

APPENDIX D
PTAC MEETING MINUTES, AGENCY AND PUBLIC
COORDINATION

Meeting Minutes from SH 7 PEL
Technical Advisory Committee Meetings

MEETING MINUTES

SH 7 (75th St to US 287) PEL – TECHNICAL ADVISORY COMMITTEE (TAC) KICKOFF MEETING

*Boulder County – Transportation Department Offices
2525 13th St.
Boulder, CO*

Date of Meeting: June 30, 2016

In attendance: See Attached Sign-In Sheet (**Attachment A**)

Introductions

The group went around the room with self-introductions.

Scope Summary, Schedule, Deliverables

The project team reviewed the previous PEL, this study's scope in relation to the Bus Rapid Transit (BRT) study as well as the schedule. The presentation for the meeting is included as **Attachment B**.

This PEL study focuses on the segment of SH 7 from 75th Street in to US 287, which was not included in the previous PEL. The previous PEL study extended along SH 7 from US 85 in the City of Brighton to US 287 in the City of Lafayette. The study developed a multi-modal vision for each segment of the corridor, which was based primarily on municipal boundaries, and included provision of some type of transit-only lanes with 12-foot shoulders.

Comments

CDOT Region 4 asked "Did CDOT sign the previous SH 7 PEL? The project team responded that CDOT Region 1 signed the previous PEL, although not all entities involved signed acknowledging the study.

The City of Boulder asked "How does this fit with East Arapahoe schedule? We need to account for the large public engagement process required." The project team responded that they will make sure to include East Arapahoe information in the study and provide information to them for their outreach as well.

Boulder County asked "What does Lafayette have going on?" The City of Lafayette responded The City not completing studies at the moment but does have Comprehensive Plan.

Role of the PEL TAC (PTAC)

The project team asked the group to have comments on the three deliverables by **July 13**. The three deliverables provided to the PTAC for review were:

- Draft Corridor Conditions Assessment Report
- Draft Purpose and Need Statement
- Draft Alternatives Development and Evaluation Process

Corridor Conditions

The project team stepped the group through the corridor conditions report. The PEL is focused on a 4-mile corridor from 75th Street to US 287. The corridor is a two-lane cross section with

intermittent auxiliary lanes primarily at the signalized intersections and controlled stop intersections. Existing right-of-way varies along the corridor but is approximately 60-feet in width.

Existing and Future Land Use

Existing land use along the corridor is primarily residential, agricultural, and open space with commercial land use concentrated at the major intersections of 75th Street, 95th Street, and US 287. Future land uses will primarily remain the same with additional residential and commercial growth south of SH 7 near US 287.

Comments

The City of Lafayette pointed out that there is a large slot of commercial land use proposed in the southwest corner of SH7 and US 287, which is currently vacant; not residential as shown on the map. The project team asked the group to mark up any other edits and provide those to the group.

Transportation

The project team discussed the traffic volumes along the corridor. The existing and future (2040) projected traffic volumes on the western end of the corridor seemed low. The project team will verify this number. The Jump bus service is along the corridor with the L and LX along the US 287 corridor. Preliminary safety data along the corridor indicates a higher than expected number of rear-end crashes primarily due to congestion at the intersections and queuing into the main travelway. Bicycle facilities along the corridor do not exist, and pedestrian facilities are intermittent.

Comments

Boulder County asked about the possibility of having an access control plan (ACP) and if an memorandum of understanding (MOU) with CDOT, land owners, and municipalities would be possible. CDOT discussed how the US 85 ACP works. The project team suggested that an ACP could be one of the recommendations that comes out of this study.

Transit ridership projections have been developed for the corridor. The City of Boulder will provide those projections. The study should refer to the Northwest Area Mobility Study (NAMS) as well.

Three developments working on traffic studies currently in Lafayette and the City of Lafayette have asked them to look at Arapahoe, SH 7, US 287 comprehensively rather than in separate studies and consider cumulative impacts.

Boulder County asked that parallel facilities be discussed in the study moving forward because they are the preferred routes for bicyclists.

Environmental

The study focused on only those environmental resources with separate regulatory requirements that would affect the alternatives development and evaluation process: open space, trails, and parks; historic properties; sites with hazardous materials concerns; threatened and endangered species; wetlands, and floodplains.

There are a large number of open space parcels along the western end of the corridor, and it will be important to work with the city's parks and open space department.

A number of properties were evaluated for eligibility for the National Register of Historic Places. Several are potentially eligible, and if a property is 45 years of age or older, it would need to be surveyed. Given the uses along the corridor it is likely that there will be some historic properties.

Wetlands, potential threatened and endangered species habitat, and floodplains are primarily linked to the riparian corridors crossing the corridor. In addition, it will be important to consider the feel of the corridor, large old cottonwood trees, etc.

There are a number of sites with potential hazardous material concerns along the corridor – primarily near the intersections and areas with commercial land use. The sites were primarily existing or former gas stations and dry cleaners. No Superfund sites are located along the corridor.

Comments

Boulder County requested that the context of the corridor be considered – notably agricultural land use/open space with large cottonwood trees.

Draft Purpose and Need

The draft purpose and need was developed to match the previous SH 7 PEL purpose and need with the needs identified as traffic congestion, safety, access, and alternative travel modes.

Comments

The group requested that the purpose should be shifted to speak to person carrying capacity and away from traffic congestion reduction. CDOT has guidance that says we need to look at the managed lanes. Future evaluation criteria should consider each communities' desires for the corridor.

Development in Boulder is not adding parking so we need to consider that adding capacity does not account for this. Even if people can drive the road they won't have any place to put their car when they arrive.

Draft Alternatives Development and Evaluation

Alternative packages will be themed and developed from a variety of multi-modal elements. The first step in the evaluation process will be purpose and need.

Comments

Specific community based goals/vision will be considered more comprehensively in level 2 evaluation.

Next Steps/Action Items

- Boulder County will plan for a meeting with Boulder to discuss and coordinate East Arapahoe.
- The City of Lafayette will provide clarification to existing and future land use.
- The City of Boulder will provide transit ridership projections for the corridor.
- The project team will review the existing and projected traffic volumes along the corridor.

- The PTAC will review the Draft Corridor Conditions Assessment Report, Purpose and Need, and Alternatives Development and Evaluation Process and provide comments to Boulder County by July 13.
- The project team will revise the Draft Corridor Conditions Assessment Report, Purpose and Need, and Alternatives Development and Evaluation Process based on the PTAC meeting and comments received.
- The next PTAC meeting will be in September/October 2016.

**PEL Technical Advisory Committee (PTAC) Meeting
June 30, 2016**

<u>Name</u>	<u>Representing</u>	<u>Email</u>
Kevin Maddoux	FHU	kevin.maddoux@fhueny.com
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Georg	Boulder County	CGERSOZ@BoulderCounty.org
Karen Schneiders	CDOT	Karen.Schneiders@state.co.us
Marc Ambrosi	Boulder County	mambrosi@bouldercounty.org
Paul Rayl	Lafayette	paulr@cityoflafayette.com

SH 7 PEL TAC Meeting #1
June 30, 2016
8:00 – 9:00 am
Boulder County Transportation Department Offices 2nd Floor

Meeting Goals:

- Provide project scope and schedule info to PTAC
- Learn about concerns and goals for this stretch of SH 7
- Present Corridor Conditions, Draft Purpose and Need, and Draft Alternatives Development and Evaluation process

Agenda

1. Introductions
2. Scope summary, schedule, deliverable
3. Role of PTAC
4. Existing conditions summary
5. Purpose and need review
6. Alternative development and evaluation process
7. Next steps



SH 7 (75th St. to US 287) PEL Technical Advisory Committee (PTAC) Meeting

June 30, 2016

PEL Technical Advisory Committee Agenda

- Welcome/Introductions
- Scope Summary, Schedule, Deliverables
- Role of PTAC
- Existing Conditions Summary
- Purpose and Need Review
- Alternative Development and Evaluation Process
- Next Steps

Project Status

- Scope Summary
 - SH 7 PEL Study (75th St. to US 287)
 - SH 7 BRT Feasibility Study (City of Boulder to the City of Brighton)
- Prior Work
 - SH 7 PEL (City of Lafayette to the City of Brighton)

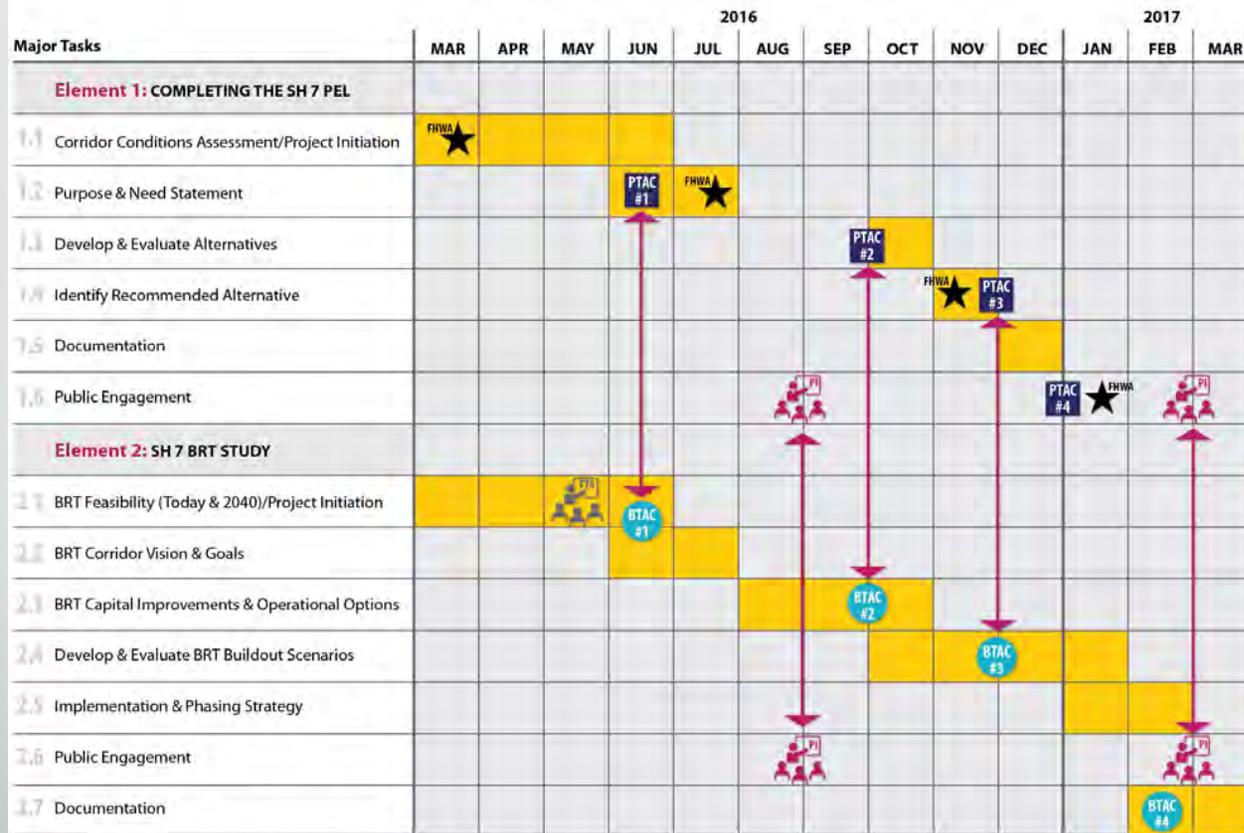
Project Status

- Scope Summary
 - Corridor Conditions Assessment/Project Initiation
 - Purpose and Need Statement
 - Develop and Evaluate Alternatives
 - Identify Recommended Alternative
 - Draft/Final PEL Study

Project Status

- Stakeholder Engagement
 - PEL Technical Advisory Committee Meetings
 - June 2016
 - September/October 2016
 - November/December 2016
 - January 2017
 - Public Meetings
 - August/September 2016
 - February/March 2017

SH 7 BRT Project Timeline



- PTAC** PEL TECHNICAL ADVISORY COMMITTEE MEETINGS
- Meeting #1:**
- Corridor Conditions
 - Draft Purpose & Need Statement
- Meeting #2:**
- Final Purpose & Need Statement
 - Alternatives Evaluation Process
- Meeting #3:**
- Recommended Alternative
 - Implementation & Phasing
- Meeting #4:**
- Draft PEL Study

- BTAC** BRT TECHNICAL ADVISORY COMMITTEE MEETINGS
- Meeting #1:**
- Transit System Data
 - Land Use Data & Policy
 - Economic Development Opportunities
 - Travel Demand Forecasts
 - Vision & Goals
- Meeting #2:**
- Capital Improvement and Operational Options
 - Evaluation of BRT Buildout Scenarios
- Meeting #3:**
- Recommended BRT Buildout Scenario
 - Implementation & Phasing
- Meeting #4:**
- Draft BRT Study

 Public Engagement Event
  FTA Workshop/Community Forum
  PEL FHWA Coordination


**FELSBURG
HOLT &
ULLEVIG**
planning and environmental linkages

in association with:
 HDR
 Rocky Mountain
 Transit & Urban Planning

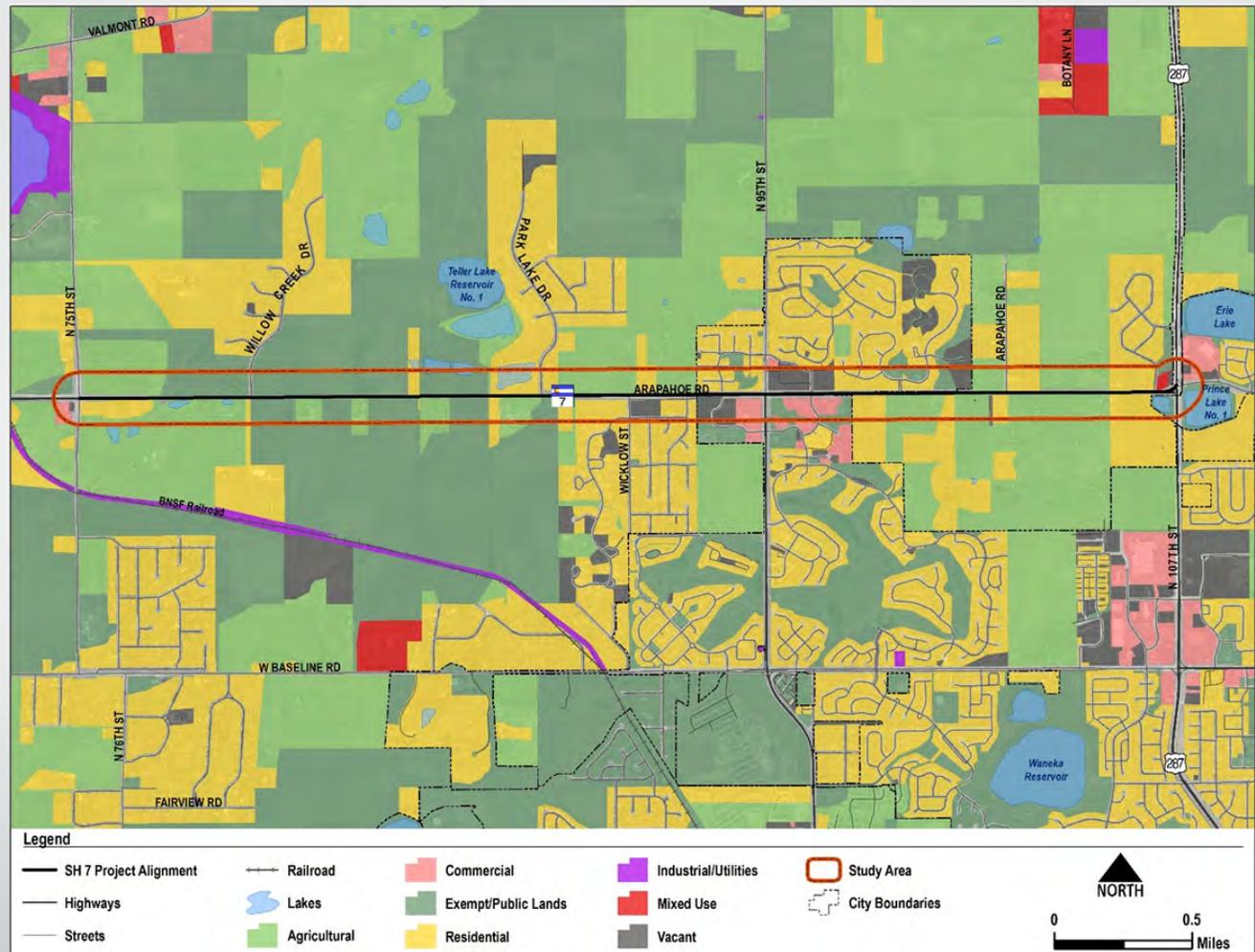
EPS
 Logan Simpson
 Apex Design

SH7 PEL PLANNING and ENVIRONMENTAL LINKAGES STUDY (75th Street to US 287)

