCESS RECOMMENDATION**

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Bob Felsburg and Jenny Young, Felsburg Holt and Ullevig (FHU), presented the proposed access category recommendations along the SH 7 corridor. The TWG had previously provided input on access categorization for each corridor segment and on specific accesses. That input had been reflected on corridor maps, which the group reviewed. Jenny requested feedback from the TWG to verify that their input has been accurately portrayed.

Accesses were identified by one of three distinctions – Existing Access, Approved Access, and Locally Proposed Access. The term “locally proposed access” will be used to display access requests in the PEL that have been identified during this study as requested by local governments but have not yet been approved. Approval for these accesses would require completion of the application and review process defined by the State Highway Access Code.

Access categories were discussed by the TWG and the group reviewed a handout titled Access Screening that explained the criteria, analysis, conclusions and recommendations. Based on an evaluation of Safety, Traffic Operations, Access and Community criteria, the only change in access category being recommended by the Project Team is the segment from the I-25 interchange east to Holly Street. It is recommended that this segment be modified from the R-A category to the NR-A category. It is further recommended that all other segments retain their current access category.

In the area through Erie and Broomfield, this recommendation is not consistent with the request of the two communities, who requested a change from NR-A to NR-B, primarily because they believe that this classification would make it easier to get more accesses and to get signals spaced at ¼-mile spacing. After the analysis, the Project Team believes that NR-A is the appropriate category for a number of reasons:

- The ¼-mile spacing would require a variance in either category.
- SH 7 is a key corridor in the region (on the National Highway System) that should be protected for a good balance of mobility/access.
- NR-A encourages development of a coordinated, connected local street system, which is good planning. The large parcels in this segment allow for planning of such a system.

- Fewer conflicts and thus greater safety.
- Better traffic operations, reducing delay.

### **Comments**

- Gene Putman, City of Thornton, stated that the access categorization process involving state laws, CDOT permitting and local government collaboration has been overly bureaucratic and costly to local governments. Kirk Allen and Steve Hersey, CDOT Region 6 Traffic Engineers, responded to Gene and clarified some points about the process. Gene acknowledged that the challenges within the process went beyond CDOT's control and that he planned to follow up with state legislators to seek support for creating efficiencies.
- Gary Behlen, Town of Erie, noted that the drawings should be revised to reflect the West End concept plan which calls for realignment of County Line Road to a due north-south alignment. It should further be noted that this plan will require access modification at the current County Line Road intersection on SH 7 as well as the existing intersection of Airport Drive/SH 7. Bob Felsburg explained that these two intersections could be converted to right in/right out or potentially could be closed. In either case, Flagg Drive would be retained as RI/RO. There is the potential for both to be closed if alternative access can be provided from the new County Line Road. Regarding Airport Drive, the Erie Airport Master Plan process will be providing additional information about what is preferred; however, it will not be developing alternatives until Spring 2013, after the conclusion of the SH 7 PEL.

### **I-25/SH 7 INTERCHANGE COMPARISON**

The TWG was presented an information packet titled I-25/SH 7 Interchange Alternatives, which included a brief background of the two alternatives, illustrations of each interchange concept, a summary of each design's characteristics for comparative analysis and a figure illustrating each interchange's conflict points. Jeff Dankenbring, FHU, presented the Partial Cloverleaf and the Diverging Diamond Interchange (DDI) designs and highlighted analysis results of both. Both alternatives will be included in the SH 7 PEL Final Report as possible future options for improving the interchange.

### **Comments**

- It was stated that the Utah Department of Transportation is publishing a soon to be released report about the use of DDI interchanges. Gene Putman informed the group that a good contact about the DDI is John Leonard, UDOT Operations Engineer.
- DDIs have been implemented in Utah, Missouri and one is currently in design for the U.S. 36/McCaslin Blvd. interchange.
- Steve Hersey, CDOT Region 6 Traffic, stated that the DDI is a viable option for the SH 7/I-25 interchange as the design has been believed to increase safety by eliminating left turns.
- The current DDI design includes a pedestrian walkway in the middle of the bridge, as opposed to two walkways on either side. Pedestrians would get to the middle by signalized cross walks. There was some concern expressed with a center pedestrian walkway being undesirable and that the design should also show separate pedestrian facilities on the outside of the roadway rather than in the middle.

- In order to effectively present the DDI interchange to the corridor’s elected officials, TWG members suggested showing them a video simulation; UDOT has a video that provides a good example. It was also suggested showing on the illustrations the locations of signals on the DDI.
- TWG members noted that because future transit service commitments in the corridor are not in place, it is difficult to be too specific about the transit facilities and connections at the interchange. Furthermore, it was noted that the RTD North Area Mobility Study (NAMS) will be beginning soon and will possibly identify additional transit-oriented solutions for this area. Hence, it was recommended that the PEL show only the basic potential locations of the park-n-Ride lots and transit connections between local and regional services and make high level commitments to accommodating transit in the design. The PEL should be very careful not to be so specific as to preclude any potential outcomes of the NAMS.

## **COMBINED ALTERNATIVE REFINEMENT**

Jeff Dankenbring, FHU, and Karol Miodonski, Atkins North America, presented the TWG with maps of the corridor’s combined alternative refinement. The combined alternative had been revised to reflect TWG input collected at the last meeting; additions included pedestrian facilities, drainage, signals, realignment of offset intersections to make full movements and signalized intersections.

Maps providing plan views of the corridor on aerials were displayed; the maps displayed access points, signal locations, queue jumps, intersection treatments and rural to urban transitions. The TWG members were asked to review the maps to verify that their input had been captured accurately and they were in agreement with the latest refinements.

TWG members participated in a breakout session to walk around the room to review the maps and offer feedback on specific locations and elements.

### **Comments**

**Segment 1 (U.S. 287 to 119<sup>th</sup> Street):** It was suggested that it would not be helpful to show right of way boundaries during the public meetings for Segment 1 because the cross section is not planned to change. The maps should show the Waneka Farm, designated as a “Centennial Farm” historic site.

**Segment 2 (119<sup>th</sup> Street to Sheridan Parkway):** The section from 119<sup>th</sup> Street to County Line Road should be displayed as two lanes in the near term, with an understanding it could to four lanes in the future. The County Line Road intersection improvements should be shown on the map as a near-term improvement. The map shows the possibility for a future transit lane (use of the shoulder) that would eliminate the bike lane; Broomfield requests that the five-foot bike lane be protected if the additional lane is established.

**Segment 3 (Sheridan Parkway to York Street):** Traffic signals and traffic flow arrows should be inserted on the map at the DDI. Include the future Park-n-Ride locations. Show overhead depictions and at-grade renderings of the DDI’s center pedestrian walk way and of a walkway located on the outside of the lanes; ask the public for comments and input about which is preferred.

**Segments 4 and 5 (York Street to U.S. 85):** Show the transition for widening the South Platte Bridge. Show something to depict the East End realignment options.

**Corridor-wide:** Maps should show transit improvements such as queue jumps and where bus stops could be located.

**City of Boulder:** In an email sent the day before the meeting, Randall Rutsch, City of Boulder, suggested that the PEL recognize possible outcomes of the RTD Northwest Area Mobility Study and not preclude accommodating possible transit related outcomes. The study will begin shortly, last thirteen months and could result in recommendations for additional BRT service in the north metro area. One of the corridors that will be looked at in the study is Arapahoe Road/SH 7.

## **WEST & EAST END REALIGNMENT UPDATE**

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Andrea Meneghel summarized recent activities for the small group outreach that had been occurring to address West and East End realignments of SH 7.

**West End Realignment:** The project team met with staff and elected officials from Lafayette, Erie and Boulder County the week before the meeting. A “three prong” strategy was agreed upon to meet the respective goals of the communities and to provide options for traffic. The West End local governments agreed that instead of building a new realigned SH 7, intersections on SH 7 would be improved and the local governments would seek to improve existing arterial roadways.

**East End Alignment:** Adams County, Weld County and the City of Brighton are in the process of meeting with their elected officials to communicate what had been discussed with the project team about options for realigning SH 7 west of US 85. Once each local government has had the opportunity to discuss the matter with their respective elected officials, the staff representatives on the TWG will report back to the project team about next steps.