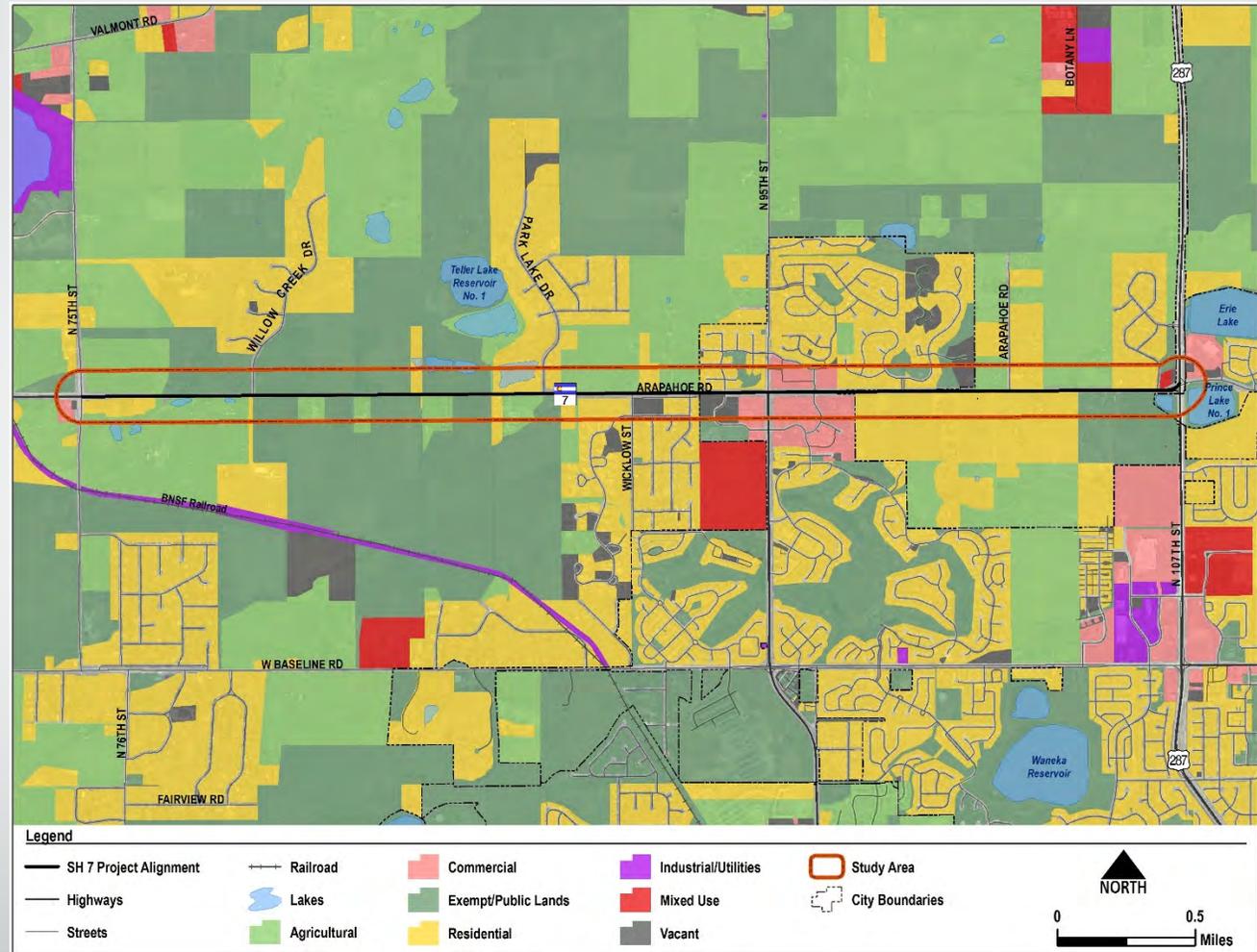
Project Status

- Deliverables
 - Corridor Conditions Assessment Report
 - Draft Purpose and Need
 - Draft Alternatives Development and Evaluation Process
 - Comments Due July 13, 2016 to Boulder County
- Upcoming
 - Draft PEL Study
 - Final PEL Study

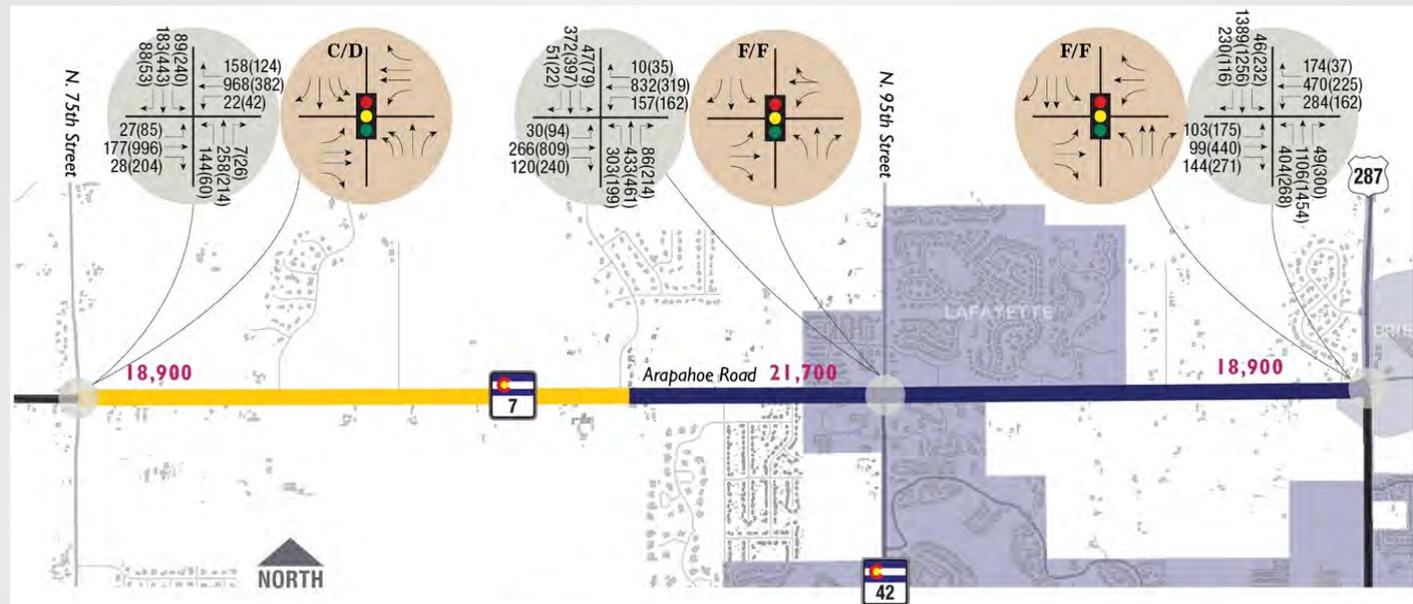
Existing Land Use



Future Land Use



Existing Traffic Conditions



LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

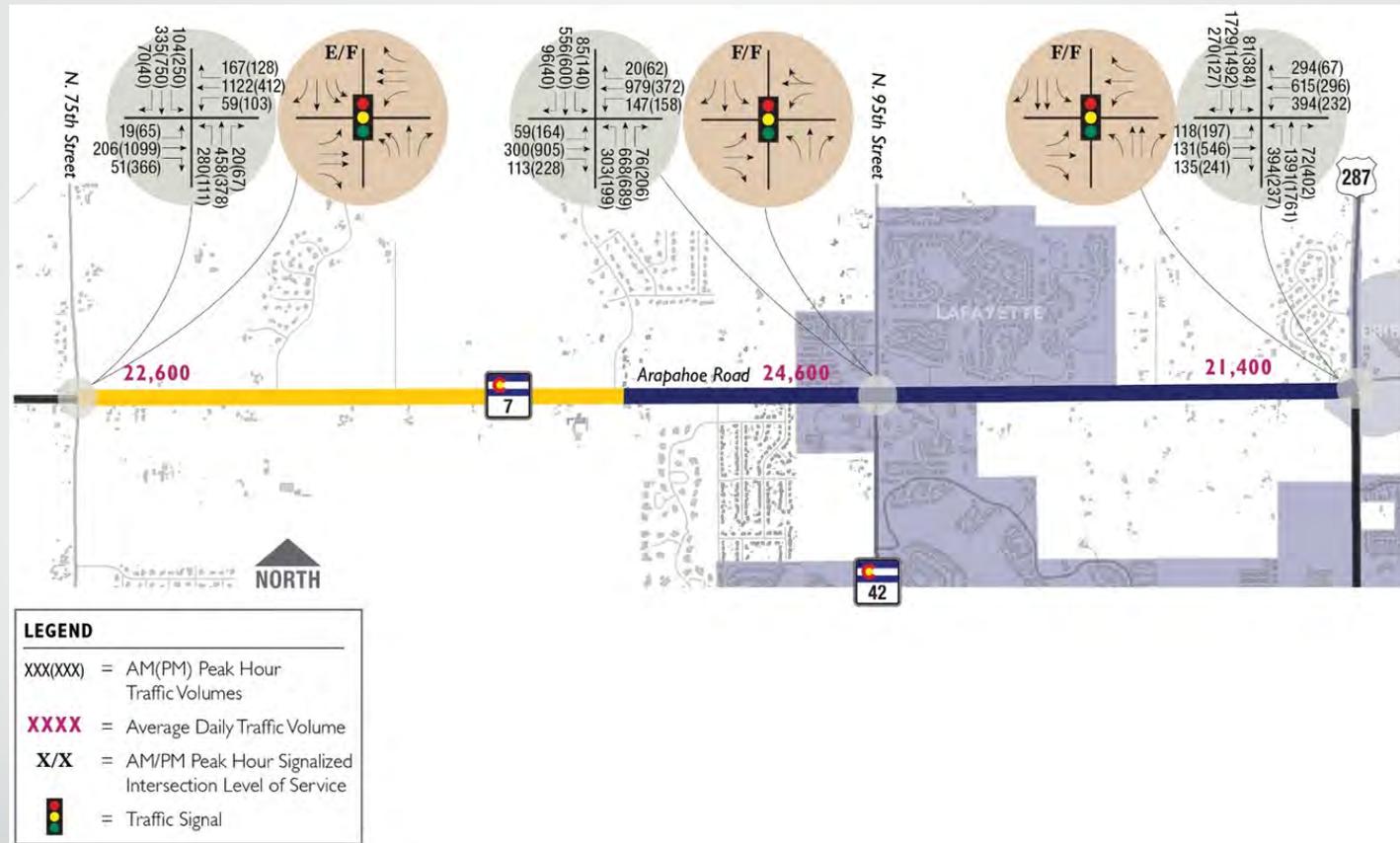
XXXX = Average Daily Traffic Volume

X/X = AM/PM Peak Hour Signalized Intersection Level of Service

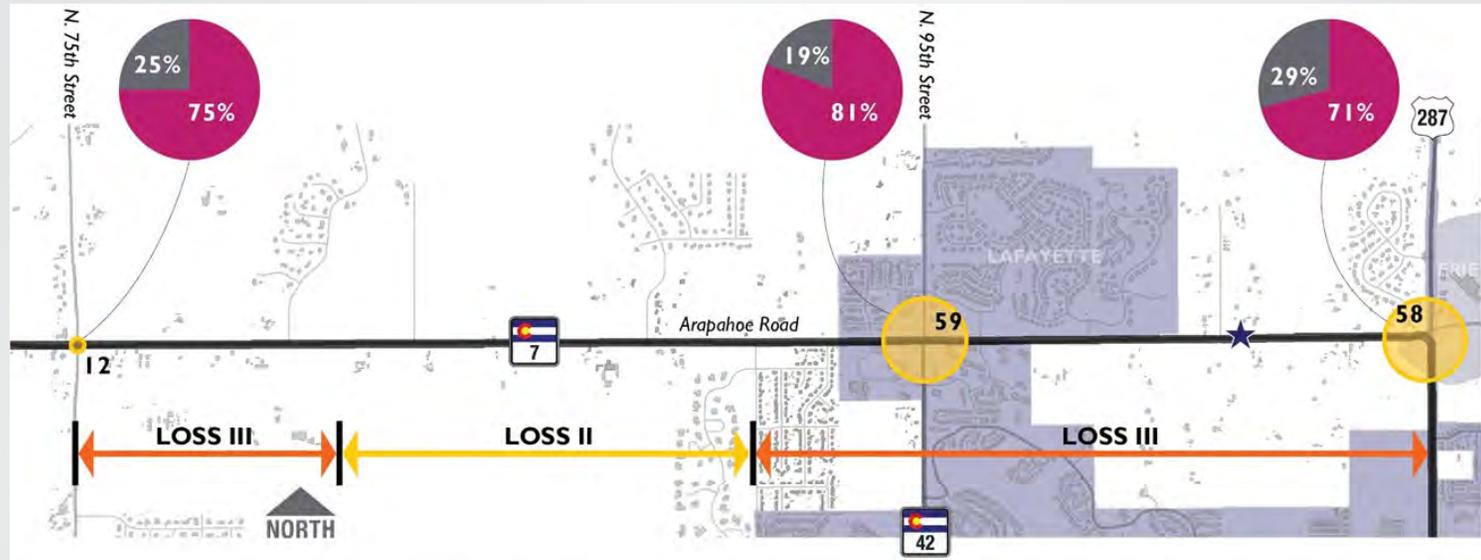
= Traffic Signal

Setting	Speeds	Volumes	Distances	Travel Types	Priority Movement	Access per Parcel	½ mi. Spacing Exceptions and Unsignalized Left Turns	Auxiliary Lane Thresholds
R-A Rural	Medium / High	Medium / High	Medium / Long	Inter-regional Intra-regional Inter-city	Through	I	Limited	Lower
NR-A Urban / Suburban	Medium / High	Medium / High	Medium / Long	Inter-regional Intra-regional Inter-city Intra-city	Through	I	Limited	Lower

Future Traffic Conditions (2040)



Safety

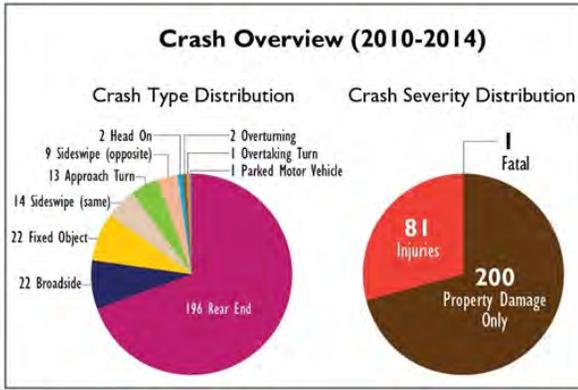
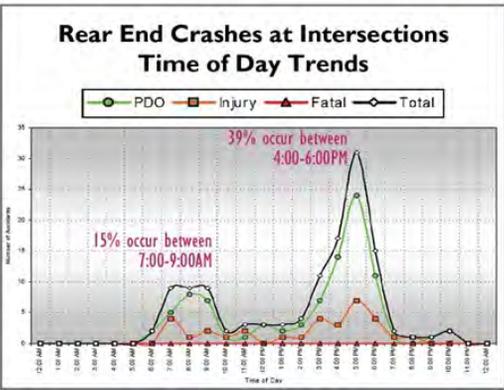


LEGEND

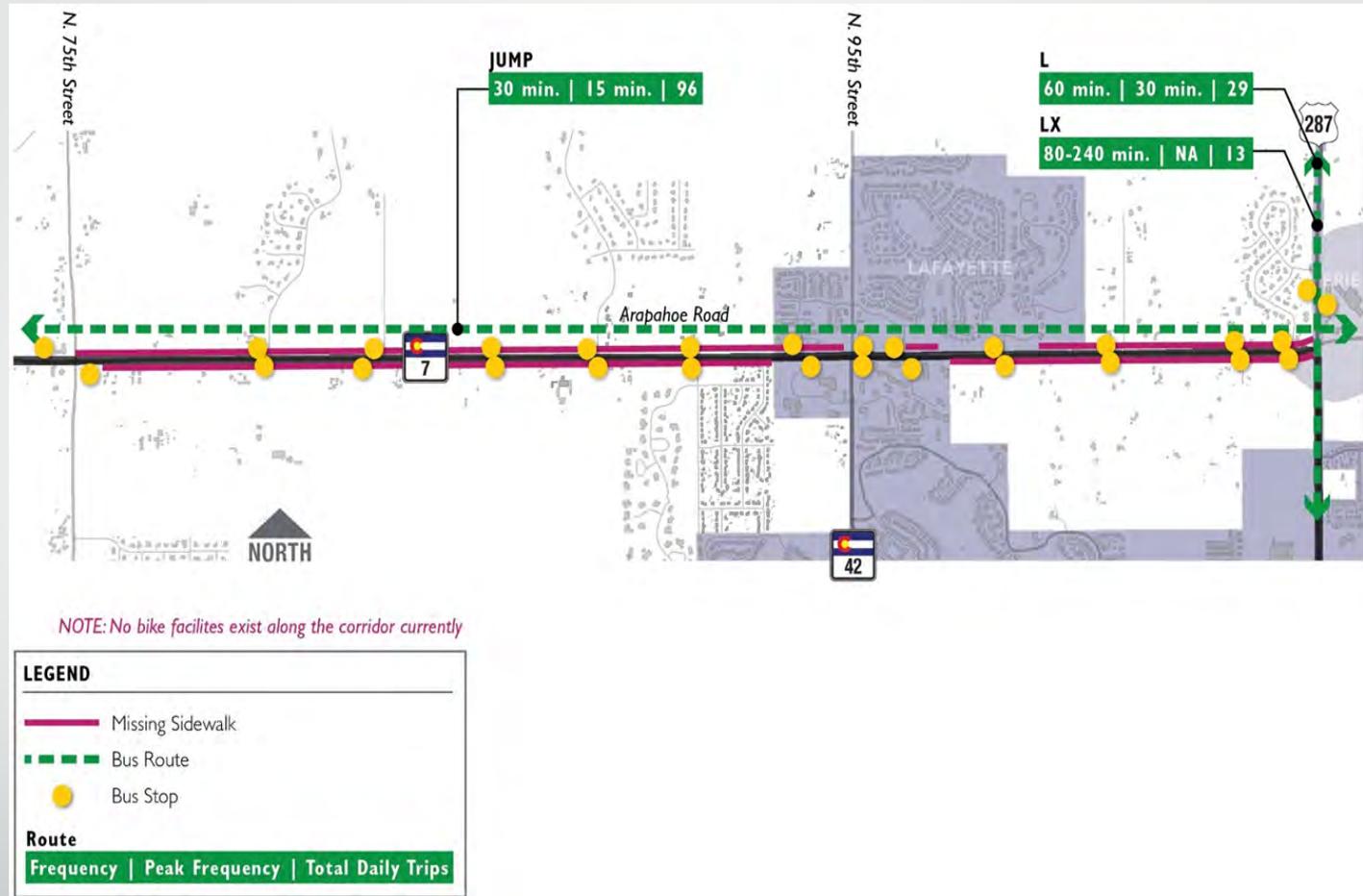
- Rear End
- Other
- Fatal Crash Location
- Relative Number of Crashes
- XX** Number of Crashes (2010-2014)