## **PEL ACTION PLAN**

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Jeff Kullman, Atkins North America, presented the SH 7 PEL Study Action Plan process: an approach for identifying and prioritizing improvements to be implemented within the corridor. The purpose of the Action Plan is to ultimately position SH 7 and to strengthen its chances for unanticipated funding opportunities. The Action Plan has several steps that allow the TWG to identify projects, evaluate projects, and rank them by cost category. Through this process the TWG will have a prioritized and categorized list of projects recommended for funding.

The TWG was provided with a handout titled SH 7 Implementation Plan Process which described evaluation criteria, a methodology for funding SH 7 improvements and a chart for identifying specific projects. The project team will identify improvements and will ask TWG members to submit their top priority projects. Andrea Meneghel will follow up with the TWG by sending an email with instructions for completing this exercise. The project team will compile the results and report back at the March TWG meeting.

## **Comments**

- This plan categorizes projects geographically; it should also categorize projects on the basis of when they can be implemented or how long they could take to implement. Funding strategies should include criteria for timing and phasing of improvements.
- The evaluation sheet uses the term “recreational trails”; change this to “transportation alternatives”.
- Insert DRCOG funding as a category for the list of project eligibility funding sources.
- Funding sources should be expanded to include transit.
- Fred Sandal, DRCOG, noted that DRCOG will prioritize and rank projects by April-May 2013. Jeff Kullman asked how SH 7 best positions its projects to be prioritized. Fred responded “community support.”
- It was suggested that the Project Team identify if funding opportunities exist through CDOT’s new Responsible Acceleration of Maintenance and Partnerships (RAMP) program.

## **NEXT STEPS & ADDITIONAL COMMENTS**

- Andrea Meneghel verified that the TWG members approved the study moving forward with access recommendations that were presented (with the understanding that “locally proposed accesses” would be shown as well) and advancing the two interchange alternatives. There were no objections. TWG members have until January 25 to provide the project team with any additional feedback.
- The SH 7 Elected Officials Meeting will be Tuesday, February 5, 8:00 – 10:00 a.m. at the Erie Community Center.
- The SH 7 PEL Public Meeting dates and locations are:
  - Wednesday, February 27: Brighton, CO
  - Thursday, February 28: Lafayette, CO
- TWG members are asked to send Andrea Meneghel their top priority projects with a brief description of the project and the basis for its importance.

## **MEETING MATERIALS**

- January 16, 2013 SH 7 PEL Technical Working Group Meeting Agenda
- SH 7 Access Category Comparative Characteristics Table & Corridor Access Recommendations
- SH 7 Access Screening Matrix
- I-25/SH 7 Interchange Alternatives Packet
- SH 7 PEL Implementation Plan Process

**MEETING ATTENDEES**

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<b>NAME</b>	<b>AFFILIATION</b>
1. Jeanne Shreve	Adams County
2. Karol Miodonski	Atkins North America
3. Jeff Kullman	Atkins North America
4. Jim Hanson	Atkins North America
5. Arleen Taniwaki	Arland Land Use Economics
6. George Gerstle	Boulder County
7. Andy Stratton	CDOT Region 6
8. Brad Sheehan	CDOT Region 6
9. David Kosmiski	CDOT Region 6
10. Kirk Allen	CDOT Region 6
11. Kirk Webb	CDOT Region 6
12. Leela Rajasekar	CDOT Region 6
13. Neil Lacey	CDOT Region 6
14. Steve Hersey	CDOT Region 6
15. Steve Olson	CDOT Region 6
16. Andrea Meneghel	CDR Associates
17. Jeffrey Range	CDR Associates
18. Debra Baskett	City & County of Broomfield
19. Annette Marquez	City of Brighton
20. Joe Smith	City of Brighton
21. Doug Short	City of Lafayette
22. Gene Putman	City of Thornton
23. Fred Sandal	DRCOG
24. Bob Felsburg	Felsburg Holt & Ullevig
25. Jenny Young	Felsburg Holt & Ullevig
26. Kevin Maddoux	Felsburg Holt & Ullevig
27. Jeff Dankenbring	Felsburg Holt & Ullevig
28. Monica Pavlik	FHWA
29. Nataly Erving	RTD
30. Karen Stuart	NATA TMO
31. Gary Behlen	Town of Erie

## CDOT State Highway 7 PEL – Elected Officials Meeting Summary

**Date:** Tuesday, February 5, 2013, 8:00 a.m. – 10:00 a.m.

**Location:** Erie Community Center, Erie, CO

### WELCOME AND INTRODUCTIONS

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Andrea Meneghel, CDR Associates (CDR), greeted the group and explained that the purpose of the meeting was to confirm the corridor elected officials' support for the findings and recommendations that will be proposed in the State Highway 7 (SH 7) PEL Study. It was also to provide the elected officials with a preview of the materials and information to be presented at the March Public Meetings.

### PROJECT OVERVIEW

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Bob Felsburg, Felsburg Holt and Ullevig (FHU), presented an overview of the project, explaining the activities the SH 7 Technical Working Group (TWG) had completed to date. Prior to the Elected Officials Meeting, the local government staff members serving on the TWG had met frequently to provide the Project Team with input for:

- Identifying and analyzing corridor conditions
- Preparing the study's Purpose and Need Statement
- Developing and Evaluating Alternatives
- Providing input to be considered for preparing the PEL Final Report

**Alternatives Evaluation Process:** Bob described the alternatives evaluation process. For the purpose of screening alternative improvements the corridor was split into five geographic segments. The study evaluated cross section elements, access categories, alternative designs for the I-25/SH 7 interchange, and potential SH 7 realignments. Each of these aspects of the alternatives evaluation process was summarized for the elected officials.

**Access:** Corridor access was discussed with local stakeholders. While updating access plans was not part of the Study, it was considered in order to evaluate access categorization. The Project Team is recognizing existing, approved and locally proposed accesses in the PEL and recommending access categories and where plans should be updated.

**Safety Improvements:** Bob explained that with each proposed improvement, designing for safety is a standard consideration. Safety improvements have been noted throughout the corridor where the following elements are recommended - auxiliary lanes, medians, 12 foot shoulders, intersection improvements, future signals, separate bicycle/pedestrian facilities and crossings.

**I-25/SH 7 Interchange:** The Study has evaluated and will be advancing two designs for the interchange at I-25 and SH 7—the Partial Cloverleaf (approved in the North I-25 Record of Decision) and the Diverging Diamond Interchange (DDI).

**West and East End Realignment:** The Project Team met five times with representatives from Erie, Lafayette, and Boulder County to discuss community goals and possibilities for SH 7 realignment at the West End of the study area. In these meetings the Project Team assessed how different SH 7 realignment options could help each community meet its goals, while being cognizant of potential impacts. Through these meetings the communities agreed that SH 7 should remain aligned where it presently is. Rather than realignment taking place, consensus was reached on a strategy that recommends intersection improvements take place on SH 7 and local improvements to the surrounding arterial network north and south of SH 7. CDOT will support the local governments in seeking funds from DRCOG to enhance their arterials.

On the East End, the Project Team has met with Adams County, Weld County and the City of Brighton to discuss possibilities for a potential realignment west of U.S. 85 to take traffic off of Bridge Street that is traveling through Brighton from SH 7 to I-76. The local government staff members on the SH 7 TWG in those communities are meeting with their elected officials to discuss the idea.

**Transit Accommodations:** Transit improvements such as queue jump lanes at intersections are being recommended to accommodate transit service. Wide, paved shoulders are being included that could potentially accommodate transit service in the future when the need is identified.

**Bicycle and Pedestrian Facilities:** Bicycle and pedestrian facilities are recommended throughout the corridor. These include bike lanes, shared use paths, sidewalks, at-grade crossing enhancements, and grade separated crossings.

**Implementation Plan:** An implementation plan, or action plan, will list and prioritize the Study's recommended improvements; local preferences and available funding will be factored as selection criteria. TWG members are providing the Project Team with their communities' project prioritizations. A draft implementation plan will be prepared for the TWG to review at the March meeting.

## **PLAN REVIEW (BREAKOUT SESSION)**

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The Project Team set up stations for a breakout session where meeting participants reviewed the study recommendations. Elected officials and their staff had the opportunity to speak with Project Team members to provide input or get their questions answered. Each station presented information in a variety of formats. Meeting attendees provided the following input at the various stations:

### **SH 7 – Segments West of I-25**

- There need to be bicycle lanes all along SH 7.
- Can a “Barnes Dance” pedestrian crossing be considered for the SH 7/Public Road intersection in Lafayette to improve pedestrian access and safety?
- Bicycle lanes and accommodations need to be considered on 119<sup>th</sup> Street. Intersection improvements should include bike lanes on 119<sup>th</sup> Street for the distance of any improvements so future expansion of links can tie into them.
- Is it possible to put the westbound multiuse path under County Line Road if a roundabout is built at this location?

- Do not encourage traffic to use Arapahoe Road unless it is going to be expanded to accommodate additional traffic.

### **SH 7 – Segments East of I-25**

- The segments east of I-25 will see an increase in development; therefore right of way preservation is important.
- Signal timing is important.
- There is uncertainty or a lack of understanding about how transit service will be provided to accommodate needs responsive to future growth and development; this includes bus and rail service.
- Questions remain about a possible realignment of SH 7 west of Brighton. The East End communities will continue to discuss possibilities.

**I-25/SH 7 Interchange:** Of the two interchange options presented, there was general support for the DDI, primarily because it would require less right-of-way and it would be less expensive to construct. Although the DDI is a new concept, unfamiliar to many, a video was shown which helped the elected officials visualize how the DDI would operate for traffic and pedestrian use. There were questions and comments regarding the movement of bicycles through the interchange, but there was a general understanding of the value of the concept of placing the pedestrians and bicycle lanes in the center of the bridge. There was support for transit to operate along the SH 7 corridor and the need for some sort of bus stop near the interchange. There was also discussion about the appropriate location for the future Park-n-Rides by the interchange. In general, there was support for placing Park-n-Ride facilities in both the southeast and the southwest quadrants (potentially in conjunction with development plans in both quadrants) with a pedestrian bridge to connect across the highway.

### **Alternative Modes: Transit, Bicycle and Pedestrian**

- There is general support for the recommended transit, bike and pedestrian improvements.
- Consider implementing alternative mode improvements before widening; particularly on the west end of the corridor (Boulder County).
- Consider the possibility of near-side bus stops using the island adjacent to the queue jump for boarding; the island would need to be large enough to include at bench, at a minimum.
- Consider striping the shared use path for separate bike and pedestrian spaces, particularly in areas that will have a lot of pedestrian activity.

**Access:** It was reported that there were no comments provided in response to the access recommendations made.

### **Implementation Plan Process**

- Will CDOT have any capacity improvement funding included in the DRCOG 2040 plan?
- CDOT needs to better define public-public partnerships to implement improvements.
- Are there criteria or an amount of a “local” funding match that will incentivize CDOT to proceed with a public-public partnership?
- Focus on improving intersections and providing transit service before capacity enhancements.
- This will be a high growth area and we need to be ahead of the demand.

When the breakout session ended, Andrea Meneghel led a debrief with the group. To gauge the meeting attendees' support for the recommendations the Project Team was making, Andrea asked for a show support for the recommendations that had been presented. There was general support and no objections.

## **CLOSING STATEMENTS**

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David Kosmiski, CDOT, SH 7 PEL Study Project Manager, thanked the corridor's elected officials for their support and the TWG members for their on-going participation in the study. CDOT is committed to working in partnership with the communities to seek ways to implement the improvements that have been identified.

## **NEXT STEPS**

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- Public Meetings
  - Wednesday, March 6, 2013 – Brighton, CO
  - Thursday, March 7, 2013 – Lafayette, CO
- Next TWG Meeting: March 6, 2013 – Erie, CO
- Final SH 7 PEL Study Report: April, 2013

## **MEETING MATERIALS**

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- March 5, 2013 SH 7 PEL Elected Officials Meeting Agenda
- March 5, 2013 SH 7 PEL Elected Officials Meeting Presentation

## **MEETING ATTENDEES**

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1.	Charles Tedesco	Adams County
2.	Jeanne Shreve	Adams County
3.	Jamie Archambeau	Atkins North America
4.	Jeff Kullman	Atkins North America
5.	Jim Hanson	Atkins North America
6.	Cindy Domenico	Boulder County
7.	George Gerstle	Boulder County
8.	Rebecca White	CDOT Government Relations
9.	David Kosmiski	CDOT Region 1
10.	Kirk Webb	CDOT Region 1
11.	Leela Rajasekar	CDOT Region 1
12.	Neil Lacey	CDOT Region 1
13.	Myron Hora	CDOT Region 4

14.	Andrea Meneghel	CDR Associates
15.	Jeffrey Range	CDR Associates
16.	Debra Baskett	City & County of Broomfield
17.	Dennis McCloskey	City & County of Broomfield
18.	Greg Stokes	City & County of Broomfield
19.	Patrick Quinn	City & County of Broomfield
20.	Tom Schomer	City & County of Broomfield
21.	Annette Marquez	City of Brighton
22.	Joe Smith	City of Brighton
23.	Lynn Baca	City of Brighton
24.	Brad Wiesley	City of Lafayette
25.	Carolyn Cutler	City of Lafayette
26.	Christine Berg	City of Lafayette
27.	Doug Short	City of Lafayette
28.	Gary Klaphake	City of Lafayette
29.	Pete D'Oronzio	City of Lafayette
30.	Steve Kracha	City of Lafayette
31.	Gene Putman	City of Thornton
32.	Mack Goodman	City of Thornton
33.	Steve Rudy	DRCOG
34.	Bob Felsburg	Felsburg Holt & Ullevig
35.	Brady Weingardt	Felsburg Holt & Ullevig
36.	Jeff Dankenbring	Felsburg Holt & Ullevig
37.	Jenny Young	Felsburg Holt & Ullevig
38.	Kevin Maddoux	Felsburg Holt & Ullevig
39.	Monica Pavlik	FHWA
40.	Dick Schillawski	Public
41.	Nataly Erving	RTD
42.	Gary Behlen	Town of Erie
43.	Joe Wilson	Town of Erie
44.	Mark Gruber	Town of Erie
45.	Ronda Grassi	Town of Erie
46.	Barbara Kirkmeyer	Weld County
47.	Elizabeth Relford	Weld County



## State Highway 7 Planning and Environmental Linkage Study (SH 7 PEL)

### March 2013 Public Open House Summary and Outreach Report

#### SH 7 PEL PUBLIC MEETINGS

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The Colorado Department of Transportation (CDOT) held two public open house meetings in March 2013. The public open houses were held March 6<sup>th</sup> at the Armory in Brighton, CO and March 7<sup>th</sup> at the Public Library in Lafayette, CO. The open house meetings allowed the public to review and provide input on the study's findings and recommendations for the SH 7 corridor. The public was able to directly interact with the CDOT Project Team, who was on hand to provide information, answer questions and listen to input. The public was encouraged to provide comments and ideas by submitting written comment forms which were provided or by speaking to a project team member, who recorded public input on a series of flip charts. Public input was obtained to help CDOT finalize the study.

**Format:** Open house format with display boards, corridor maps and information stations hosted by SH 7 PEL Project Team members.

**Attendance:** There were 231 total registered attendees for the March 2013 public meetings. 76 attended in Brighton and 155 attended in Lafayette.

**Public Comment Submission:** There were approximately 100 comments submitted. Members of the public submitted comments in the following ways:

- Written comment forms
- Directly on flip chart paper provided throughout the room at specific stations
- Verbal comments to SH 7 PEL Project Team members at the public meetings, and recorded in their notes or onto flip charts.
- SH 7 PEL web page (<http://www.coloradodot.info/projects/sh7pel>)
- Emails to members of the SH 7 PEL Project Team

#### SUMMARY OF PUBLIC INPUT

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The public provided the following input at the public meetings focused primarily on the following issues:

**SH 7 Realignment and Alternate Routes:** The most discussed issue among public comments was the realignment of SH 7. In Brighton, there was some concern expressed if SH 7 were to be realigned to the north along 168<sup>th</sup> Ave./Baseline Road; some residents preferred that 168<sup>th</sup> Ave. remain two lanes and have a rural feel without more traffic.

There was a mixed reaction about the alignment of SH 7 in the west end of the study area. Many comments approved of the conceptual strategy to divert traffic to the north and south of downtown Lafayette, while allowing destination visitors to continue straight to Old Town Lafayette. Some concern was expressed, believing that that the approach may not reduce

congestion in downtown Lafayette and cause additional congestion on the alternate routes proposed. Those that expressed concern about the approach mainly commented that it would not provide better mobility through or around Lafayette, they were concerned about any widening occurring through downtown Lafayette, they advocated for reducing congestion in that segment and improving bicycle and pedestrian safety. Others felt the conceptual approach achieved those things and were supportive of SH 7 not being realigned. Public comments expressed support for the realignment of County Line Road, although some concern was expressed about the type of intersection design that would take place there, especially a roundabout.