Potential for Crash Reduction

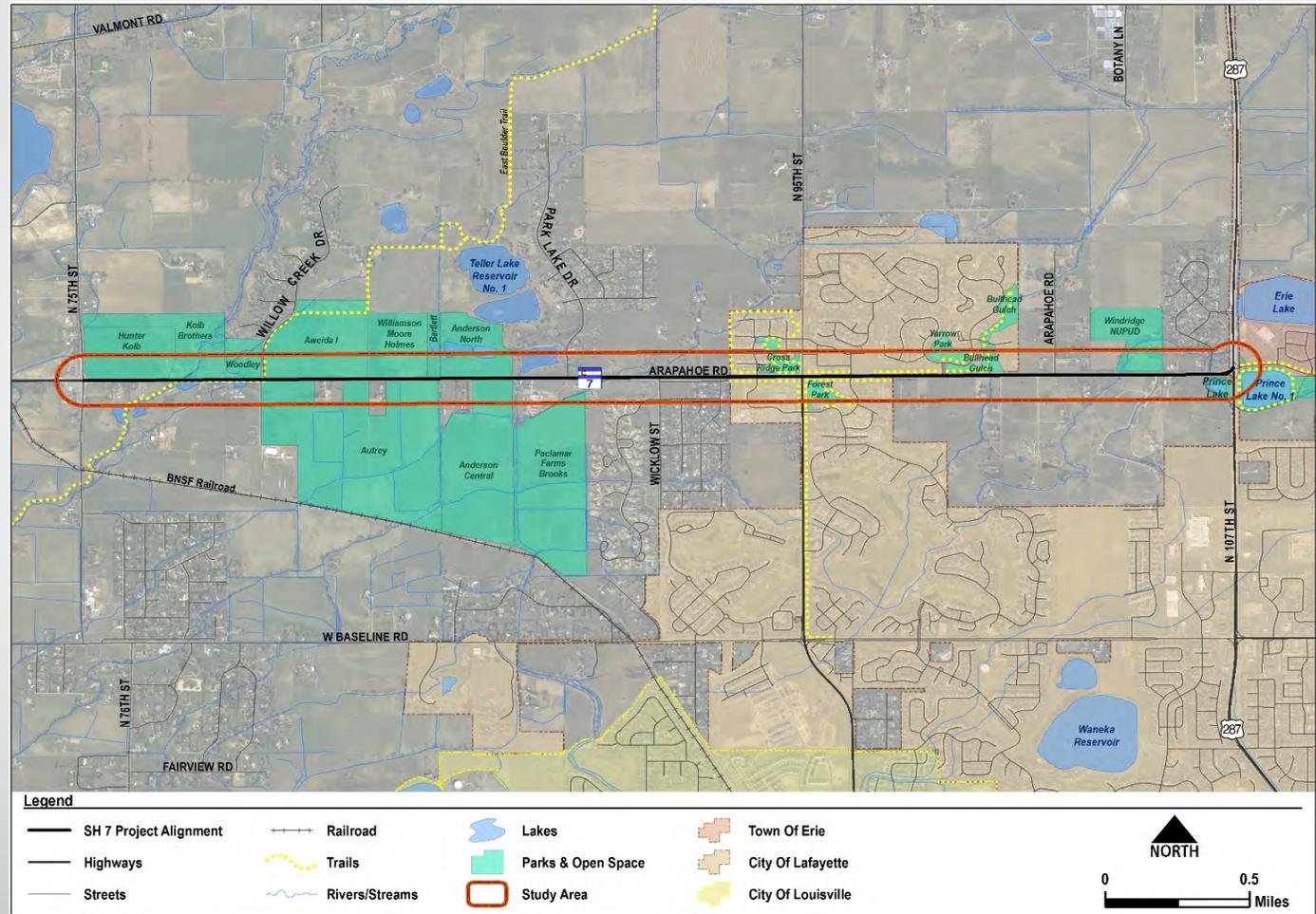
- LOSS I = Low
- LOSS II = Low to Moderate
- LOSS III = Moderate to High
- LOSS IV = High



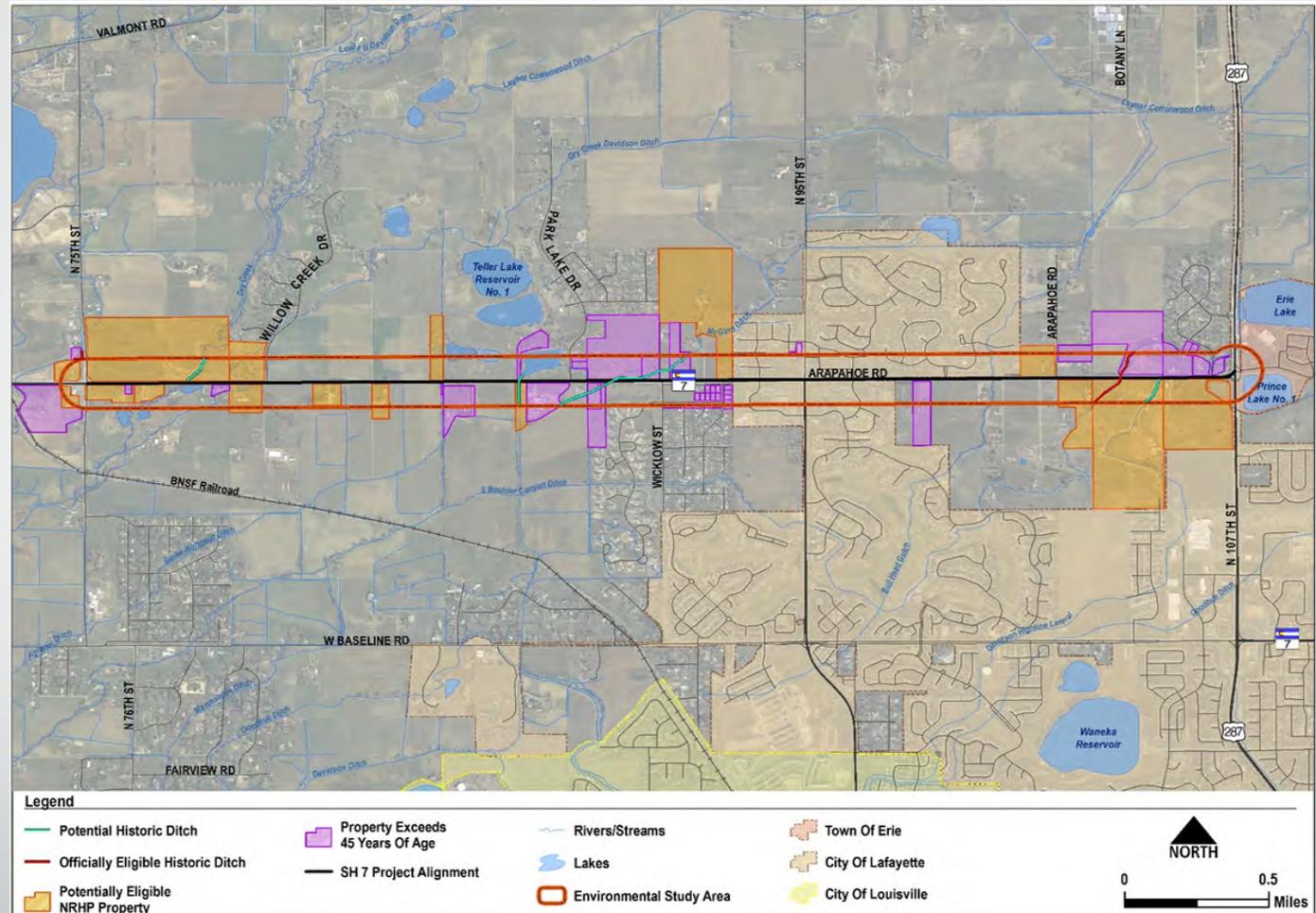
Alternative Travel Modes



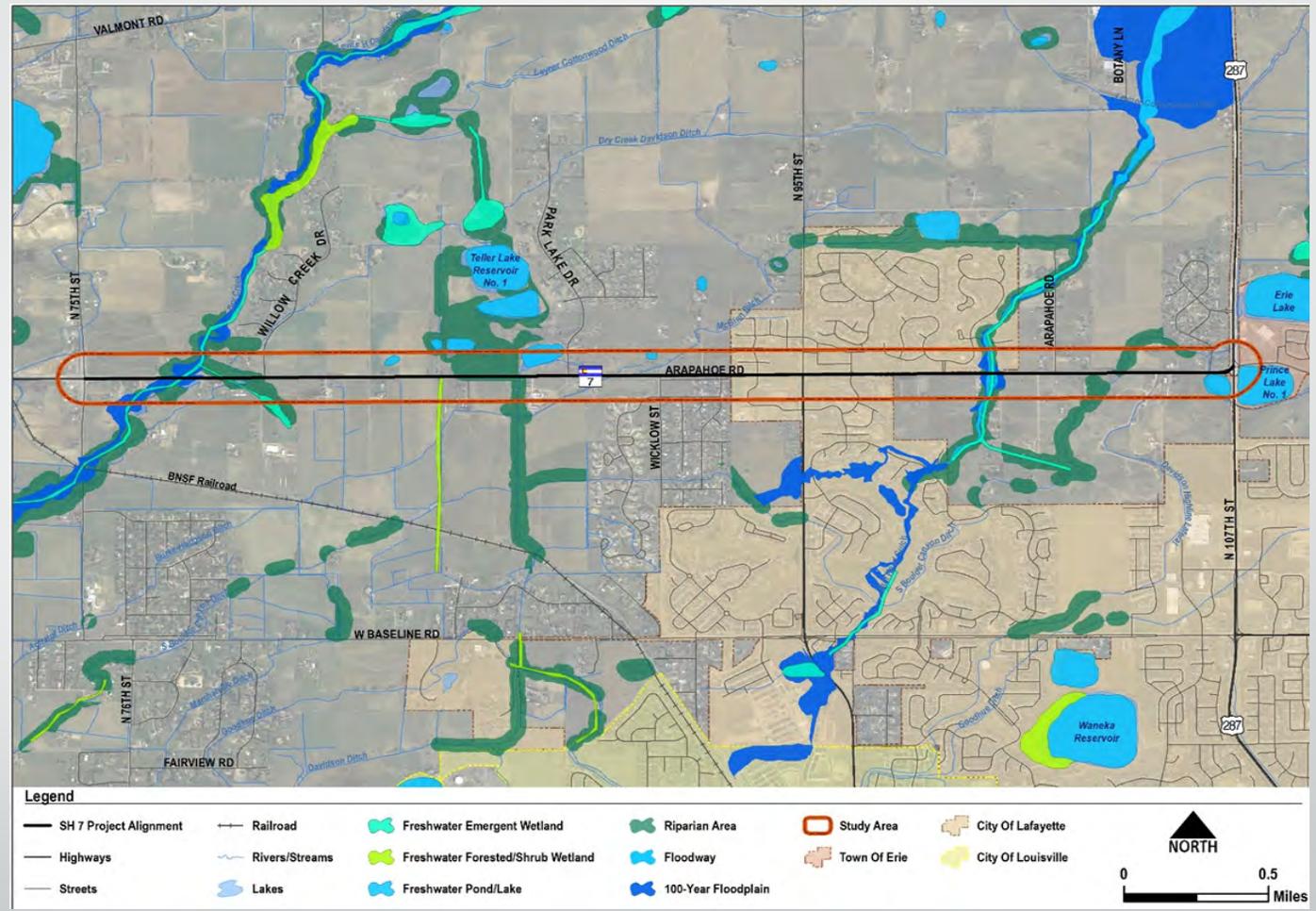
Parks, Open Space, and Trails



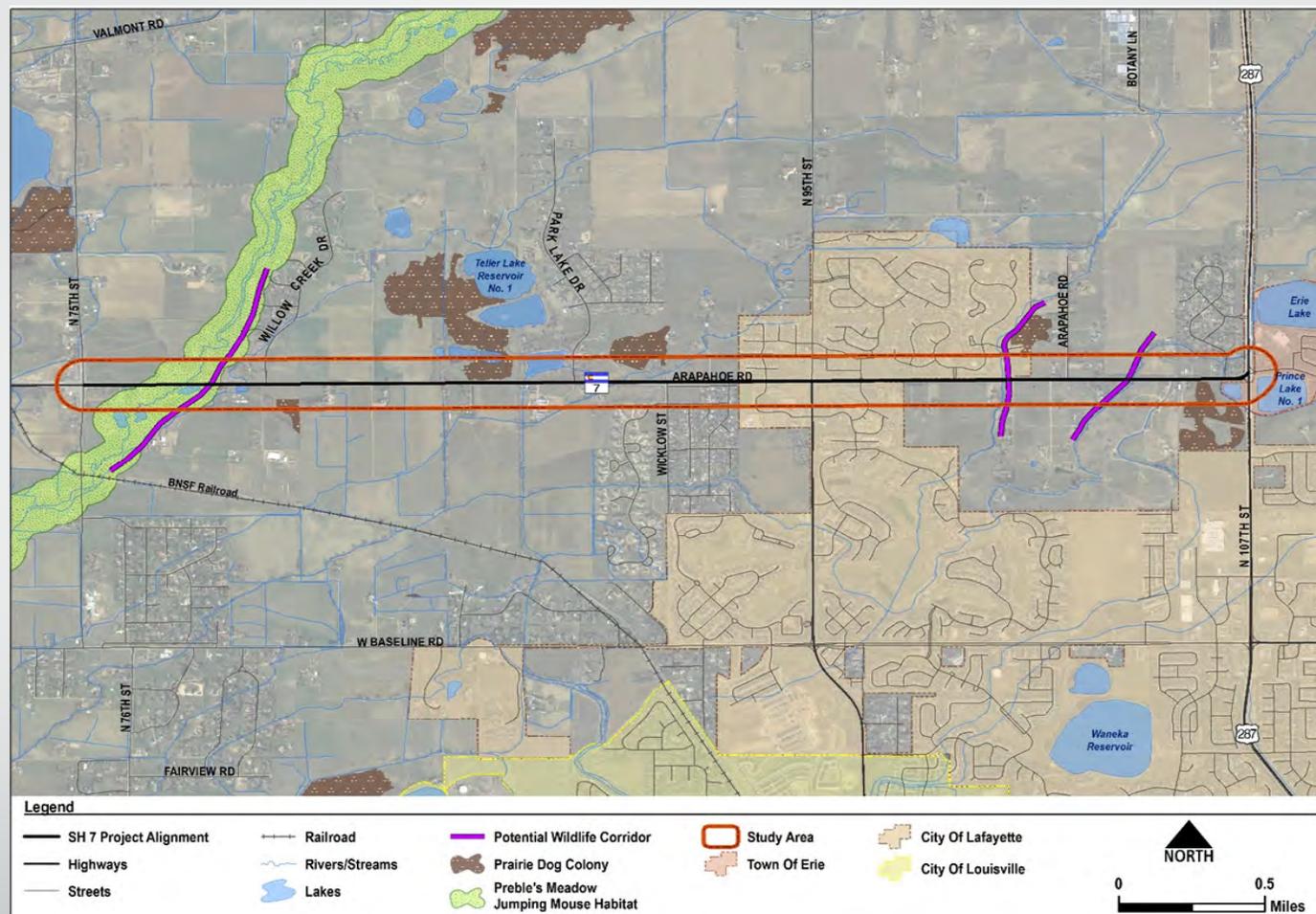
Previously Identified and Potential Historic Properties



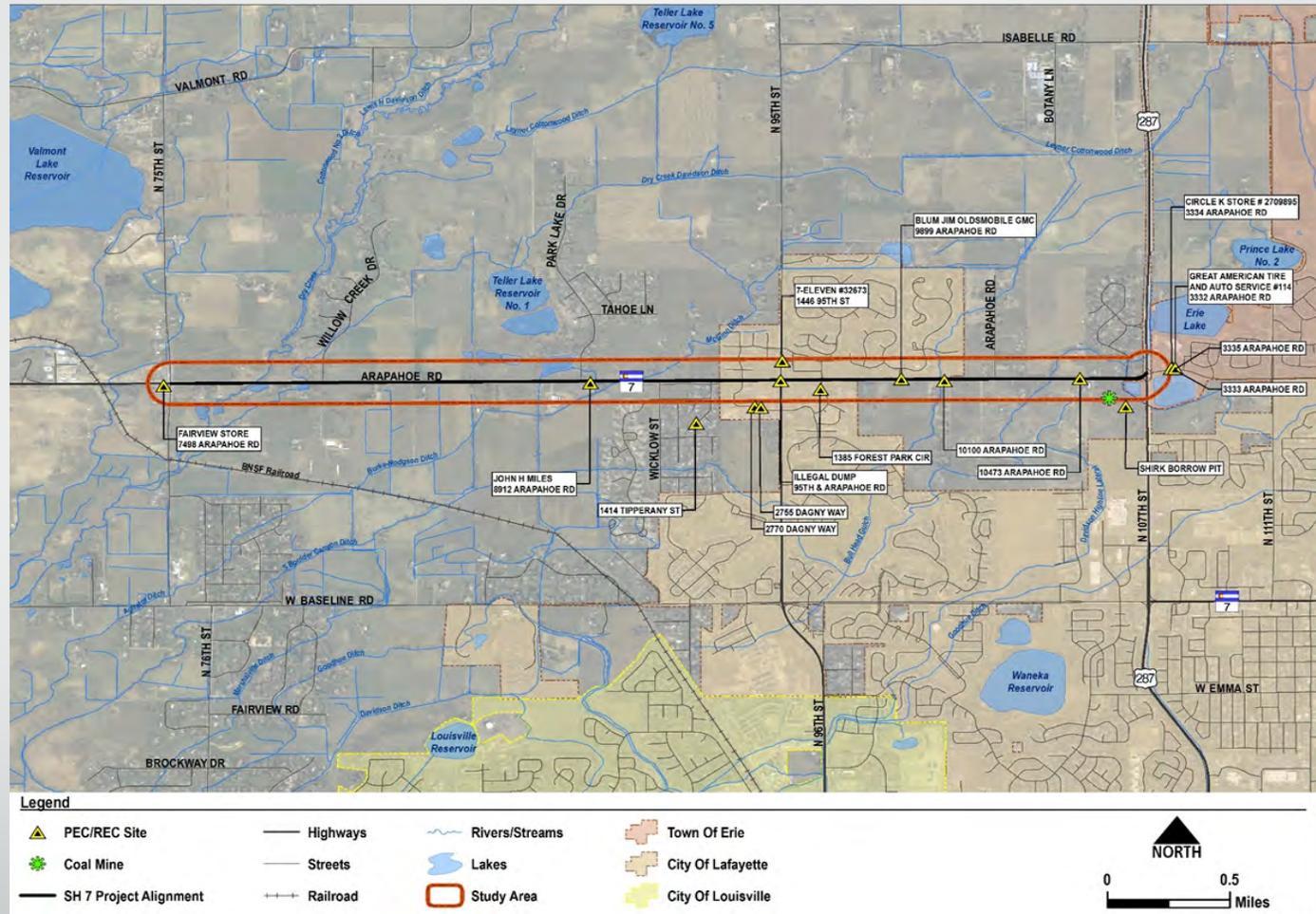
Floodplains, Floodways, Wetlands, and other Waters of the US



Wildlife Corridors, Threatened and Endangered Species



Hazardous Materials



DRAFT Purpose and Need

Purpose

- The purposes of the proposed transportation improvements in the SH 7 corridor from N. 75th Street to US 287 are to improve safety, reduce existing and future traffic congestion, and improve multimodal mobility and connectivity.