**Alternative Travel Modes (Bicycle, Pedestrian and Transit):** Many public comments indicated support for the alternative travel modes recommendations. Public comment cited support based on increased safety provided by the recommended bicycle and pedestrian facilities and support for additional transit service throughout the corridor. Among comments that demonstrated concern over the alternative travel modes recommendations was the belief that there is no need for both bike lanes and multi-use paths along the corridor or concern about cars and bicycles sharing the road.

**Access:** Public feedback supported better accesses along SH 7, feeling that currently some turning movements are dangerous and improved accesses would improve safety throughout the corridor. Attention to signal placement and timing those signals at key accesses was believed to be critical in order to reduce congestion and improve mobility and safety.

**Flagg Drive:** Many residents of Flagg Drive attended the meetings and submitted comments stating a desire to reduce or mitigate for noise impacts to Flagg Drive; to pursue strategies which would reduce traffic from utilizing Flagg Drive. One individual suggested closing access at one end of Flagg Drive.

**Safety:** Many commenters mentioned supported improving safety throughout the SH 7 corridor. There was support for improving accesses in order to improve safety, providing better bicycle/pedestrian facilities for safety and better crossings for pedestrians. Residents of downtown Lafayette expressed support for improving safety through that segment, although were not certain if the proposed recommendations effectively did so by reducing the truck traffic.

**Noise Impacts/Mitigation:** Comments were received about noise impacts and requests were made to mitigate accordingly. Noise mitigation was specifically requested in the areas of Flagg Drive, the segment between Lowell Blvd. and Sheridan Blvd., and the Anthem communities.

**SH 7/I-25 Park-n-Ride:** A proposed Park-n-Ride facility at the I-25/SH 7 interchange received significant support. Anthem residents in Broomfield and others provided numerous comments advocating for transit service at the interchange and throughout the corridor, with consideration also given to pedestrian access from parking to where the busses would pick up passengers.

**SH 7/I-25 Interchange Design:** Support was expressed for the Diverging Diamond Interchange (DDI) design. Members of the public thought the concept was interesting and those that were already familiar with the design stated it worked well.

**Speed Limits:** It was stated that speed limits need to be adjusted in order to improve safety.

**Phasing of Improvements:** Support was expressed for intersection improvements to be prioritized in order to improve mobility through the intersection first, and then the improvements to the sections in between.

A full list of public comments is available as part of the SH 7 PEL Final Report.

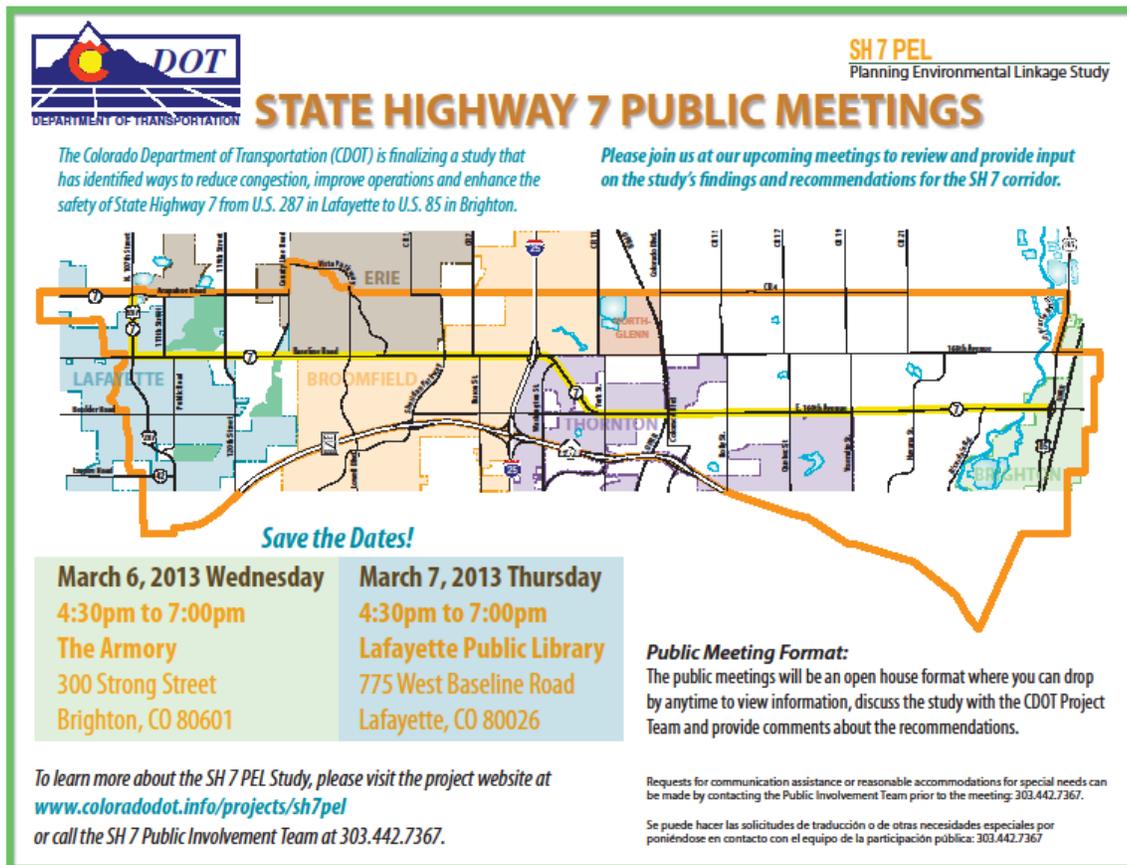
## MARCH 2013 PUBLIC MEETING OUTREACH

The following table illustrates the various outreach activities in coordination with the March 2013 SH 7 PEL public meetings.

<b>Task</b>	<b>Notes</b>
<b>SH 7 PEL Web Page</b>	Provided information regarding public meetings on SH 7 PEL Web Page ( <a href="http://www.coloradodot.info/projects/sh7pel">http://www.coloradodot.info/projects/sh7pel</a> )
<b>Postcard Mailing</b>	Mailed a postcard/mailer to 482 contacts informing them of the public meetings. Postcards included both English and Spanish content
<b>Newspaper and Media Advertisement</b>	Produced newspaper advertisements that ran in the following publications: Brighton Blade (February 27 <sup>th</sup> and March 6 <sup>th</sup> ), Broomfield Enterprise (February 28 <sup>th</sup> ) and Colorado Hometown News (February 27 <sup>th</sup> and March 6 <sup>th</sup> ). On-line banners were placed on the Daily Camera website (February 27 <sup>th</sup> to March 7 <sup>th</sup> ).
<b>E-mail Communication to SH 7 PEL Technical Working Group</b>	Sent an e-mail communication notifying the SH 7 PEL Technical Working Group (TWG) about the March 2013 public meetings that included information for TWG members to distribute to their respective Public Information Officers and for communication through their community channels.
<b>E-mail Communication to Corridor Mailing List</b>	Sent e-mail communications about the SH 7 PEL Public Meetings to members of the SH 7 mailing list. E-mail notifications were distributed to approximately 550 contacts on February 18 <sup>th</sup> , 27 <sup>th</sup> , and March 5 <sup>th</sup> .
<b>Public Meeting Flyers</b>	Flyers publicizing the meetings were placed in the following locations: Brighton Armory, Brighton Library, Brighton City Hall, Erie Community Center, Erie Town Hall, Lafayette City Hall, Lafayette Recreation Center, Lafayette Library, Lafayette Senior Center, Mojo Coffee (Lafayette), Cannon Mine Coffee (Lafayette), Boulder County Transportation, HOA Properties: Todd Creek, Heritage, Anthem Highlands, Anthem Ranch
<b>Hispanic and Latino Outreach</b>	Outreach activities targeted towards the Hispanic and Latino community occurred in coordination with the broader outreach effort.
<b>Key Stakeholder Outreach</b>	Targeted phone calls were made and e-mails were distributed to key HOA's/community groups such as the Anthem Communities, Todd Creek and Heritage.
<b>Media Advisory</b>	The CDOT Office of Public Information distributed a media advisory communicating the meetings
<b>Social Media</b>	The CDOT Office of Public Information communicated the meetings through its Facebook page and Twitter account
<b>Newspaper Articles</b>	Articles were written in the Daily Camera and the Brighton Daily Post

# SH 7 PEL PUBLIC MEETING POSTCARD AND FLYER FORMAT

Back of the Postcard and body of the Flyer



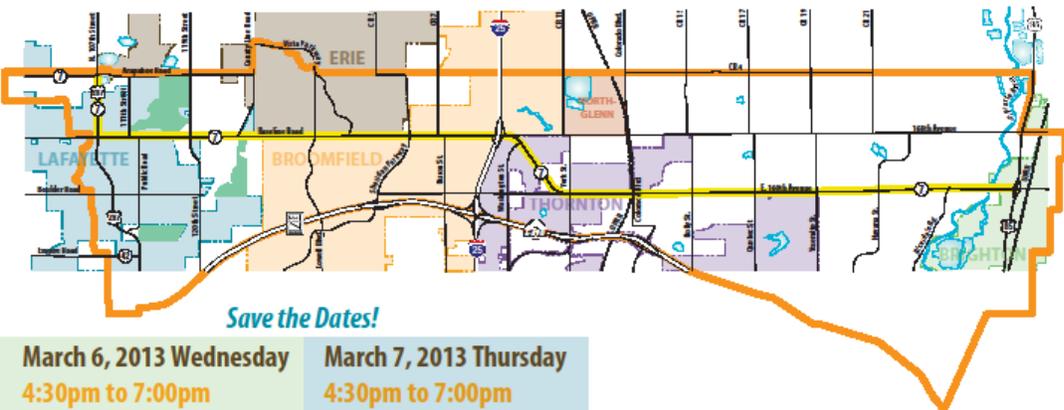
**DOT**  
DEPARTMENT OF TRANSPORTATION

**SH 7 PEL**  
Planning Environmental Linkage Study

## STATE HIGHWAY 7 PUBLIC MEETINGS

The Colorado Department of Transportation (CDOT) is finalizing a study that has identified ways to reduce congestion, improve operations and enhance the safety of State Highway 7 from U.S. 287 in Lafayette to U.S. 85 in Brighton.

Please join us at our upcoming meetings to review and provide input on the study's findings and recommendations for the SH 7 corridor.



**Save the Dates!**

<b>March 6, 2013 Wednesday</b> 4:30pm to 7:00pm <b>The Armory</b> 300 Strong Street Brighton, CO 80601	<b>March 7, 2013 Thursday</b> 4:30pm to 7:00pm <b>Lafayette Public Library</b> 775 West Baseline Road Lafayette, CO 80026
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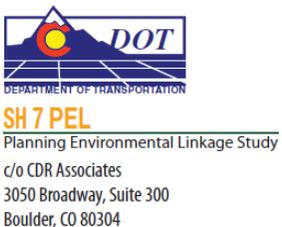
**Public Meeting Format:**  
The public meetings will be an open house format where you can drop by anytime to view information, discuss the study with the CDOT Project Team and provide comments about the recommendations.

To learn more about the SH 7 PEL Study, please visit the project website at [www.coloradodot.info/projects/sh7pel](http://www.coloradodot.info/projects/sh7pel) or call the SH 7 Public Involvement Team at 303.442.7367.

Requests for communication assistance or reasonable accommodations for special needs can be made by contacting the Public Involvement Team prior to the meeting: 303.442.7367.

Se puede hacer las solicitudes de traducción o de otras necesidades especiales por poniéndose en contacto con el equipo de la participación pública: 303.442.7367

Front of the Postcard



**DOT**  
DEPARTMENT OF TRANSPORTATION

**SH 7 PEL**  
Planning Environmental Linkage Study

c/o CDR Associates  
3050 Broadway, Suite 300  
Boulder, CO 80304

You are invited to join us for the  
**STATE HIGHWAY 7  
PUBLIC MEETINGS**

**March 6, 2013**  
**Brighton, CO**

**March 7, 2013**  
**Lafayette, CO**

See reverse side for more information!

# SH 7 PEL PUBLIC MEETING NEWSPAPER ADVERTISEMENTS

The following advertisement was featured in the Brighton Blade (February 27<sup>th</sup> and March 6<sup>th</sup>):



## STATE HIGHWAY 7 PUBLIC MEETINGS

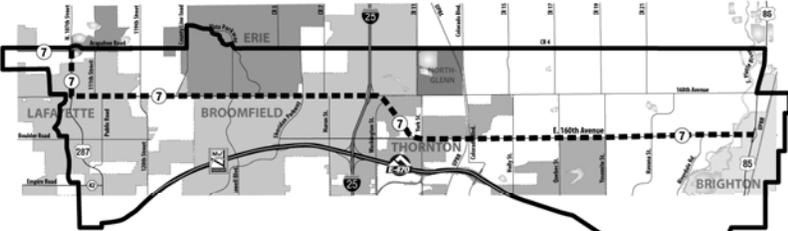
### SH 7 PEL Planning Environmental Linkage Study

The Colorado Department of Transportation (CDOT) is finalizing a study that has identified ways to reduce congestion, improve operations and enhance the safety of State Highway 7 from U.S. 287 in Lafayette to U.S. 85 in Brighton. Please join us at our upcoming meetings to review and provide input on the study's findings and recommendations for the SH 7 corridor.

**Save the Dates!**

**March 6, 2013 Wednesday**  
**4:30pm to 7:00pm**  
**The Armory**  
300 Strong Street  
Brighton, CO 80601

**March 7, 2013 Thursday**  
**4:30pm to 7:00pm**  
**Lafayette Public Library**  
775 West Baseline Road  
Lafayette, CO 80026



**Public Meeting Format:**  
The public meetings will be an open house format where you can drop by anytime to view information, discuss the study with the CDOT Project Team and provide comments about the recommendations.

Requests for communication assistance or reasonable accommodations for special needs can be made by contacting the Public Involvement Team prior to the meeting: 303.442.7367.  
Los pedidos de ayuda con las comunicaciones o de acomodaciones razonables para necesidades especiales deben hacerse antes de la reunión llamando al Equipo de Participación Pública del Proyecto al 303.442.7367.

To learn more about the SH 7 PEL Study, please visit the project website at [www.coloradodot.info/projects/sh7pel](http://www.coloradodot.info/projects/sh7pel) or call the SH 7 Public Involvement Team at 303.442.7367.

The following advertisement was featured in the Broomfield Enterprise (February 28<sup>th</sup> and March 3<sup>rd</sup>) and the Colorado Hometown News (February 27<sup>th</sup> and March 6<sup>th</sup>):



**SH 7 PEL**  
Planning Environmental Linkage Study

## STATE HIGHWAY 7 PUBLIC MEETINGS

*The Colorado Department of Transportation (CDOT) is finalizing a study that has identified ways to reduce congestion, improve operations and enhance the safety of State Highway 7 from U.S. 287 in Lafayette to U.S. 85 in Brighton. Please join us at our upcoming meetings to review and provide input on the study's findings and recommendations for the SH 7 corridor.*

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Requests for communication assistance or reasonable accommodations for special needs can be made by contacting the Public Involvement Team prior to the meeting: 303.442.7367.

Los pedidos de ayuda con las comunicaciones o de acomodaciones razonables para necesidades especiales deben hacerse antes de la reunión llamando al Equipo de Participación Pública del Proyecto al 303.442.7367.

Below is an advertisement that was featured on the Daily Camera Website. The advertisement was placed at the top of the webpage and was drop-down banner that expanded into when users clicked on it. The ad linked users to the CDOT SH 7 PEL webpage. It was viewed by 34,878 visitors and was clicked 269 times.

Thin Ad:



Brighton
STATE HIGHWAY 7 PUBLIC MEETINGS
Lafayette

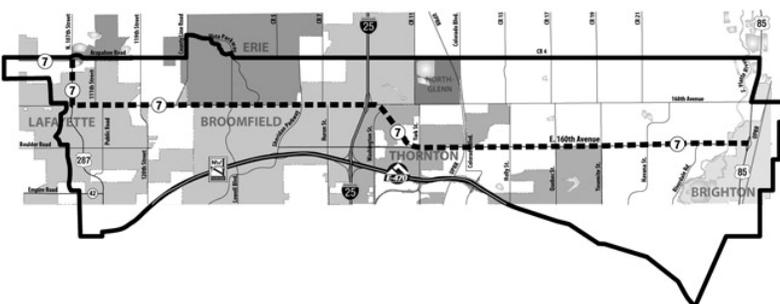
Expand

Drop Down Ad:



## STATE HIGHWAY 7 PUBLIC MEETINGS

Click here for more info



March 6th in Brighton • March 7th in Lafayette

Close

## SH 7 PEL PUBLIC MEETING E-MAILS

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### **February 15<sup>th</sup> E-mail to SH 7 PEL Technical Working Group (TWG)**

#### **Subject: SH 7 PEL March 2013 Public Meetings Information for You to Distribute**

Dear SH 7 PEL Technical Working Group member,

This email is to provide you with the materials you can use to communicate the SH 7 PEL March 2013 Public Meetings in your communities.