DRAFT Purpose and Need

Need

These transportation improvements are needed to address:

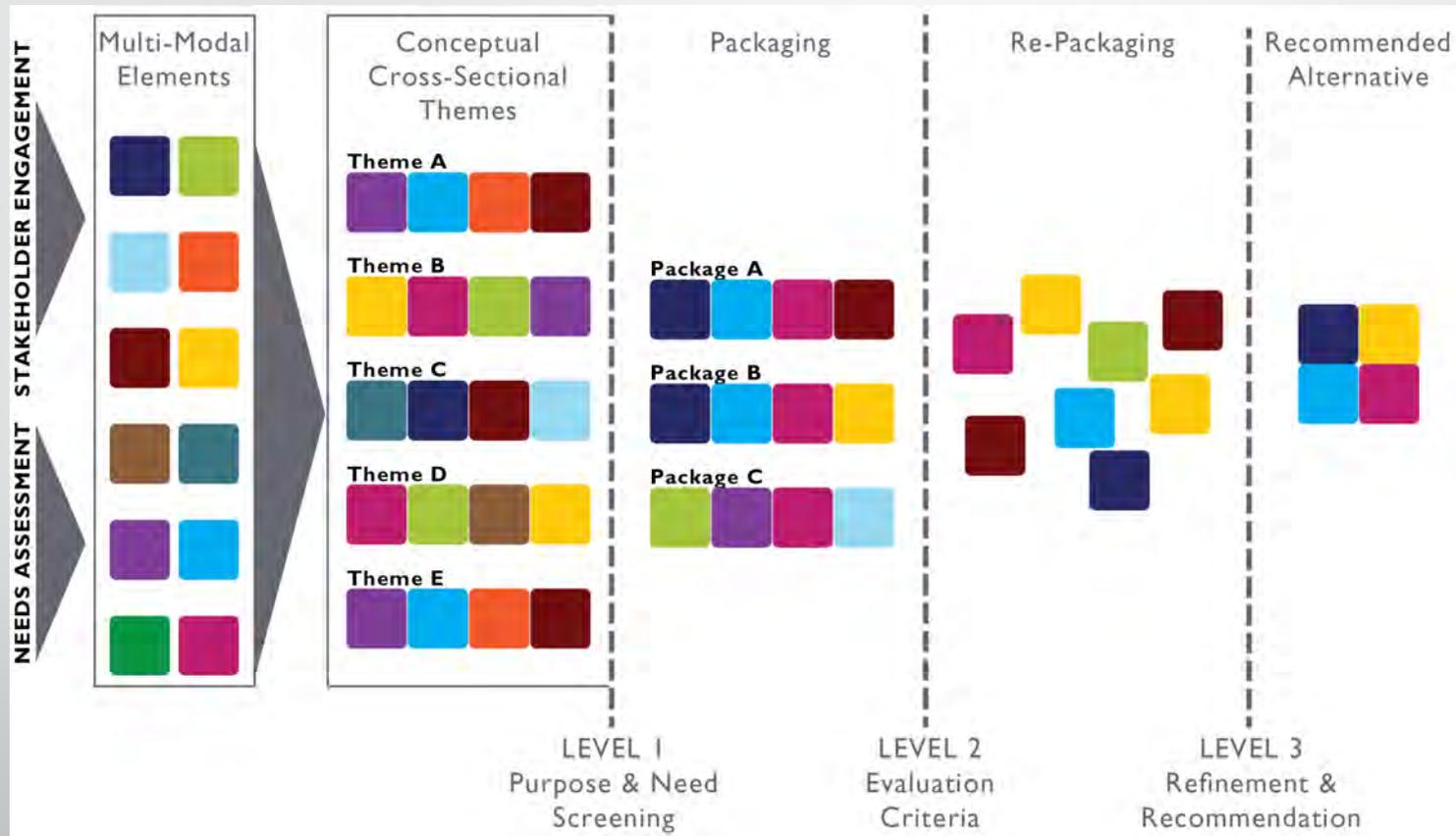
- **Safety Problems:** There is a higher than expected number of rear-end crashes at several SH 7/N. 75th Street, SH 7/N. 95th Street, and SH 7/US 287 intersections along the corridor, primarily due to traffic congestion and queuing that occurs at these intersections.
- **Traffic Operational Problems:** Traffic operations along the corridor and at the SH 7/N. 95th Street and SH 7/US 287 intersections are inadequate today and are expected to worsen by 2040 along the corridor and at the SH 7/N. 75th Street, SH 7/95th Street, and SH 7/US 287 intersections due to local and regional population and employment growth.

DRAFT Purpose and Need

Need

- **Access Problems:** Access as currently provided and designed contributes to traffic operational and safety deficiencies in the corridor.
- **Alternative Travel Modes Problems:** Infrastructure for and connectivity among alternative travel modes (transit, bicyclist, and pedestrian) do not meet the existing or future (2040) needs of the communities along SH 7.

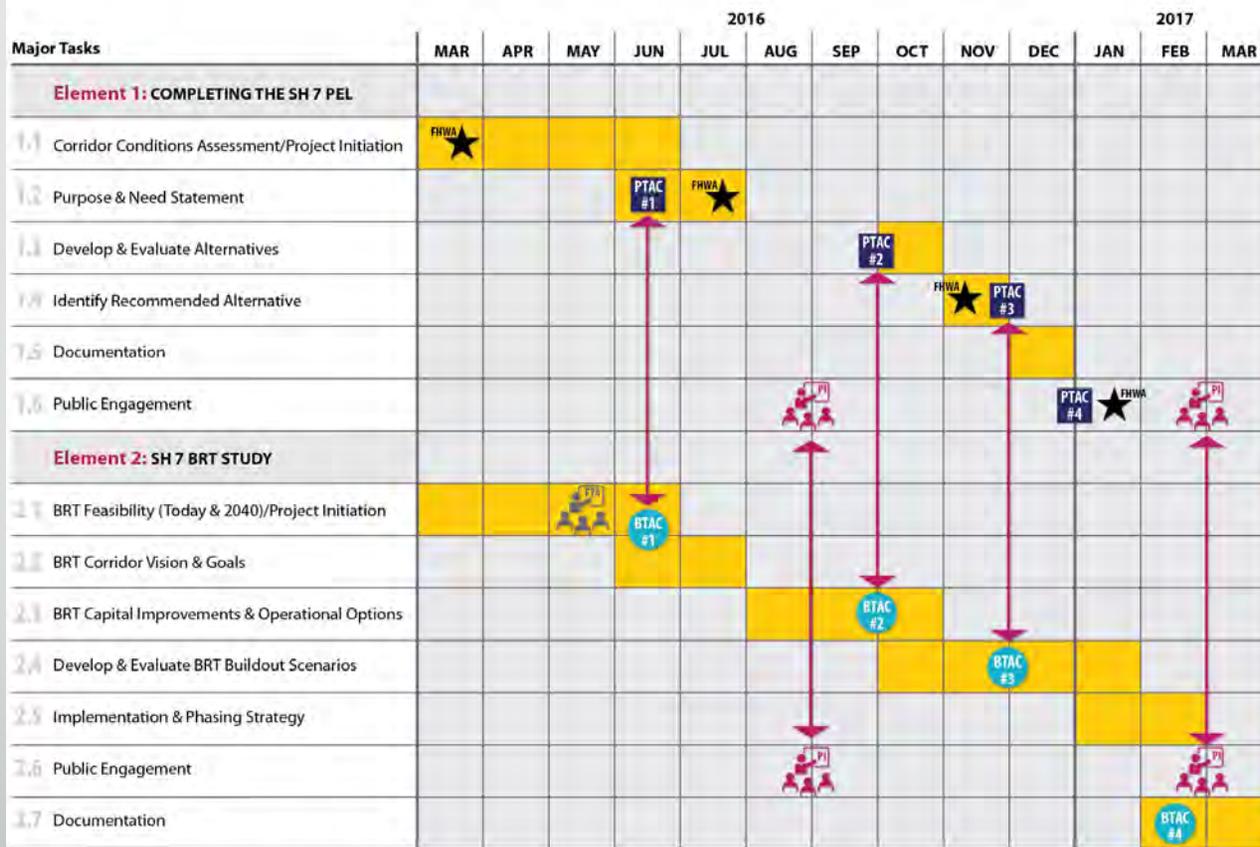
DRAFT Alternatives Development and Evaluation Process



Next Steps

- Alternatives Development
- Coordination with BRT Study
- Alternatives Evaluation
- Next PTAC Meeting
 - End of August/Beginning of September

SH 7 BRT Project Timeline



PTAC PEL TECHNICAL ADVISORY COMMITTEE MEETINGS

- Meeting #1:**
- Corridor Conditions
 - Draft Purpose & Need Statement
- Meeting #2:**
- Final Purpose & Need Statement
 - Alternatives Evaluation Process
- Meeting #3:**
- Recommended Alternative
 - Implementation & Phasing
- Meeting #4:**
- Draft PEL Study

BTAC BRT TECHNICAL ADVISORY COMMITTEE MEETINGS

- Meeting #1:**
- Transit System Data
 - Land Use Data & Policy
 - Economic Development Opportunities
 - Travel Demand Forecasts
 - Vision & Goals
- Meeting #2:**
- Capital Improvement and Operational Options
 - Evaluation of BRT Buildout Scenarios
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Public Engagement Event



FTA Workshop/Community Forum



PEL FHWA Coordination



in association with:

HDR
Rocky Mountain
Transit & Urban Planning

EPS
Logan Simpson
Apex Design

SH7 PEL PLANNING and ENVIRONMENTAL LINKAGES STUDY
(75th Street to US 287)

MEETING MINUTES

SH 7 (75th St to US 287) PEL – TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING

Lafayette Chamber of Commerce

1290 South Public Road

Lafayette Colorado

Date of Meeting: September 12, 2016

In attendance: See Attached Sign-In Sheet (**Attachment A**)

Introductions

The group went around the room with self-introductions. The presentation for the meeting is included as **Attachment B**.

Corridor Conditions Status.

The Corridor Conditions Report has received comments from the PTAC, it has been revised and a final report can be submitted to resource agencies in September, 2016.

The project team has requested a review of the land use section by the City of Lafayette by the end of September to confirm the existing and future land uses presented in the Corridor Conditions Report.

Purpose and Need Review

A revised Purpose and Need statement was sent out on September 7th, 2016. Comments are due back on September 26th, 2016. Here is the current Purpose and Need statement:

The purpose of the proposed transportation improvements is to address safety, improve access to transit, increase bicycle and pedestrian connectivity, address existing and future traffic (bus and vehicular) congestion.

Comments: Boulder County suggested changing the wording of the Purpose and Need statement to not include congestion. New wording would read:

The purpose of the proposed transportation improvements is to address safety and to move people efficiently through the corridor.

The Needs Statements were reviewed with the PTAC. Transportation improvements are needed along the corridor for several problems, including mobility, bicycle mobility, pedestrian mobility, vehicular safety, transit and vehicular operation, and transit user.

Comments: Discussion about peak hour definition, and if the traffic is commuter in nature. Discussion about what variables are used to define safety.

CDOT suggested removing vehicular from vehicular safety. They also suggested access control as a potential need. Boulder County thought that most crashes would be at the main intersections.

Other community objective could include: maintaining rural character, bike mobility (potentially using a bike network just outside of the study area, like Baseline Road).

Project Goals and Evaluation Criteria

The draft evaluation criteria were presented to the group. DRCOG's MetroVision goals were presented as an example of goals that could be incorporated. The project goals were kept as is with not change.

Alternatives Cross Section

Six cross sections were shown as example alternatives. These were a roadway which: meets basic needs, maximized existing right of way, optimizes regional connectivity, maximizes mobility, optimizes person mobility, and is a bicycle/pedestrian shared use.

Comments: Boulder County asked if more general purpose lanes would help the corridor if they were outside of major intersections. Several in the group stated that would rather talk about intersections than midpoints.

CDOT talked about the Fiber Adaptive Signaling, which will be added to the corridor. Group agreed to hold off putting language into the PEL about it.

Next Steps/Action Items

- Revise and distribute the Corridor Conditions Report to the Resource Agencies in September pending comments from the City of Lafayette on land use.
- Revise and distribute the Purpose and Need Statement.
- Request acknowledgement from FHWA and CDOT on the Purpose and Need Statement.
- Revise alternatives to incorporate intersections.
- Conduct a Level 1 Screening based on Purpose and Need.
- Prepare for a public meeting to present the Corridor Conditions, Purpose and Need, and Level 1 Screening.

BRT Technical Advisory Committee (BTAC) Meeting September 12, 2016

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Scott McCarey	Boulder County	smccarey@bouldercounty.org
Paul Rayl	Lafayette	paulr@cityoflafayette.com
Kent Moorman	Thornton	kent.moorman@cityofthornton.org
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Jeanne Shreve	Adams Cty	jshreve@adco.gov.org
Marc Ambrosi	Boulder County	mambrosi@BoulderCounty.org
TIM BALDWIN	RMW	TIMBALDWIN@RMWPLANNING.NET
Kevin Maddoux	FHU	kevin.maddoux@fhurg.com
ANDREA MENEQHEL	NORTHWEST CHAMBER ALLIANCE - Boulder Chamber	andrea.meneghel@boulderchamber.com

**PEL Technical Advisory Committee (PTAC) Meeting
September 12, 2016**

<u>Name</u>	<u>Representing</u>	<u>Email</u>
DAN MARCUCCI	CDOT R4	DANIEL.MARCUCCI@STATE.CO.US
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Paul Rayl	Lafayette	paulr@cityoflafayette.com
JoAnn Mattson	CDOT R1	JoAnn.Mattson@state.co.us
Marc Ambrosi	Boulder County	mambrosi@Bouldercounty.org
TIM BALDWIN	RMW (FHU team)	TIMBALDWIN@RMWPLANNING.NE
Karen Schneiders	CDOT	Karen.Schneiders@state.co.us
Holly Buck	FHU	Holly.Buck@fhuenr.com
Chris Primus	HDR	christopher.primus@hdrinc.com
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Natalie Stiffner	COB	nstiffner@boulder.colorado.gov

SH 7 PEL TAC Meeting #2
September 12, 2016
1:00 – 2:00 PM
Lafayette Council Chambers @ the Lafayette City Hall
1290 South Public Road, Lafayette, CO 80026

Meeting Goals

- Corridor conditions update
- Purpose and need update
- Evaluation criteria

Agenda

1. Introductions
2. Corridor conditions status
3. Purpose and need review
4. Project goals and evaluation criteria
5. Preliminary cross sections
6. Connection to BRT study
7. Next steps