As a reminder, the SH 7 Public Meetings are occurring in the following locations:

Wednesday, March 6, 2013

4:30 - 7:00 p.m.

The Armory

300 Strong Street

Brighton, CO 80601

Thursday, March 7, 2013

4:30 - 7:00 p.m.

Lafayette Public Library

775 West Baseline Road

Lafayette, CO 80026

The following describes the various resources you have for communicating the Public Meetings and the additional outreach our team will be conducting:

**Public Meetings Flyer:** Please use this flyer to distribute throughout your communities and have placed in public facilities for communicating the meeting and informing your residents and business owners about the public meetings. Additionally, you can let us know if you would like these placed or mailed to a specific location or group. You can also post this flyer to your websites. It has been provided here as a pdf; if you need it as a jpg file for any reason, please let us know.

**Public Meetings Media Advisory:** This is a copy of the media advisory CDOT's Office of Public Information will be distributing to the local media outlets. Please forward this on to your local Public Information Officers for their use and communications to your residents.

**SH 7 PEL Web-page:** Please feel free to either post the public meetings flyer on your websites or provide a link to the SH 7 PEL page hosted on the CDOT website. The link to that page is: <http://www.coloradodot.info/projects/sh7pel>

**Additional Outreach/Communications:** In addition to the above outreach products, emails will be sent to the public and key stakeholders you have provided us contact information throughout the study; newspaper advertisements will run in the Broomfield Enterprise, the Brighton Blade and in Colorado Hometown News to Erie and Lafayette; and CDOT will communicate the meetings through its social media channels (Twitter and Facebook). Also, Hispanic and Latino outreach is happening throughout the corridor by a community liaison that is working with our project team.

Public Meeting Display Materials: The materials we plan to display at the public meetings, such as maps, boards or graphics will be the same materials you previewed at the Elected Officials Meeting. There will be no new materials that you are not familiar with or haven't already seen.

As always, feel free to contact me with any questions you may have. You can reply to this e-mail or call me directly at (720) 407-4721.

Thank you for your assistance in helping to get the word out about the SH 7 Public Meetings,

<b>E-mail to SH 7 PEL Public and Key Stakeholder E-mail Contacts: 2/18, 2/27 and 3/5</b>
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**Subject: You are invited to CDOT's State Highway 7 Public Meetings, March 6 & 7**

## **State Highway 7 Public Meetings: March 6 and 7, 2013**

The Colorado Department of Transportation (CDOT) is finalizing a study that has identified ways to reduce congestion, improve operations and enhance the safety of State Highway 7 from U.S. 287 in Lafayette to U.S. 85 in Brighton. Please join us at our upcoming meetings to review and provide input on the study's findings and recommendations for the SH 7 corridor.

**Wednesday, March 6, 2013:** 4:30 – 7:00 p.m., The Armory, 300 Strong Street, Brighton, CO 80601

**Thursday, March 7, 2013:** 4:30 – 7:00 p.m., Lafayette Public Library, 775 West Baseline Road, Lafayette, CO 80026

**Public Meeting Format:** The public meetings will be an open house format where you can drop by anytime to view information, discuss the study with the CDOT Project Team and provide comments about the recommendations.

To learn more about the SH7 PEL Study, please visit the project website at [www.coloradodot.info/projects/sh7pel](http://www.coloradodot.info/projects/sh7pel) or contact the Public Involvement Team at (303)442.7367.

Requests for communication assistance or reasonable accommodations for special needs can be made by contacting the Public Involvement Team prior to the meeting. **Se puede hacer las solicitudes de traducción o de otras necesidades especiales por poniéndose en contacto con el equipo de la participación pública: (303)442.7367.**

To unsubscribe from SH 7 PEL Study updates, please email [SH7pel@mediate.org](mailto:SH7pel@mediate.org).

# SH 7 PEL PUBLIC MEETING COMMENT FORM

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## Submit a Comment

Thank you for providing input about the State Highway 7 Planning and Environmental Linkage Study. Our team will review and consider all comments submitted throughout the Study.

NAME \_\_\_\_\_ AFFILIATION \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

**Please provide your comments on the recommended improvements being presented for the SH 7 corridor.**

\_\_\_\_\_

\_\_\_\_\_

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**Do you have any additional concerns about SH 7 that have not been addressed?**

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\_\_\_\_\_

*Additional Questions on the Back*

*Attach any additional comments you may have or visit <http://www.coloradodot.info/projects/sh7pel> where comments can also be submitted*



What improvement to the corridor is most important to you? Why?

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**Additional Comments?**

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**Please Place  
Postage  
Here**

**SH 7 PEL  
c/o CDR Associates  
3050 Broadway, Suite 300  
Boulder, CO 80304**

## HISPANIC AND LATINO OUTREACH

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Francisco Miraval, a Spanish language speaker, provided the following outreach to the corridor's Hispanic and Latino population.

On March 6, 2013, the following Brighton businesses received public meetings materials:

- Panadería La Central
- Tacos y Salsa
- El Coyote Grill
- El Pescador Mexican Food
- Aguila Azteca
- Carnicería Jerez
- Las Palomas Miscelaneas
- Tortilleria Cuauhtemoc
- Valenzuela Garage
- Tortilleria Chihuahua
- Brighton's Laundry
- Juanita's Salon
- Aguirre's Tax Services
- Flor de Lis
- Azteca Bakery
- Tacos Rapiidos
- Moda Latina
- La Placita
- Sandra's Salon
- Fiesta Time

On March 7, 2013, the following Lafayette businesses received public meetings materials:

- Efrain Restaurant
- Santiago's
- La Familia

The information about the public meetings was published as a calendar item by Viva Colorado and by El Heraldo (in both cases, in their electronic editions.)

The media advisory was sent in English and in Spanish to Univision, Azteca America, Telemundo, Viva Colorado, El Heraldo, El Hispano, El Comercio, Fuente de Vida, Hola Discount, Radio Luz, Radio Mana, Radio Que Bueno, Radio 1150 AM, and to several independent producers. In total, 25 local Latino reporters received the information.

The information about the public meetings was posted on Francisco Miraval's Project Vision 21 Facebook page (several times) and Twitter feed (before the public meetings.)

Public meetings information was included in daily news segments Project Vision 21 produces for Radio Luz 1650 AM and for Radio Mana ([www.radiomana.com](http://www.radiomana.com).)

## SH 7 PEL KEY STAKEHOLDER OUTREACH

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Key Stakeholder Organization/Group	Type of Outreach
<b>Anthem Highlands and Anthem Ranch Homeowners Association</b>	Electronic copy of flyer for Anthem to distribute to their e-mail lists. Debra Wyatte, Community Manager of Anthem Highlands distributed the flyer electronically to approximately 850 contacts. Denise Hogenes, Community Manager of Anthem Ranch, distributed the flyer electronically to approximately 900 homeowners. Anthem offices also will display the flyer

<p><b>Todd Creek Farms</b></p>	<p>An e-mail was distributed to Todd Creek Farms through their Property Management Group AssociaColorado. The Todd Creek Master Association received the information which manages Eagle Shadows, Eagle Shadows South, Todd Creek Vistas, Todd Creek Estates, Hawk Ridge and Silver Springs. It posted the SH 7 PEL Public Meetings flyer to their web site and also distributed an e-mail to approximately 350 homeowners</p>
<p><b>SH 7 PEL Technical Working Group</b></p>	<p>TWG members publicized the SH 7 PEL Public Meetings by distributing flyers to public facilities within the corridor such as libraries and recreation centers; advanced the media advisory to their Public Information Officers and rebroadcasted the message through their respective communication channels; posted meeting information on their respective County/City/Town web site, forwarded the e-mail notifications directly to select contacts.</p>

**PUBLIC MEETINGS MEDIA ADVISORY**

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**Media Advisory:**



**FOR IMMEDIATE RELEASE**

February 15, 2013

**Media Contact:**

Mindy Crane, CDOT Public Information Office  
 Ph. 303-757-9469  
 Email: mindy.crane@state.co.us

**CDOT Project Contact**

David Kosmiski, CDOT SH 7 PEL Project Manager  
 Ph. (303)398-6767  
 Email: david.kosmiski@state.co.us

**PUBLIC MEETINGS FOR CDOT’S STUDY OF  
 STATE HIGHWAY 7**

***The public is invited to review and provide comments on the findings and recommendations of the State Highway 7 corridor study.***

**February 15, 2013** – The Colorado Department of Transportation (CDOT) has been conducting a Planning and Environmental Linkage (PEL) study on State Highway 7 (SH 7) between U.S. 85 in

Brighton and U.S. 287 in Lafayette. The study began by assessing existing conditions and anticipated problem areas along the corridor. Over the course of the study, CDOT has developed and evaluated alternatives that reduce congestion, improve operations and enhance the safety of the road. These recommendations are being presented to the public on March 6, in Brighton and March 7, in Lafayette.

The SH 7 PEL is an important study to identify transportation solutions to address the expected population and employment growth in the region. It has evaluated the existing and future operations of the highway. There are varying characteristics throughout the corridor such as Lafayette's downtown, rural stretches, suburban areas and sites designated for substantial commercial development. CDOT is presenting recommendations to improve the corridor while being responsive to each of the corridor communities' goals for growth and development. The study is helping to define a common vision throughout the corridor while recognizing and maintaining the unique characteristics of its diverse segments.

### **Purpose of the Public Meetings**

CDOT is inviting the public to review and provide input on the study's findings and recommendations for the SH 7 corridor. The public will be able to directly interact with the CDOT Project Team, who will be on hand to provide information, answer questions and listen to additional suggestions. The public is encouraged to provide comments and ideas. Information obtained will assist CDOT in finalizing the study.

### **Public Meeting Information**

#### **Wednesday, March 6, 2013**

4:30 p.m. to 7 p.m.

The Armory

300 Strong Street, Brighton, CO 80601

#### **Thursday, March 7, 2013**

4:30 p.m. to 7 p.m.

Lafayette Public Library

775 West Baseline Road, Lafayette, CO 80026

**Meeting Format:** The public meetings will use an open house format with display boards, corridor maps and other information stations. Attendees will be able to provide comments and input in various formats. The public is encouraged to stop by at any time during the meetings.

For more information about the study please visit <http://www.coloradodot.info/projects/sh7pel>  
Comments about this study can also be submitted through the web page.

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# CDOT FACEBOOK POSTINGS

## CDOT FACEBOOK POSTS:

View 3 more comments

**Colorado Department of Transportation** Hi Judy Jones - We're blasting next to the eastbound bore so that we can widen the interstate! -Ashley  
March 7 at 2:04pm

**Judy Jones** yea are we taking them out any time soon  
March 9 at 11:43am

**Colorado Department of Transportation** shared a link.  
March 6

Heads-Up for Brighton Area: Tonight from 4:30 p.m. to 7 p.m., we will be hosting a public meeting at The Armory (300 Strong Street, Brighton, CO 80601) for the State Highway 7 corridor study, which is important in identifying transportation solutions to address the expected population and employment growth in the region.  
For more info visit: <http://www.coloradodot.info/projects/sh7pel>

**State Highway 7 Planning and Environmental Linkage Study — CDOT**  
[www.coloradodot.info](http://www.coloradodot.info)

CDOT is conducting a Planning and Environmental Linkage Study (PEL) to look at improving conditions on State Highway 7 (SH 7) from U.S. 287 in Lafayette to U.S. 85 in Brighton. Communities along SH 7 are expected to

Like · Comment · Share

Richard D. Davis likes this.

**Colorado Department of Transportation**  
March 6

Heads-Up for I-70 Travelers: We will be stopping traffic in both directions of I-70 at Georgetown Hill today for 20 minutes at a time so crews can perform rockfall mitigation work. Stops will occur between 10 a.m. and midnight. The work will help us make

**Colorado Department of Transportation**  
March 6

Heads-Up for Colorado Springs: We have started a routine bridge repair project on I-25 and US 24 that will last through September 2013 and will require some lane closures on both highways. Bridge joints will be replaced on I-25 over Pine Cr...[See More](#)

**SLOW FOR THE CONE ZONE**  
COLORADO DEPARTMENT OF TRANSPORTATION

Like · Comment · Share 2

Blodwen Price, Paige Roby, Lori Palmer and 3 others like this.

**Tyler Patrick** Unless you're in Utah on the 40 miles of cones for no reason. The cones have been set up for years. Never any construction of any kind. Just reduce your speed by 25 mph and live at 55. LOL  
March 6 at 1:55pm

**Colorado Department of Transportation** shared a link via Aubrey Roark.  
March 6

While the topic is lighthearted and a little funny, you'd be shocked at what we clean up after it's spilled on the highways! Nothing surprises us anymore. What's the weirdest thing you've seen?

**Lego spill tangles up West Virginia highway**  
[www.wvpost.com](http://www.wvpost.com)

er was exciting!!!

March 8 at 6:43am

ransportation shared a link.

k about this? Does it sound  
[www.denverpost.com/breakingnews/muters-alone-their-cars-39-from](http://www.denverpost.com/breakingnews/muters-alone-their-cars-39-from)

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inty**  
[www.denverpost.com](http://www.denverpost.com)

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ened to Car Pooling. So many people  
e with there Cars.

ransportation



**Colorado Department of Transportation** shared a link.  
March 7

Heads-Up for Lafayette Area: Tonight from 4:30 p.m. to 7 p.m., we will be hosting a public meeting at the [Lafayette Public Library](#) (775 West Baseline Road, Lafayette, CO 80026) for the State Highway 7 corridor study, which is important in identifying transportation solutions to address the expected population and employment growth in the region. For more info visit [www.coloradodot.info/projects/sh7pel](http://www.coloradodot.info/projects/sh7pel)

**State Highway 7 Planning and Environmental Linkage Study – CDOT**  
[www.coloradodot.info](http://www.coloradodot.info)

CDOT is conducting a Planning and Environmental Linkage Study (PEL) to look at improving conditions on State Highway 7 (SH 7) from U.S. 287 in Lafayette to U.S. 85 in Brighton. Communities along SH 7 are expected to

Like · Comment · Share

Allen Carns likes this.



**Colorado Department of Transportation**  
March 6

Heads-Up for Glenwood Springs, Colorado Area: We will be

The Daily Camera, March 3<sup>rd</sup>

## Public meeting on Colo. 7 alignment study set for Thursday in Lafayette

[By John Aguilar, Camera Staff Writer](#)

Posted: 03/06/2013 04:37:47 PM MST

Updated: 03/06/2013 07:17:32 PM MST

A public meeting on the Colorado Department of Transportation's Colo. 7 alignment study will be at 4:30 p.m. Thursday at the Lafayette Public Library, 775 W. Baseline Road.

CDOT is inviting the public to review and provide input on the study's findings and recommendations for the corridor. The agency's project team will be on hand to answer questions and listen to suggestions.

For more information about the study, visit [CDOT](#).

# The Daily Post<sup>TM</sup>

from Local Color<sup>®</sup> & The Banner  
Tuesday, March 5, 2013

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## Brighton window

Patricia Dall's watercolor/ink-resist painting, *Farmers Market Shoppers*, is one of 199 pieces of artwork from selected local and regional artists on exhibit at City Hall, 500 S. Fourth Ave. The Eye for Art display began Monday and runs through June 21.

Daily Post photo



## CDOT seeks input on Colorado 7

The Colorado Department of Transportation will present findings Wednesday and Thursday from a study seeking traffic solutions for expected population and employment growth affecting Colorado 7 between Brighton and Lafayette.

Public meetings will be 4:30-7 p.m. Wednesday in the Armory in Brighton, 300 Strong St.; and Thursday at the Lafayette Public Library, 775 W Baseline Road.

CDOT invites the public to review and provide input on the study's findings and recommendations for the highway corridor. The project team will be on hand to provide information, answer questions and listen to additional suggestions. Information obtained will help CDOT finalize the study.

The CDOT Planning and Environmental Linkage study on

Colorado 7 between U.S. 85 in Brighton and U.S. 287 in Lafayette assessed existing conditions and anticipated problem areas along the corridor. During the study, CDOT has developed and evaluated alternatives that reduce congestion, improve operations and enhance road safety. The recommendations will be presented.