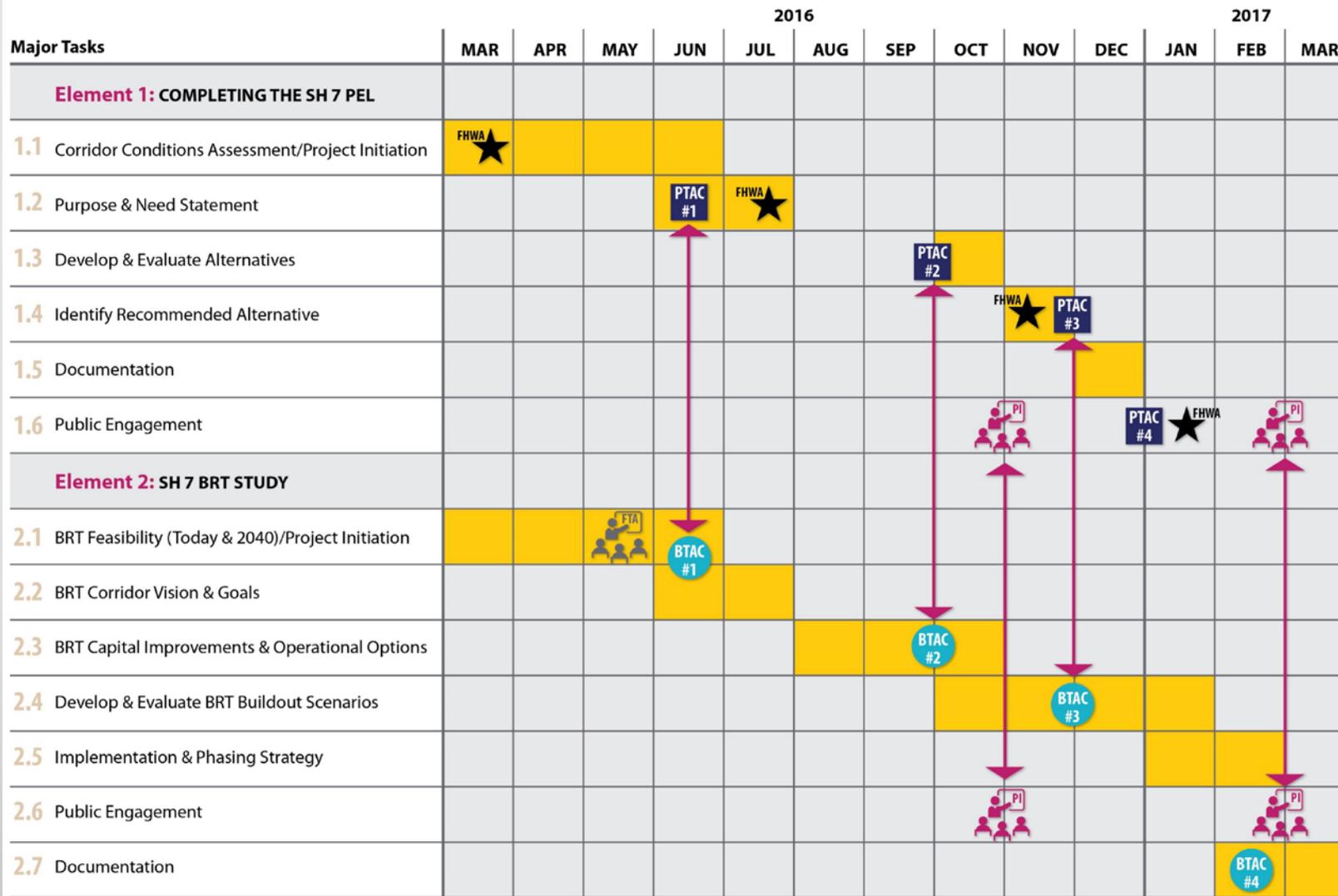


SH 7 (75th St. to US 287) PEL Technical Advisory Committee (PTAC) Meeting

September 12, 2016

PEL Technical Advisory Committee Agenda

- Welcome/Introductions
- Corridor Conditions Status
- Purpose and Need Review
- Project Goals and Evaluation Criteria
- Connection to the BRT Study
- Next Steps



PTAC PEL TECHNICAL ADVISORY COMMITTEE MEETINGS

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  FTA Workshop/Community Forum
  PEL FHWA Coordination



in association with:

HDR	EPS
Rocky Mountain Transit & Urban Planning	Logan Simpson
	Apex Design

Project Status

- Corridor Conditions Report
 - Comments received from PTAC
 - Report revised
 - Final draft for submittal to resource agencies for review (September 2016)

Purpose and Need Statement

- Comments received from PTAC
- Report revised
- Final draft submitted for review on September 7, 2016
- Comments due by September 26, 2016
- Formal acknowledgement request in October 2016

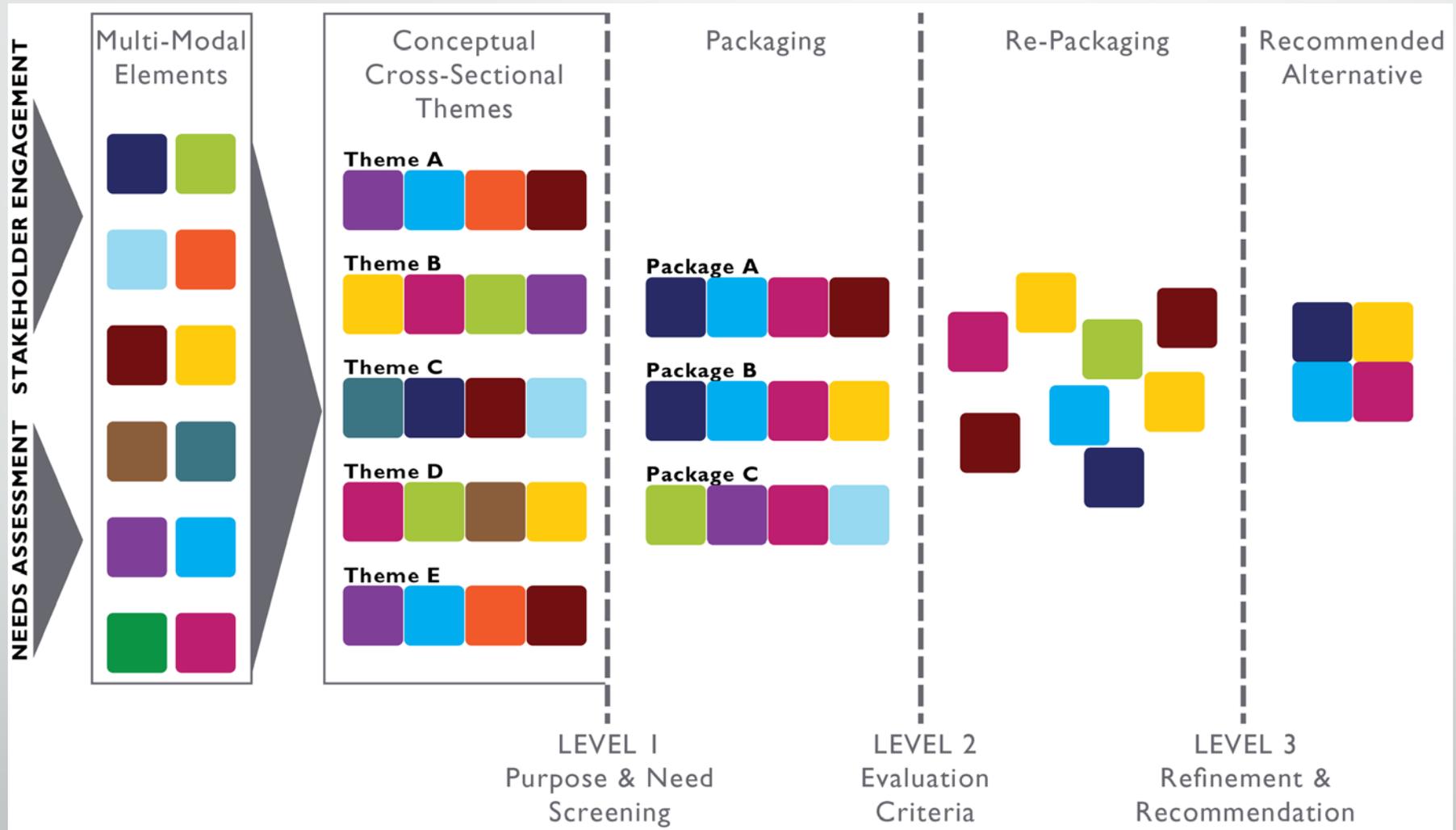
What is the purpose of the proposed transportation improvements?

The purpose of the proposed transportation improvements is to address safety, improve access to transit, increase bicycle and pedestrian connectivity, address existing and future traffic (bus and vehicular) congestion.

Why are the proposed transportation improvements needed?

- Mobility Problem
- Bicycle Mobility Problem
- Pedestrian Mobility Problem
- Vehicular Safety Problem
- Transit (Bus) and Vehicular Operational Problem
- Transit User Mobility Problem

DRAFT Alternatives Development and Evaluation Process



What community objectives should these proposed transportation improvements meet?

- Provide a multimodal transportation system
- Address inadequate first and final mile connectivity.
- Provide mobility and corridor solutions that preserve the natural, rural, and historic corridor feel to the greatest extent possible.

What community objectives should these proposed transportation improvements meet?

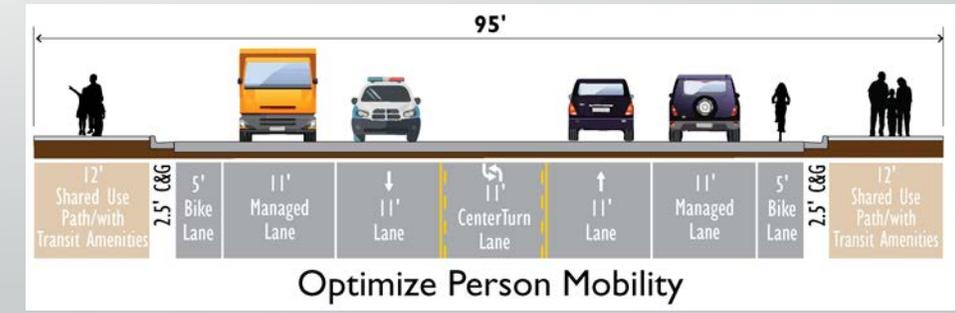
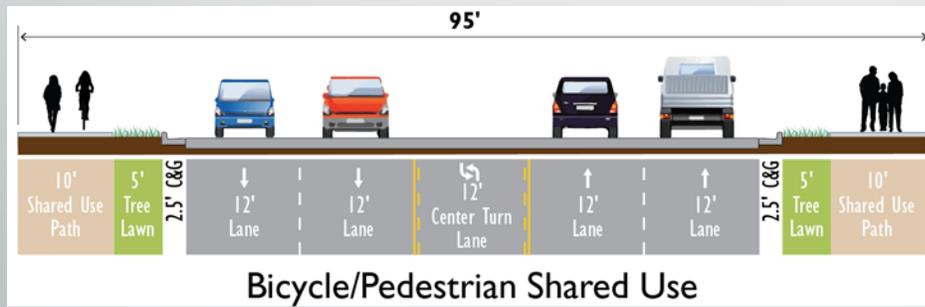
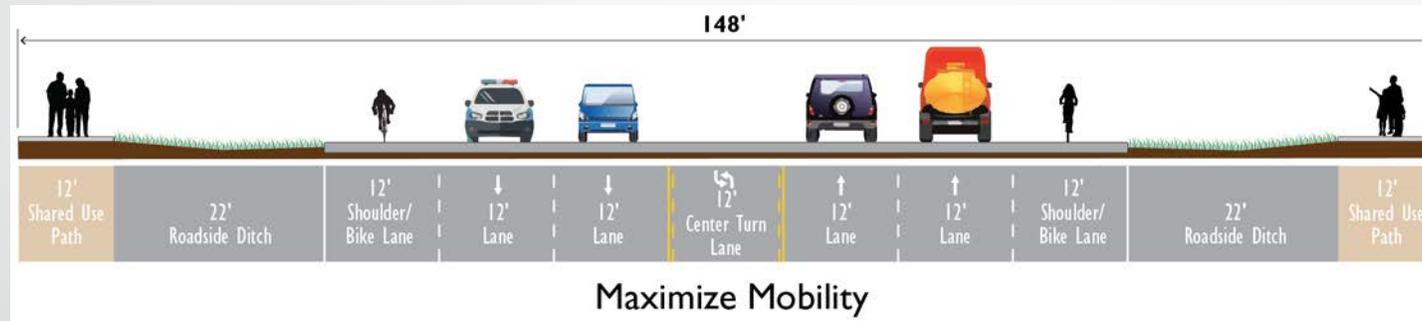
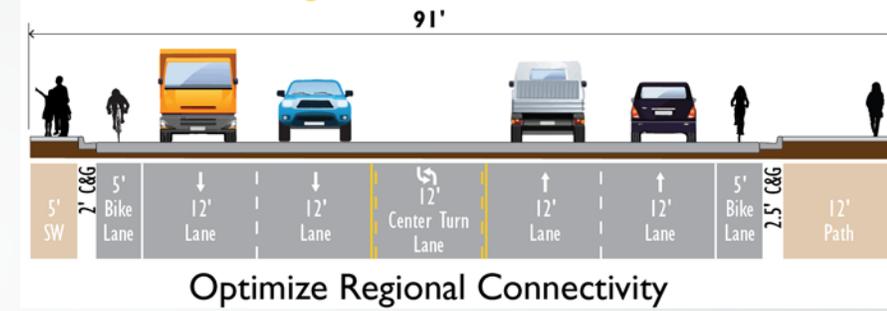
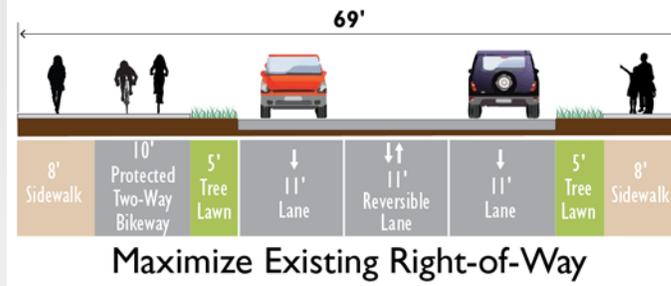
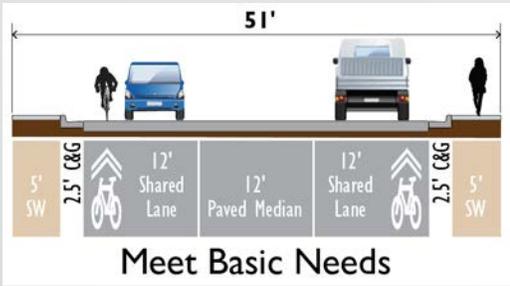
Example – *DRCOG 2035 Metro Vision Regional Transportation Plan*

- Decrease traffic fatalities and serious injuries
- Reduce congestion
- Improve the efficiency of the transportation system
- Integrate with and support the social, economic, and physical land use plans of the northern metropolitan region
- Provide mobility choices for people and goods that are safe, environmentally sensitive, efficient, and sustainable
- Protect and enhance the natural environment while improving the performance of the transportation system

Evaluation Criteria

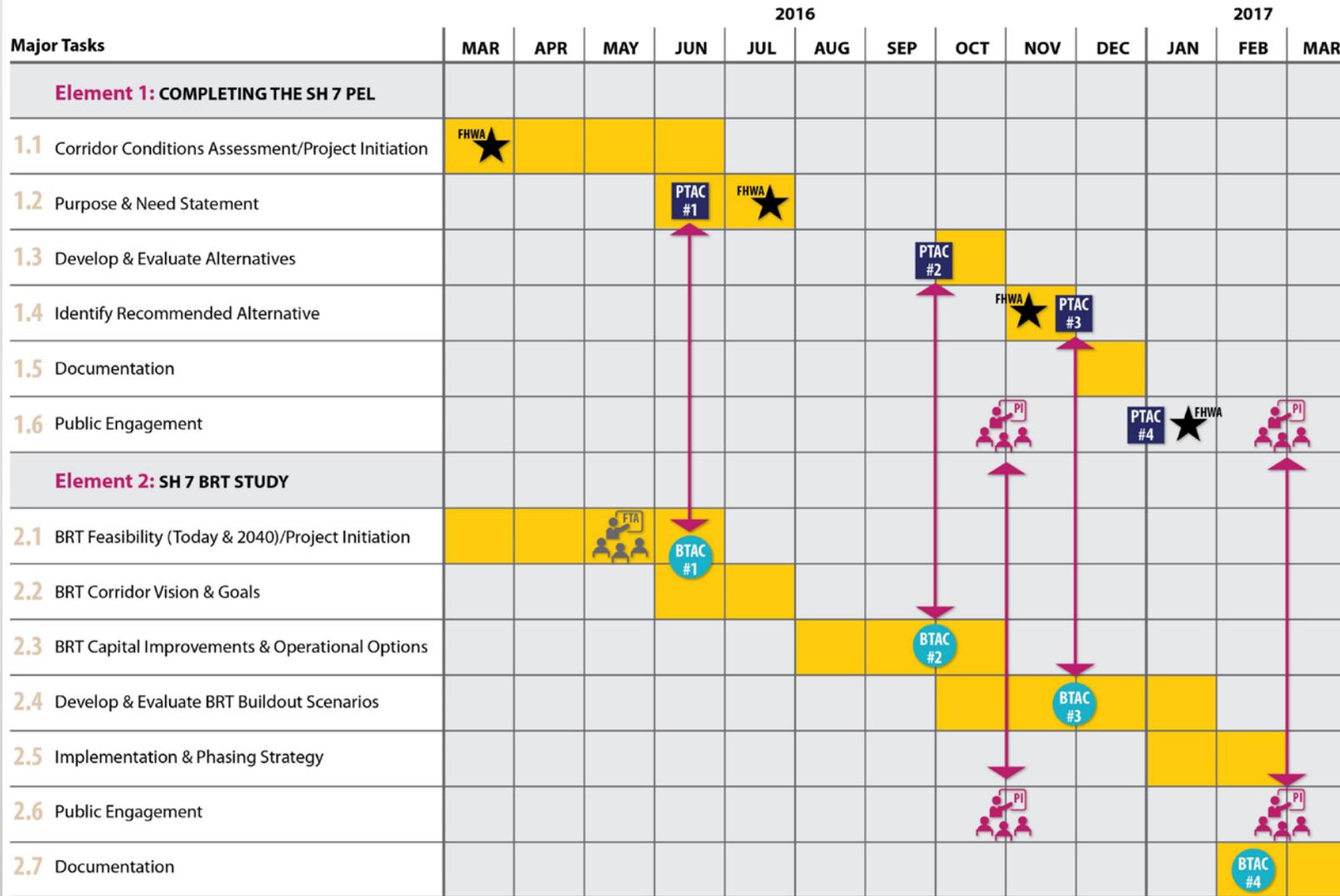
- Level 1 Screening – Purpose and Need
- Level 2 and 3 Screening – Evaluation Criteria based on Purpose and Need and Community Objectives

Alternatives Development



Next Steps

- Coordination with BRT Study
- Alternatives Evaluation
- Public Meeting
- Next PTAC Meeting
 - Beginning of December



PTAC PEL TECHNICAL ADVISORY COMMITTEE MEETINGS

- Meeting #1:**
- Corridor Conditions
 - Draft Purpose & Need Statement
- Meeting #2:**
- Final Purpose & Need Statement
 - Alternatives Evaluation Process
- Meeting #3:**
- Recommended Alternative
 - Implementation & Phasing
- Meeting #4:**
- Draft PEL Study

BTAC BRT TECHNICAL ADVISORY COMMITTEE MEETINGS

- Meeting #1:**
- Transit System Data
 - Land Use Data & Policy
 - Economic Development Opportunities
 - Travel Demand Forecasts
 - Vision & Goals
- Meeting #2:**
- Capital Improvement and Operational Options
 - Evaluation of BRT Buildout Scenarios
- Meeting #3:**
- Recommended BRT Buildout Scenario
 - Implementation & Phasing
- Meeting #4:**
- Draft BRT Study

 Public Engagement Event
  FTA Workshop/Community Forum
  PEL FHWA Coordination



in association with:

HDR	EPS
Rocky Mountain Transit & Urban Planning	Logan Simpson
	Apex Design

MEETING MINUTES

SH 7 (75th St to US 287) PEL – TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING

GO Boulder

1101 Arapahoe Avenue

Boulder, Colorado

Date of Meeting: February 9, 2017

In attendance: (See attached)

Marc Ambrosi, Boulder County

Jean Sanson, City of Boulder

Scott McCarey, Boulder County

Kathleen Bracke, City of Boulder

George Gerstle, Boulder County

Gary Behlen, Town of Erie

Lindsay Edgar, CDOT EPB

Tricia Sergeson, FHWA

Larry Squires, FTA

Adnana Murtic, CDOT Region 4

Kevin Maddoux, FHU

Holly Buck, FHU

Introductions

The group went around the room with self-introductions. The presentation for the meeting is included as **Attachment B**.