The Colorado 7 linkage is a study to identify transportation solutions. There are varying characteristics throughout the corridor, such as Lafayette's downtown, rural stretches, suburban areas and sites designated for commercial development.

CDOT makes recommendations to improve the corridor while being responsive to each communities' goals for growth and development, the release stated. The study helps define a common vision throughout the corridor while recognizing and maintaining the unique characteristics of its diverse segments.

The meetings will use an open-house format with display boards, corridor maps and other information stations. For more information about the study visit [www.coloradodot.info/projects/sh7pel](http://www.coloradodot.info/projects/sh7pel). Comments also can be

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E-mail news and photos to:  
[dailypost@localcolormag.com](mailto:dailypost@localcolormag.com)

## Three days

### Today

10 a.m. – **Toddler Story Time**, Barr Lake Nature Center; for kids ages 3 to 5 with adult; learn about nests, build a birdhouse to take home; RSVP 303-659-6005

4:45-5:20 p.m. – **Yoga**, Platte Valley Medical Center Conference Center; \$6 drop-in rate. Bring your mat

6:30-7:30 p.m. – **DIY Craft: Ribbon Flowers**, Anythink Brighton; create beautiful ribbon flowers for cards or fashion accessories; for adults, RSVP online

### Wednesday

9:30-10 a.m. – **Baby Bounce**, Anythink Brighton; songs, stories for ages birth-23 months and caretakers; RSVP

10:30-11 a.m. – **Primetime for Preschoolers**, Anythink Brighton; for preschoolers ages 3-5. RSVP online

10-11:30 a.m. – **DIY Craft: Eggstravaganza** – The Studio at Anythink Brighton; Create candy-filled lattice eggs for gifts or decor; for adults, RSVP online

12:30-1 p.m. – **Heart Rhythm Meditation**, Platte Valley Medical Center Meditation Room; a heart-centered meditation; a path to health and wellness, healing and peace.

2:30-4:30 p.m. – **Embryology: An Introduction**, Anythink Brighton; chickens eggs in an incubator; chickens, eggs and the hatching process; for K-5 students.

2:30 p.m. – **Popcorn Balls**, Anythink Brighton; Learn to make a delicious, old-fashioned treat; for grades 6-12

4:30-7 p.m. – **CDOT meeting seeking Colorado 7 solutions**, in the Armory, 300 Strong St., review and provide input on the study's findings and recommendations for the SH 7 corridor; see story this page

7-8 p.m. – **3D Image Design, Part 1** – The Studio at Anythink Brighton; use TinkerCad and Google Sketchup to create 3D images; start printing. Registration advised

### Thursday

10:30-11:30 a.m. – **Free Blood-pressure Screening**, Eagle View Adult Center

12:15-12:50 p.m. – **Yoga**, Platte Valley Medical Center Conference Center; \$6 drop-in rate; certified instructor. Bring your mat, info 303-498-1840.

5:15-6 p.m. – **Pilates Mat Class**, Platte Valley Medical Center Conference Center; increase strength, tone, flexibility, stamina and overall fitness, taught by licensed physical therapist and certified Pilates instructor; \$9 per class

7 p.m. – **All Shook Up**, Brighton High School Auditorium, BHS Drama musical; tickets \$9 adults and \$5 for students

## Gas gauge

**\$3.41<sup>9</sup>** Lowest unleaded price as of 8 p.m. Monday:

- U-Pump-it stations on East Bridge and South Main
- Western station on East Bridge
- Gas-a-Mat station on South Main

## Reader to Reader

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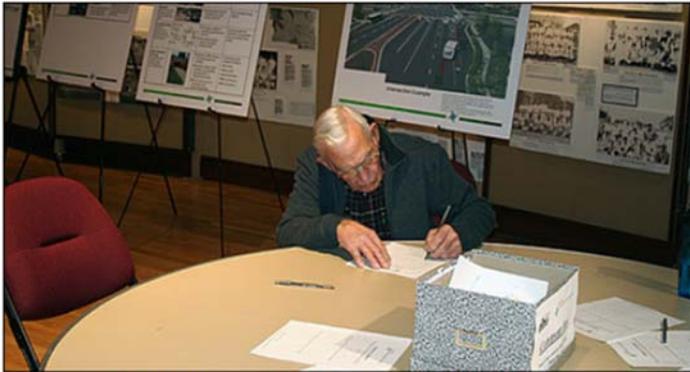
from Local Color<sup>®</sup> & The Banner

Thursday, March 7, 2013

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## Brighton window



Paul Edwards, whose home is on Weld County Road 2, fills out a comment form Wednesday at the Armory, where the Colorado Department of Transportation presented findings and recommendations from its study of growth effects on the Colorado 7 corridor. The study of the 15-mile stretch between U.S. 287 and U.S. 85 began with an input meeting last year at the Armory. Final recommendations are expected this summer.

*Daily Post photo*

## Flamenco concert rescheduled

The snowed-out Feb. 24 concert that was to feature flamenco guitarist extraordinaire René Heredia, a featured program of the 2012-2013 Fine Arts At Four concert series, has been rescheduled for 4 p.m. on April 21, the Fine Arts at Four Committee announced in a news release.

The concert is free to the public and will be held at the First Presbyterian Church, 510 S. 27th Ave.

Heredia is a leading figure in the development of flamenco guitar and dance in the United States. He has

and workshops for the past 40 years have won Heredia the Governor's and Mayor's Awards for excellence in the Arts for performance and education. The Denver Musicians Association named Heredia "The Distinguished Award Recipient" for 40-plus years of membership and pioneering work in the music industry. He also was inducted in The Latin Chicano Music Hall of Fame for his music in the Latin Community.

This concert is partially funded by Vallev Bank & Trust.

## Two days

### Today

10:30-11:30 a.m. – Free Blood-pressure Screening, Eagle View Adult Center

12:15-12:50 p.m. – Yoga, Platte Valley Medical Center Conference Center; \$6 drop-in rate; certified instructor. Bring your mat, info 303-498-1840.

5:15-6 p.m. – Pilates Mat Class, Platte Valley Medical Center Conference Center; increase strength, tone, flexibility, stamina and overall fitness, taught by licensed physical therapist and certified Pilates instructor, \$9 per class

7 p.m. – *All Shook Up*, Brighton High School Auditorium, BHS Drama musical; tickets \$9 adults and \$5 for students

### Friday

10 a.m.-3:30 p.m. – Bonfils Blood Drive, Platte Valley Medical Center, 303-363-2300 for appointment

10:30 a.m. – Story Time at the Firehouse, Fire Station 54, 15229 Great Rock Road; story time, station tour, snack, for children 3-5 with caretaker; free, RSVP required to Dawn, 303-659-4101

7 p.m. – *All Shook Up*, Brighton High School Auditorium, BHS Drama musical; tickets \$9 adults and \$5 for students

## Funeral notices

Complete local obituaries Thursdays in *The Banner*.

**Mary Ann Blood**, of Brighton, died March 2. Visitation, 5-8 p.m. **Thursday** at Dewitt and Tabler Funeral Home, 12114 Grant Circle, Thornton. Funeral, 10 a.m. **Friday** at Chapel Hill Church. A certified professional florist, Mary Ann owned Petals & Pearls. She was current Ambassador Chairwoman for the Brighton Chamber of Commerce and participated on event committees. She was president of The Floral Association of the Rockies. Survivors include her husband, Alvin; daughters Sarah Snow and Kristan Sanders; and son T.J. Pope. Her hometown was Beaver, Okla. Family members report that Mary Ann will be laid to rest in Logan Cemetery in Oklahoma.

**Geannie Ruth Larsen**, 64, of Lakewood and formerly of Brighton, died Feb. 23. She was born in Norfolk, Neb., to Arvid and Betty (Petraček) Larsen. She attended Brighton schools. Geannie was a customer service representative for Xcel Energy for 33 years before retiring in August. Survivors include her children Ronald Marcus Degenhart of Lakewood, Lonny Ray Degenhart of Brighton and Shantelle Fern Degenhart of Brighton; and two grandchildren. She was preceded in death by both of her brothers. Visitation, 5-7 p.m. **today** at Tabor-Rice Funeral Home. Mass of Christian burial will follow at 10:30 a.m. **Friday** at St. Augustine Catholic Church. Inurnment at Elmwood.