Project Update

- The Corridor Conditions Assessment Report was submitted to the Resource Agencies on January 19, 2017, for review.
- The Corridor Conditions Assessment Report and Purpose and Need Statement was submitted to FHWA, CDOT EPB, and CDOT Region 4 for acknowledgement on January 20, 2017.
- The Alternatives Development and Evaluation Process and Evaluation Criteria were presented at the previous SH 7 (75th St. to US 287) PTAC meeting on September 12, 2016.

Alternatives Evaluation

- Vehicular Operations
 - Traffic volumes and the length of time that roadway capacity is exceeded are expected to increase in both morning and afternoon peaks. These peaks are directional: westbound in the morning into the City of Boulder and eastbound in the evening from the City of Boulder.
 - The existing morning westbound SH 7 hours of peak congestion are 6:30 to 8:30 am.
 - The 2040 morning westbound SH 7 hours of peak congestion will increase to 6:00 am to 8:45 am.
 - The existing evening eastbound SH 7 hours of peak congestion are 3:00 to 4:15 pm.

- The 2040 evening eastbound SH 7 hours of peak congestion will increase to 2:15 to 4:30 pm.

Questions/Comments:

What is the increase in the length of congestion? 45 minutes in the am and 1 hour in the pm.

What is the vehicle capacity? 1900 vehicles/hour/lane

- Travel Times
 - CDOT Region 4 conducted a study along the SH 7 corridor between US 287 and the City of Boulder.
 - The existing conditions travel times confirm the directional flow of traffic.
- Traffic Operations
 - Existing volumes exceed roadway capacity. 2040 traffic operations will have increased delays and increased queuing.
- Level I Evaluation
 - Evaluated a host of different alternatives including signal timing, TDM, bicycle lanes, etc.
 - For the 2040 No-Action, signal timing was optimized along the corridor and long delays and queues were still experienced. TDM was added to the corridor with two scenarios of an assumed 5 percent and 15 percent reduction in traffic. The corridor still experience long delays and queues.
 - Adaptive signal timing was evaluated. The signals are too far apart to provide any benefit through adaptive signal timing. The improvements from the current Region 4 project along with corridor will provide a slight benefit.
- Level II Evaluation
 - City of Boulder Open Space parcels are located on both the north and south side of SH 7 west of Dagny Way to 75th Street. The City of Boulder Open Space parcels were considered to be Section 4(f) requiring avoidance and minimization of any potential acquisition for right-of-way.

Questions/Comments:

If the City of Boulder Open Space parcels are not used for active recreation, they may not be Section 4(f). However, the parcels may include active recreation due to a City of Boulder Open Space and Mountain Parks Master Planning effort prior to construction funding for a project along SH 7 is identified.

In addition to the Section 4(f) designation, the western segment of the corridor should be evaluated for its rural character as one of the last segments of SH 7 between Brighton and the City of Boulder that still maintains its original rural character.

- The corridor was divided into two segments: 75th Street to Dagny Way and Dagny Way to US 287.
- The 75th Street to Dagny Way alternatives consisted of:
 - W1 with four general purpose lanes, vegetated shoulders and sidewalks in spot locations.
 - W2 with two general purpose lanes, two managed lanes, vegetated shoulders and sidewalks in spot locations.
 - W3 with two general purpose lanes, a center contra flow transit lane, vegetated shoulders, sidewalks in spot locations, and continuous shared use path.

- W4&W5 with two general purpose lanes, a center turn lane, sidewalks, a shared used path, and queue jumps.

Questions/Comments:

The center contra flow lane would have issues with right-in and right-out access along the corridor, as well as signage requirements for the lane. There is a concern about head-on crashes and safety with left-turns in front of an on-coming bus.

Bus facilities should be shifted to the outside and not middle of the corridor.

How are bicycles addressed along the corridor? Separate bicycle facilities were not included beyond the shared use path. The Baseline Road corridor has bicycle facilities that would be available to bicyclists.

Bicyclists should be accommodated on the shoulder or separately if the shoulder is converted to hard shoulder/bus-on-shoulder.

The Town of Erie has bicycle lanes west of US 287 that should be matched on SH 7.

The public wants facilities for both recreational and commuter users.

The City of Boulder would like to provide opportunities to access transit via a bicycle along the corridor. There should be equity in access to local bus service along the corridor. Existing bus stops with service from the Long JUMP and JUMP should continue and not removed for the BRT service.

A W2a with bus-on-shoulder and wider shoulders for bicyclists is recommended.

- The Dagny Way to 95th Street alternatives consisted of:
 - E1 with four general purpose lanes, two bus-only lanes, lawn buffer, one-way cycle track, and sidewalks.
 - E2 with four general purpose lanes, buffer separated bicycle lanes, vegetated shoulders and sidewalks.
 - E3 with two general purpose lanes, two managed lanes, vegetated shoulders, sidewalks, and continuous shared use path.
 - E4 with two general purpose lanes, a center contra flow transit lane, vegetated shoulders, sidewalks, and continuous shared use path.
 - E5&E6 with two general purpose lanes, a center turn lane, sidewalks, a shared used path, and queue jumps.

The alternatives should include bus-only, commuter bicyclist, and access to transit (maintaining existing service).

Next Steps/Action Items

- Revise the draft alternatives screening memorandum into Chapter 2 of the PEL study for distribution to the group.
- Conduct a BRT Technical Advisory Committee meeting.
- Conduct a public meeting to allow comment on the Purpose and Need Statement and range of alternatives.

**PEL Technical Advisory Committee (PTAC) Meeting
February 9, 2017**

<u>Name</u>	<u>Representing</u>	<u>Email</u>
Kevin Maddoux	FHU	kevin.maddoux@fhweng.com
Larry Squires	FTA	larry.squires@dot.gov
JoAnn Mattson	CDOT RI	JoAnn.Mattson@state.co.us
GARY BEHLEN	ERIE	gbehlen@erico.gov
JEAN SANSON	CITY OF BOULDER	sansonj@boulderco.gov
Scott McCarey	Boulder County	smccarey@bouldercounty.org
Marc Ambrosi	Boulder County	mambrosi@bouldercounty.org
Adnana Murtic	CDOT	adnana.murtic@state.co.us
DAN MARCUCCI	CDOT	DANIEL.MARCUCCI@STATE.CO.US
Mitch Bekhit	CDot	Mitch.Bekhit@state.co.us
Lindsay Edgar	CDOT	lindsay.edgar@state.co.us
TRICIA SERGESON	FHWA	tricia patricia.sergeson@dot.gov
Holly Beck	FHU	Holly.Beck@fhweng.com

SH 7 PEL TAC Meeting #3
February 9, 2017
9:00 – 10:30 AM
City of Boulder New Britain Building 1st Floor Conference Room
1101 Arapahoe, Boulder CO

Meeting Goals

- Identify preliminary recommended alternative

Agenda

1. Introductions
2. Project refresher
 - a. Corridor conditions summary
 - b. Purpose and need review
 - c. Project goals and evaluation criteria
3. Alternatives development and evaluation process
 - a. Vehicular operations
 - b. Regional bike connectivity
 - c. Transit service implications
4. Preliminary cross sections
 - a. US 287 to Dagny Way
 - b. Dagny Way to 75th
5. Preliminary recommended alternative(s)
6. Next steps

SH 7 (75th St. to US 287) PEL Study

Technical Advisory Committee

February 9, 2017

Introductions

Today's Meeting Purpose

- Identify preliminary Recommended Alternative(s)

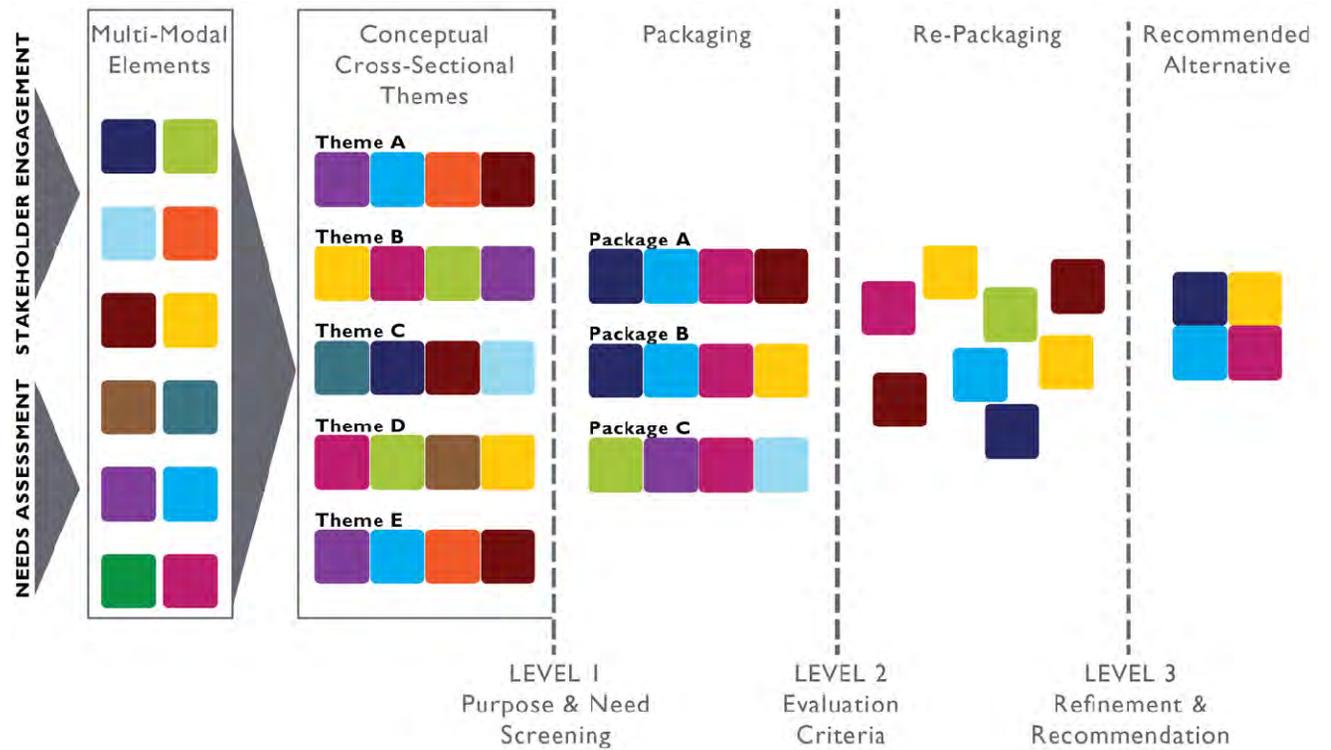
Project Update

- Corridor Conditions Assessment Report
- Purpose and Need Statement
- Project Goals and Evaluation Criteria

Evaluation Criteria

Screening Level	Evaluation Criteria								
	Mobility Problem	Bicycle Mobility Problem	Purpose and Need		Transit (Bus) and Vehicular Operational Problem	Transit User Mobility Problem	Multimodal Transportation System	Community Objectives Community	Environmental and Cultural Resources
			Pedestrian Mobility Problem	Vehicular Safety Problem					
1	Does the alternative have the potential to reduce single-occupant vehicle demand along the corridor?	Does the alternative have the potential to improve comfort and safety of bicyclists along the corridor?	Does the alternative have the potential to address disconnected and missing pedestrian facilities along the corridor?	Does the alternative have the potential to address the higher than expected rear-end vehicle crashes at intersections and along the corridor?	Does the alternative improve existing and future transit and vehicular operations?	Does the alternative have the potential address reliability of transit service and the safety and comfort of transit users along the corridor?	--	--	--
2 and 3	Reduce the predominance of single-occupancy vehicles (SOV) as a part of the existing and future (2040) mode share split.	Provide local infrastructure for and connectivity with the existing and planned bicycle network	Provide local infrastructure for and connectivity with transit.	Address unsafe physical or operational conditions at intersections to reduce crash rates. Reduce the number of potential conflict points.	Improve vehicle or person throughput at intersections during future (2040) peak hours. Improve future (2040) travel time along the corridor.	Improve the level of comfort for transit users along the corridor Provide interconnectivity between the various travel modes (pedestrian, bicycle, and automobile) and transit	Provide a balanced multimodal system consistent with future (2040) travel demands. Enhance regional multimodal transportation options. Address inadequate first and final mile connectivity	Minimize impacts on existing residents, businesses, and properties, as well as future planned land use. Minimize properties to be acquired for right-of-way and business and resident displacements and compatibility with future land use.	Avoid and minimize impacts on environmental and cultural resources: <ul style="list-style-type: none"> o Parks, open space, and trails and maintain rural character where appropriate o Traffic noise o Previously identified and potential historic sites o Floodplains o Wetlands and waters of the US o Threatened and endangered species habitat o Air quality o Hazardous materials sites

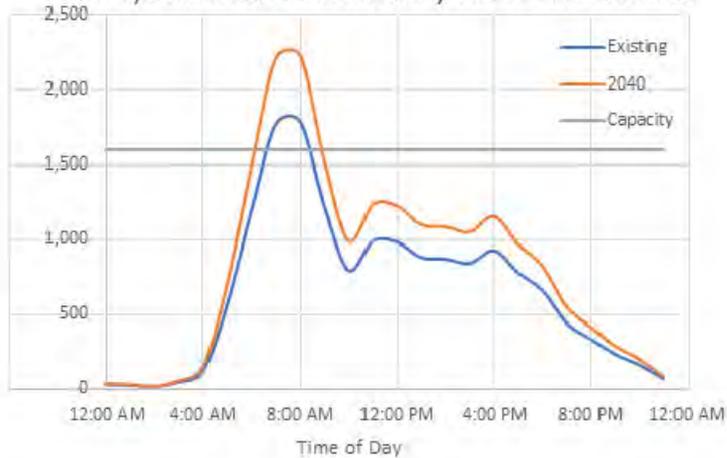
Alternatives Development and Evaluation Process



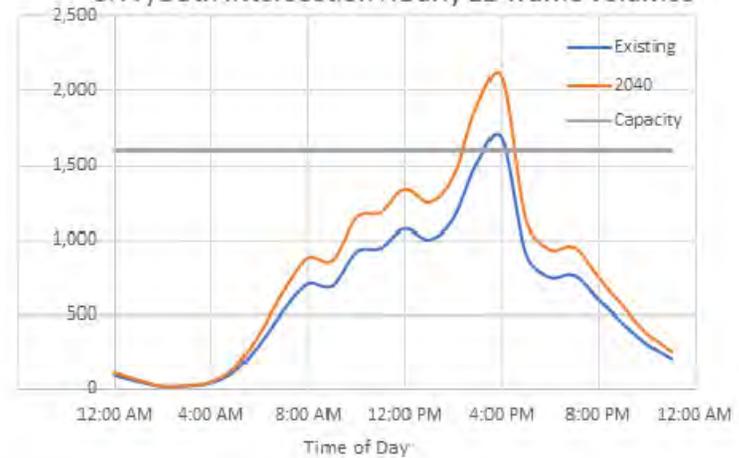
- Vehicular operations
- Regional bike connectivity
- Transit service implications

Existing and Future Congestion

SH 7/95th Intersection Hourly WB Traffic Volumes



SH 7/95th Intersection Hourly EB Traffic Volumes



Existing Conditions

Travel Run: AM Westbound 08/24/2016, 0700hrs



Existing Conditions

Travel Run: PM Eastbound 8/23/2016, 1620hrs

ML2
JM1



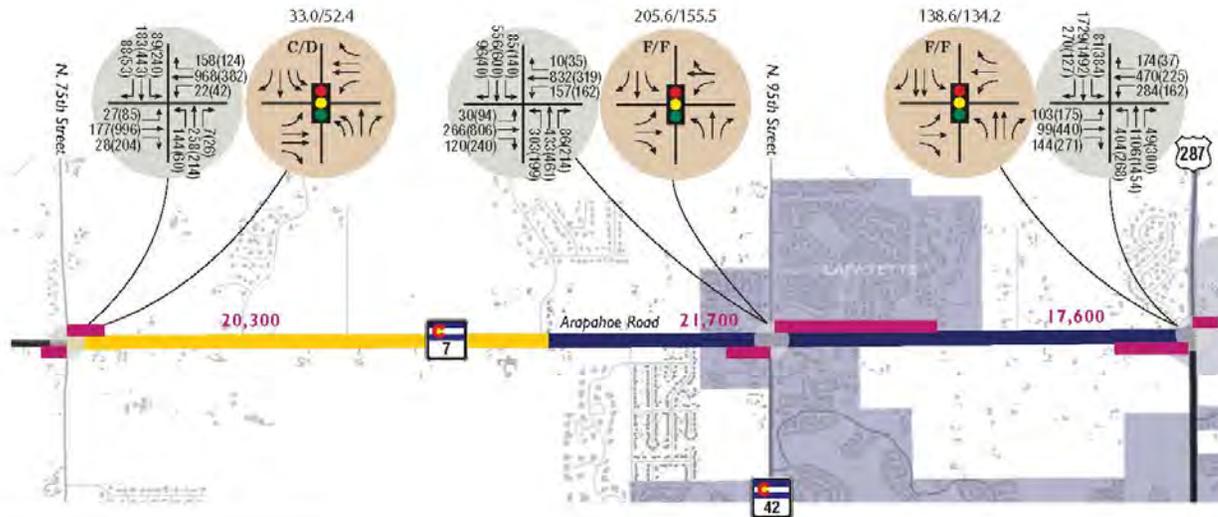
Slide 10

ML2 Check, should it be 5 pm (i.e. 1700 hrs)
Michael Levasseur, 12/14/2016

JM1 Updated to 1620hrs, Google Earth imported the wrong time
John Mower, 12/15/2016

SH7 PEL PLANNING and ENVIRONMENTAL LINKAGES STUDY (75th Street to US 287)

Existing Traffic Operations

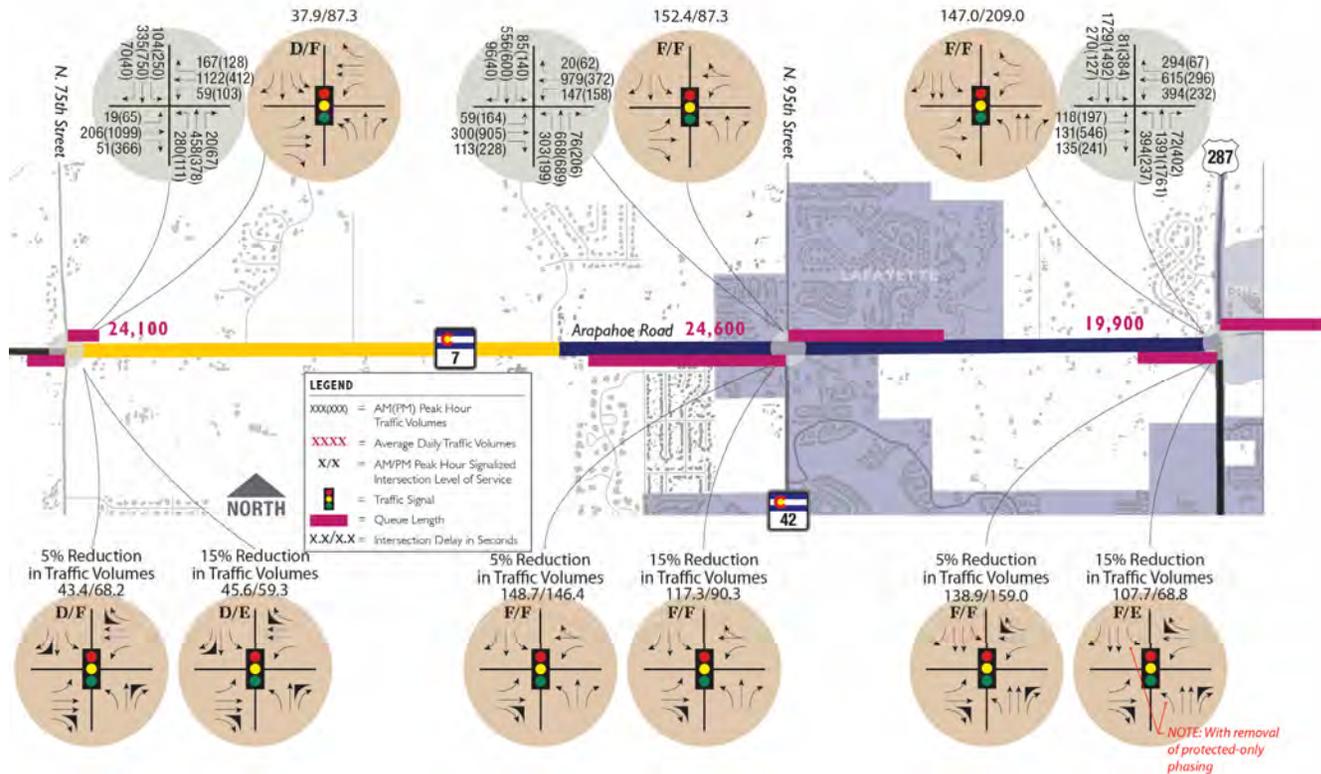


LEGEND	
XXX(XXX)	= AM(PM) Peak Hour Traffic Volumes
XXXX	= Average Daily Traffic Volume
X/X	= AM/PM Peak Hour Signalized Intersection Level of Service
	= Traffic Signal
	= Queue Length



SH7 PEL PLANNING and ENVIRONMENTAL LINKAGES STUDY (75th Street to US 287)

2040 No Action Traffic Operations



Level I Evaluation



Level 2 Evaluation

75th Street to Dagny Way

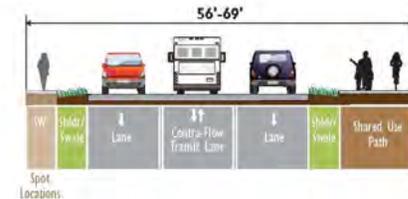
W1



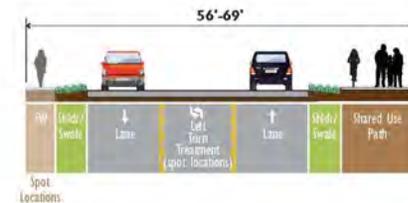
W2



W3

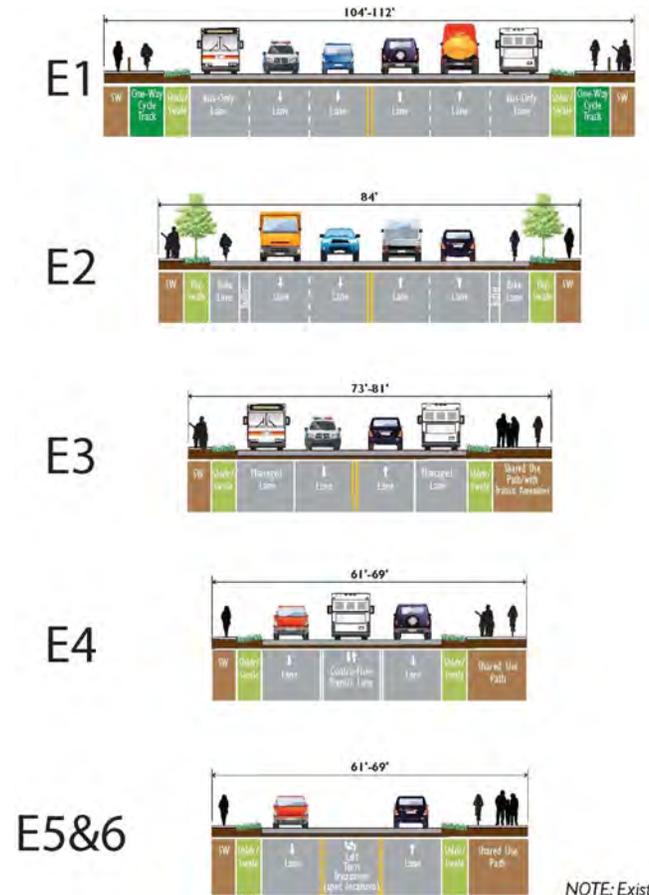


W4&5

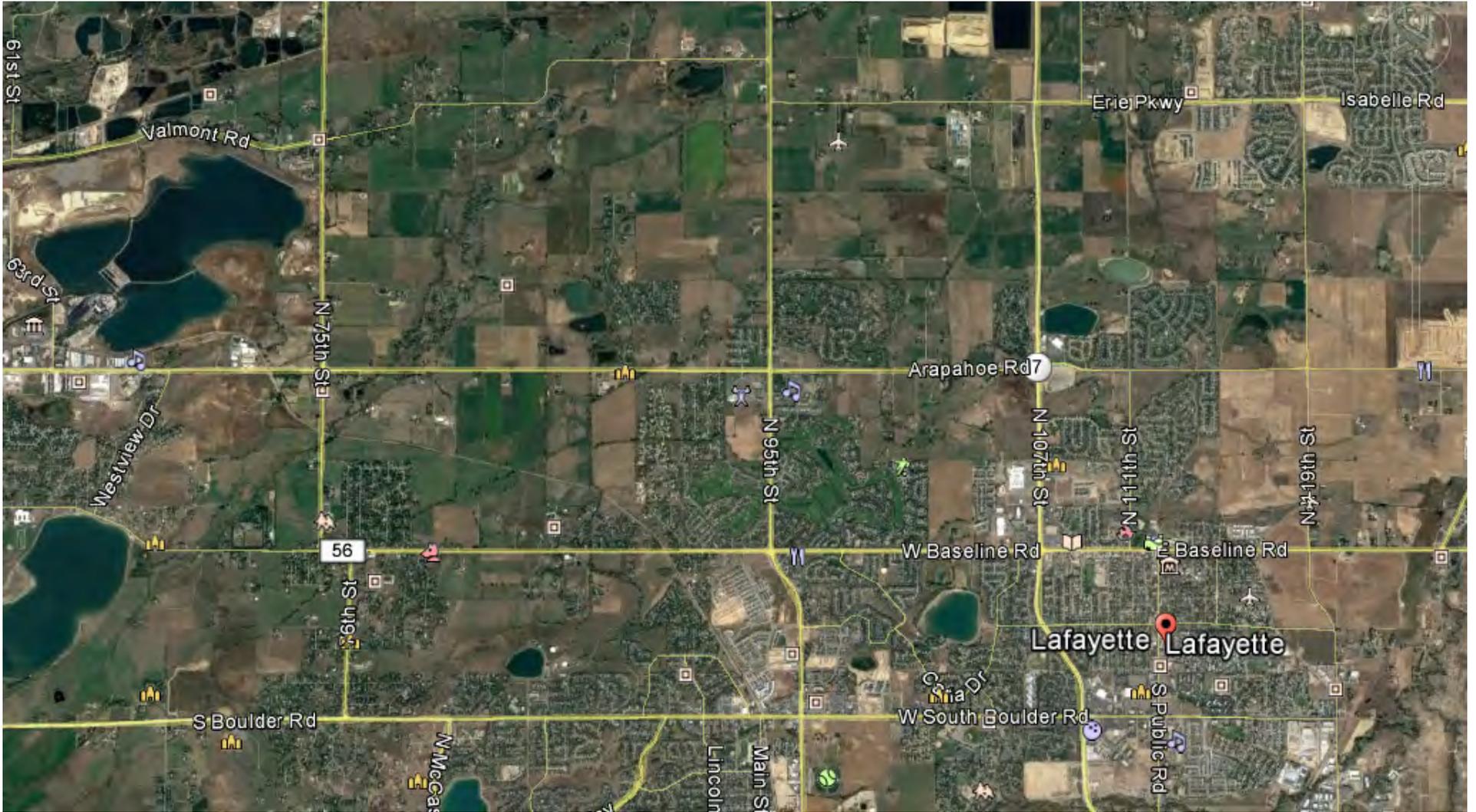


SH7 PEL PLANNING and ENVIRONMENTAL LINKAGES STUDY (75th Street to US 287)

Level 2 Evaluation Dagny Way to US 287

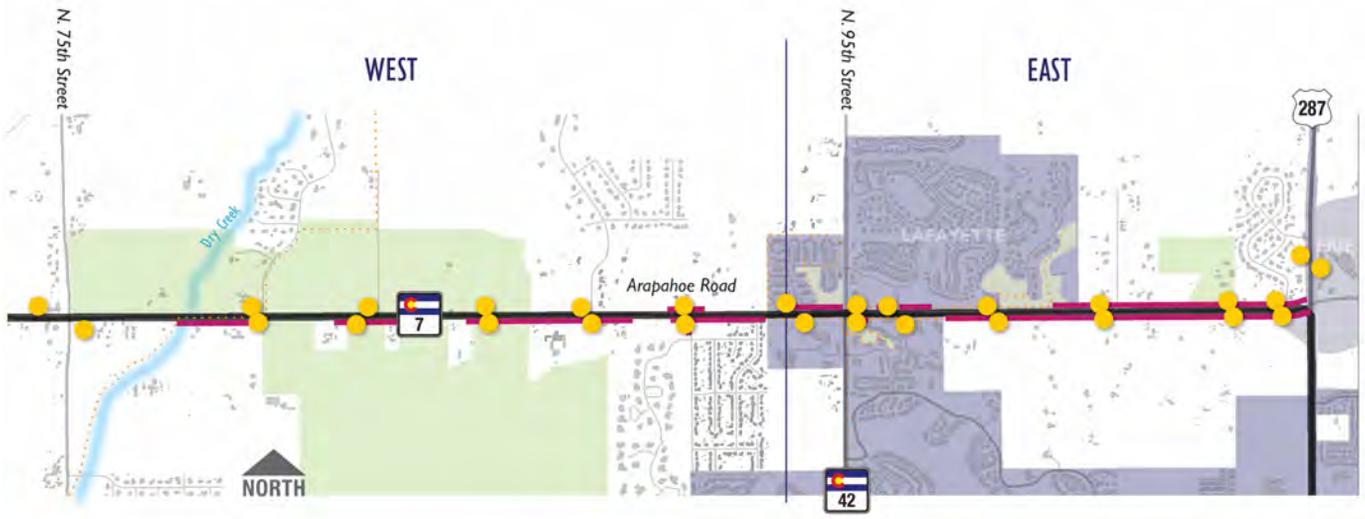


NOTE: Existing ROW is 64'



SH7 PEL PLANNING and ENVIRONMENTAL LINKAGES STUDY (75th Street to US 287)

Level 3 Evaluation



LEGEND	
	Sidewalk
	Bus Stop
	Parks & Open Space
	Trails

Preliminary Recommended Alternative

- 75th Street to Dagny Way
 - Varied cross-section along corridor (W4/W5)
- Dagny Way to US 287
 - Varied cross-section along corridor (E3)

Next Steps

Thank You!

MEETING MINUTES

SH 7 (75th St to US 287) PEL – TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING

City of Thornton Offices

9500 Civic Center Drive

Thornton, Colorado

Date of Meeting: August 9, 2017

In attendance: (See attached)

Introductions

The group went around the room with self-introductions. The presentation for the meeting is included as **Attachment B**.

Project Update

- Public meetings were conducted on April 26 and June 26, 2017.
- Level 1 and 2 Alternatives Evaluation has been completed.
- Level 3 Repackaging of the retained Recommended Alternatives was conducted.
- Conceptual Design of one of the Recommended Alternative with the managed lane was prepared.
- A prioritization/phasing plan has been prepared focusing on intersections first.
- The next steps will be to prepare the draft PEL study for submittal to Boulder County for review and then submittal to the PTAC for acknowledgement.

Public Meetings

- April 26, 2017 Public Meeting
 - Presented Corridor Conditions and Level 1 and 2 Evaluation
- June 26, 2017 Public Meetings
 - Presented Level 3 Repackaging and Conceptual Design.
- Comments were received at the meetings and through the project website. The comments generally included:
 - Supported land use that is compatible with transit
 - Supported investment in transit and transit amenities but not bus only lanes
 - Supported a separate multi-use path along the corridor
 - Did not support adding additional general purpose lanes
 - Supported preserving the rural character along SH 7
 - Supported pedestrian improvements at intersections and evaluating possible grade separation of pedestrian movements

- Supported TDM strategies
- Supported a transportation system approach with improvements along Baseline Road, Isabelle/Valmont, and SH 7
- Supported additional capacity at the intersections
- Supported bicycle and pedestrian connections to transit stops
- Supported roadway capacity improvements
- Requested noise mitigation
- Supported improvements, such as left-turn lanes, for safety and accessibility

Level 1 Evaluation

- Assessed each alternatives' ability to meet the Purpose and Need.
- Transit treatments, managed lanes, and shared use paths received the highest ratings.
- Increased shoulder widths and roundabouts did not meet the Purpose and Need and were eliminated from further consideration.

Level 2 Evaluation

- Assessed each alternatives' person carrying capacity, SOV demand reduction, and bicycle/pedestrian safety and comfort.
- On-street bicycle lanes, protected bikeways, and additional general purpose lanes were not retained for additional consideration.

Level 3 Repackaging

- Evaluation of the retained alternatives focuses on providing a multimodal transportation system for all users while preserving the natural, rural, and historic character of the corridor. The following alternatives were retained for additional evaluation.
 - Managed lanes
 - BUS, HOV, electric vehicles, connected or autonomous vehicles are potential users.
 - Reversible transit lane
 - Challenges with current technology.
 - Additional lanes through the intersection
 - Queue jumps/signal priority
 - No Action alternative
- Assessed each alternatives' person carrying capacity, SOV demand reduction, and bicycle/pedestrian safety and comfort.
- On-street bicycle lanes, protected bikeways, and additional general purpose lanes were not retained for additional consideration.

Level 3 Retained Alternative (s) Conceptual Design

- Prepared conceptual design for the Managed Lane alternative and shared use path. The alignment for the shared use path is conceptual.
- Provided overview of conceptual design.

Phasing/Prioritization

- Current CDOT Project to add shoulders along SH 7
- Major Intersection Improvements
 - SH 7/US 287 Intersection – Top Priority
 - SH 7/95th Street Intersection
- Minor Intersection Improvements
 - Aspen Ridge, Yarrow, Park Lake Drive, White Rock Trail, and Willow Creek Road.
- Segments between intersections
- Shared used path and enhance existing bus stops

Next Steps

- September/October – Draft Report
- December/January – Final Report
- PTAC Acknowledgement will either be signature page or support letter.

PEL Technical Advisory Committee (PTAC) Meeting August 9, 2017

<u>Name</u>	<u>Representing</u>	<u>Email</u>
Holly Buck	FHU	holly.buck@fhug.org
Kevin Maddaux	FHU	kevin.maddaux@fhug.org
Matthew Helfant	DRCOG	m.helfant@drcog.org
Lindsay Edgar	CDOT	lindsay.edgar@state.co.us
Sarah Grant	Broomfield	sgrant@broomfield.org
Chris Quinn	RTD	chris.quinn@RTD-Denver.com
Andrew DeBarnos	Communitary Solutions	andym@communitarysolutions.org
Larry Squires	FTA	larry.squires@fta.gov
Jean Sanson	CITY OF BOULDER	sansonj@boulder.colorado.gov
Kathleen Brackee	City of Boulder	brackeek@boulder.colorado.gov
Kent Moorman	City of Thornton	kent.moorman@cityofthornton.net
Jeanne Shreene	Adams County	jshreene@adco.gov
Karen Stuart	Smart Commute	Karen.Stuart@smartcommute.net
Marc Ambrosi	Boulder County	mambrosi@bouldercounty.org
Daniel Maruccci	CDOT	DANIEL.MARUCCI@STATE.CO.US
Robert Larsen	C/THORNTON	robert.larsen@cityofthornton.net
Kimberly Dall	Brighton	kdalle@brightonco.gov
ANDREA MENEHUEL	NORTHWEST CHAMBER ALLIANCE	ANDREA.MENEHUEL@boulderchamber.com



SH 7 PEL TAC Meeting #4
August 9, 2017
9:00 – 11:00 AM
Thornton City Hall Training Room
9500 Civic Center Drive, 1st Floor
Thornton, CO

Meeting Goals

- Provide project status update
- Summarize public meetings and comments received
- Review of alternatives analysis and recommended alternative
- Discuss Next Steps

Agenda

1. Introductions
2. Project Update
3. Public Meetings
 - a. April 26, 2017
 - b. June 26, 2017
4. Alternatives development and evaluation process
5. Retained Alternatives and Phasing
6. Next steps

SH 7 (75th St. to US 287) PEL Study

Technical Advisory Committee

August 9, 2017

Introductions

Today's Meeting Purpose

- Provide project status update
- Summarize public meetings and comments received
- Review alternatives evaluation and preliminary Recommended Alternative(s)
- Discuss Next Steps

Project Update

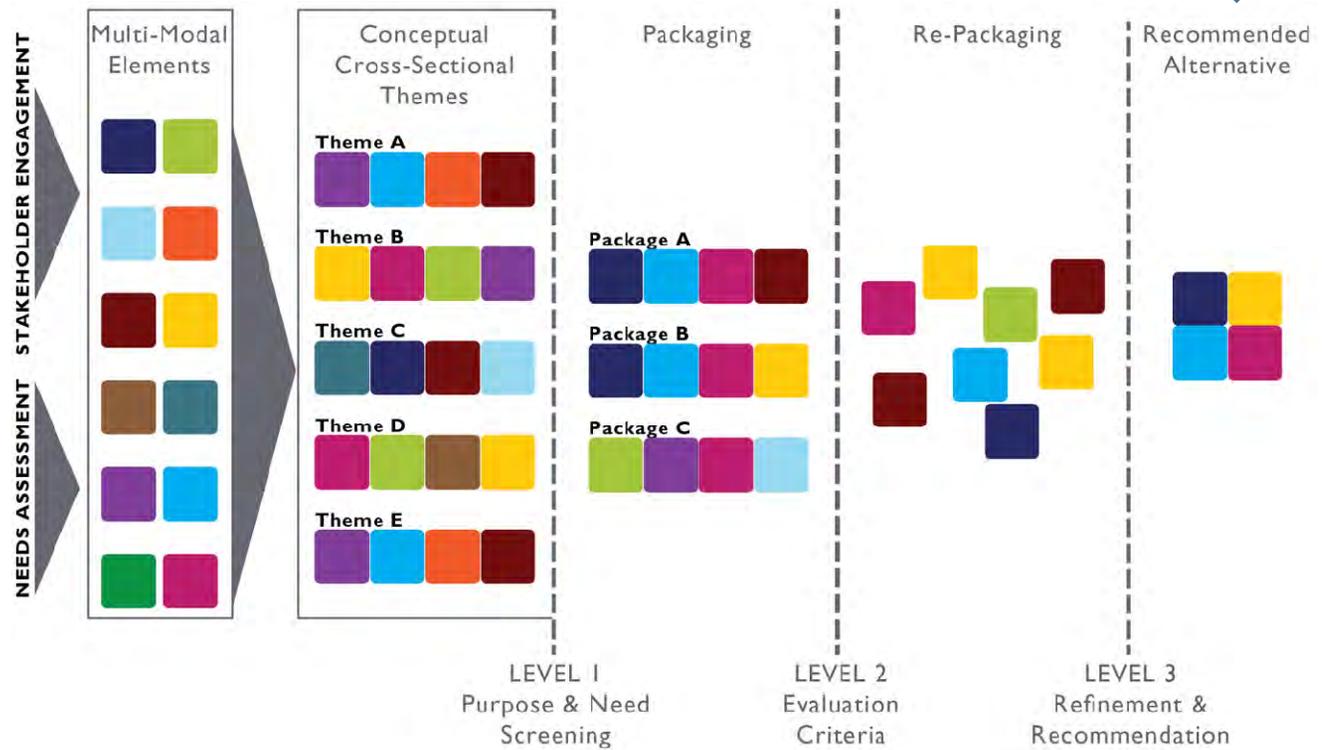
- April 26 and June 26, 2017 Public Meetings
- Level 1 and 2 Evaluation
- Level 3 Repackaging
- Conceptual Design
- Prioritization/Phasing
- Next Steps

Public Meetings

- April 26, Public Meeting
 - Corridor Conditions
 - Level 1 and 2 Evaluation
- June 26 Public Meeting
 - Level 3 Repackaging
 - Conceptual Design



Alternatives Development and Evaluation Process





Level 1 Evaluation

Assesses each alternatives' ability to meet the Purpose and Need.

Does the alternative have the potential to:

- Reduce single-occupant vehicle demand?
- Improve comfort and safety of bicyclists along the corridor?
- Address disconnected and missing pedestrian facilities along the corridor?
- Address reliability of transit service and the safety and comfort of transit users along the corridor?
- Address rear-end vehicle crashes at intersections and along the corridor?

Level 2 Evaluation

Level 2 Evaluation

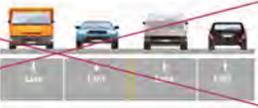
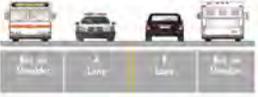
Provides a comparative analysis of how well each alternative meets the purpose and need compared to other alternatives and its potential impact to the corridor character.

Does the alternative have the potential to:

- Provide a multimodal transportation system for all users?
- Preserve the natural, rural and historic character of the corridor?

Level 3 Evaluation

PEL Level 2 Evaluation

<p>No Action</p> 	<p>● Retained for baseline comparison.</p>
<p>General Purpose Lanes</p> 	<p>● Eliminated in the Level 2 Evaluation because the alternative would not address the purpose and need to reduce Single Occupancy Vehicle (SOV) effects of increased parking demand and roadway network congestion exceeding capacity within the City of Boulder, City of Lafayette, and Boulder County.</p>
<p>Bus/Managed Lanes</p> 	<p>● Retained because managed lanes would improve transit travel times and reliability. In addition, managed lanes could be used by other vehicles as defined by the management plan including high-occupancy vehicles, electric vehicles, tolled vehicles, or autonomous vehicles to increase utilization.</p>
<p>Bus on Shoulder</p> 	<p>● Retained because bus on shoulder would improve transit travel time and reliability.</p>
<p>Contra-Flow Transit</p> 	<p>● Retained in the Level 2 Evaluation because contra-flow transit would improve travel times and reliability but would have a visual impact on the infrastructure necessary (overhead signage, signals, warning lights, etc.) and access modifications/limitations required for parcels along the corridor.</p>
<p>Center-Left Turn Lane</p> 	<p>● Retained because of enhanced safety at intersections along the corridor; could be paired with other car and transit options at specific locations where warranted.</p>
<p>Bicycle & Pedestrian Options</p> 	<p>● Retained because these options would provide a designated space for bicyclists and pedestrians and will be paired with the car and transit options at specific locations where warranted.</p>



Level 3: Retained Alternative (s)

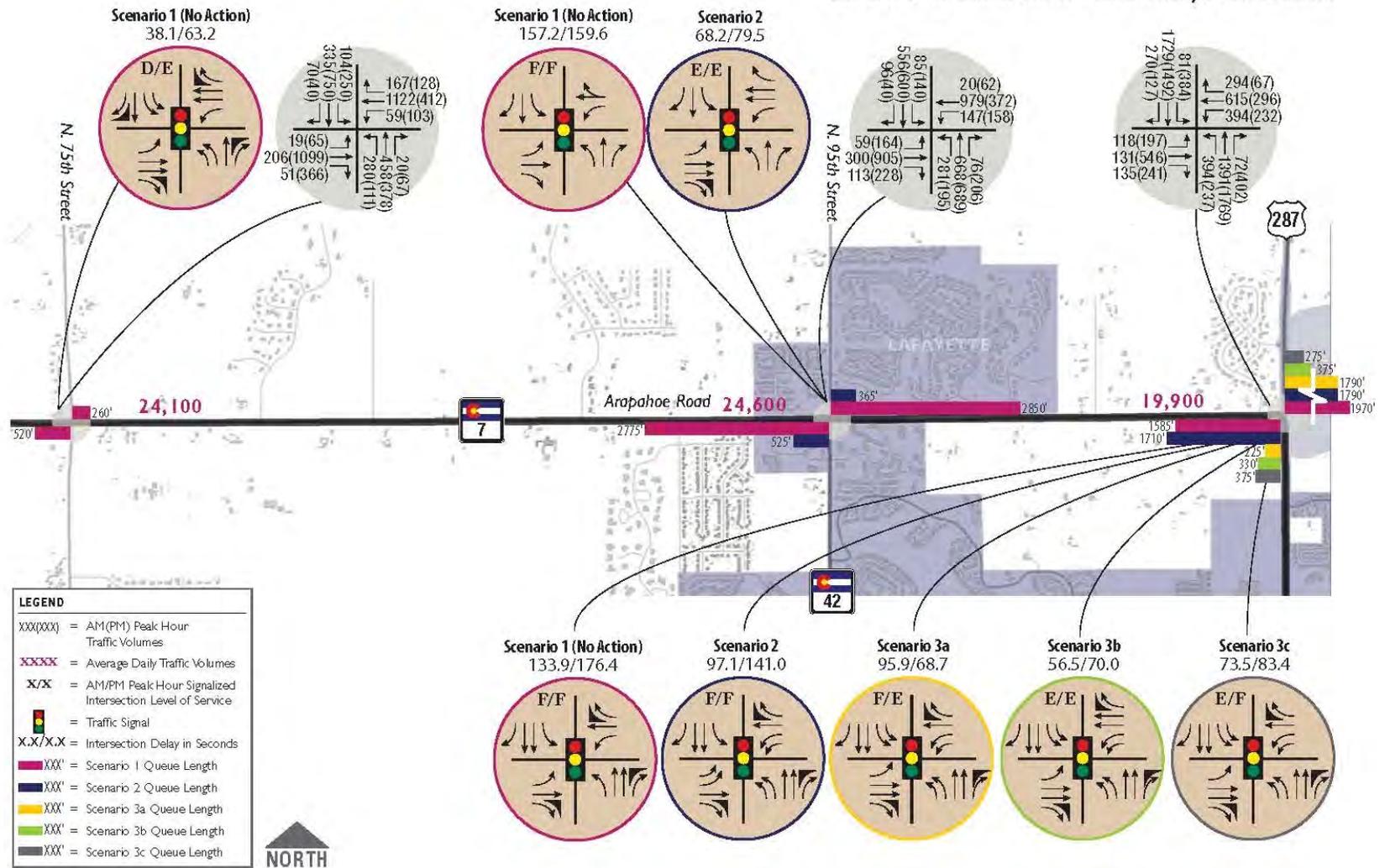
Conceptual Design

Phasing/Prioritization

- Major Intersection Improvements
 - SH 7/US 287 Intersection – Top Priority
 - SH 7/95th Street Intersection
- Minor Intersection Improvements
 - Silo, Yarrow, Park Lake Drive, White Rock Trail, and Willow Creek Road
- Segments between intersections

SH7

2040 Traffic Conditions - Geometry Alternatives



Next Steps

Thank You!

Letters to Agencies- PEL Notification

July 29, 2016

Mr. Ron Stewart
Boulder County Parks and Open Space
5201 Saint Vrain Road
Longmont, Colorado 80503

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study

Dear Mr. Stewart:

Boulder County is in the early stages of preparing the State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study, in coordination with the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

The study area, shown on the attached map, contains primarily low density residential and agricultural land use. The study area extends approximately 4 miles along SH 7 from the SH 7/75th Street intersection to SH 7 (Arapahoe Road)/US 287 intersection (milepost [MP] 60.68).

Boulder County looks forward to working with you in preparing the PEL. The project team is currently preparing a Corridor Conditions Report. Your agency will be included in the distribution of the Corridor Conditions Report in the fall; however, if you have preliminary concerns or items you would like us to consider during the PEL process, please provide comments at your earliest convenience. If you have any general questions about this letter, please contact me at (720) 564-2751 or at mambrosi@bouldercounty.org. For more specific environmental questions, please contact Kevin Maddoux at (303) 721-1440.

Sincerely,



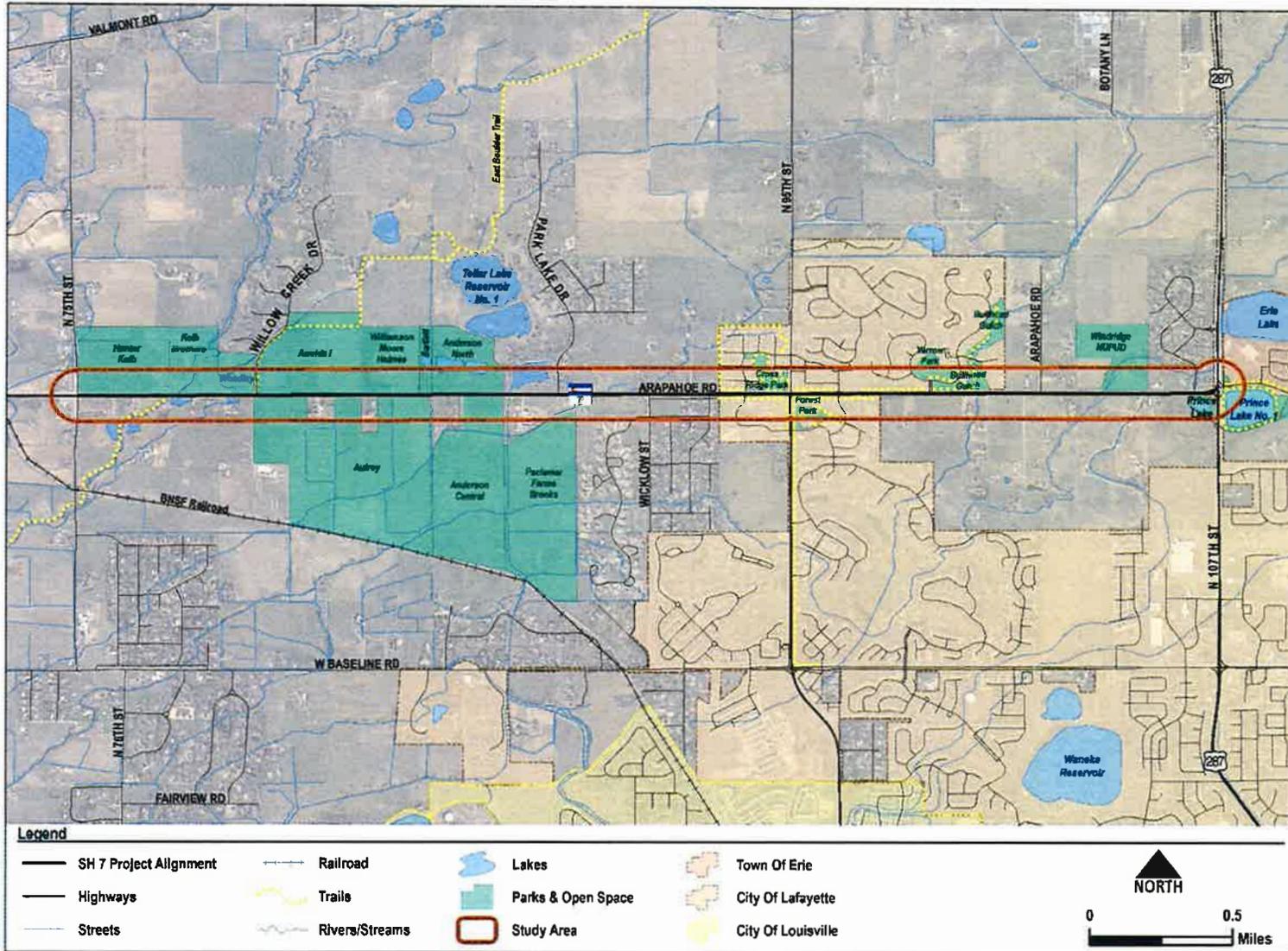
Marc Ambrosi
Long Range Transportation Planner

cc: Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District
Mark Gershman, City of Boulder

Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

SH7 PEL PLANNING & LINKAGES STUDY (75th Street to US 287)

Attachment A: Study Area Map



SH7 PEL PLANNING & LINKAGES STUDY (75th Street to US 287)

July 29, 2016

Mr. Kent Kuster
Colorado Department of Public Health and Environment
Water Quality/Water Quality Control Division
4300 Cherry Creek Drive
Denver, CO 80246

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study

Dear Mr. Kuster:

Boulder County is in the early stages of preparing the State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study, in coordination with the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

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Sincerely,



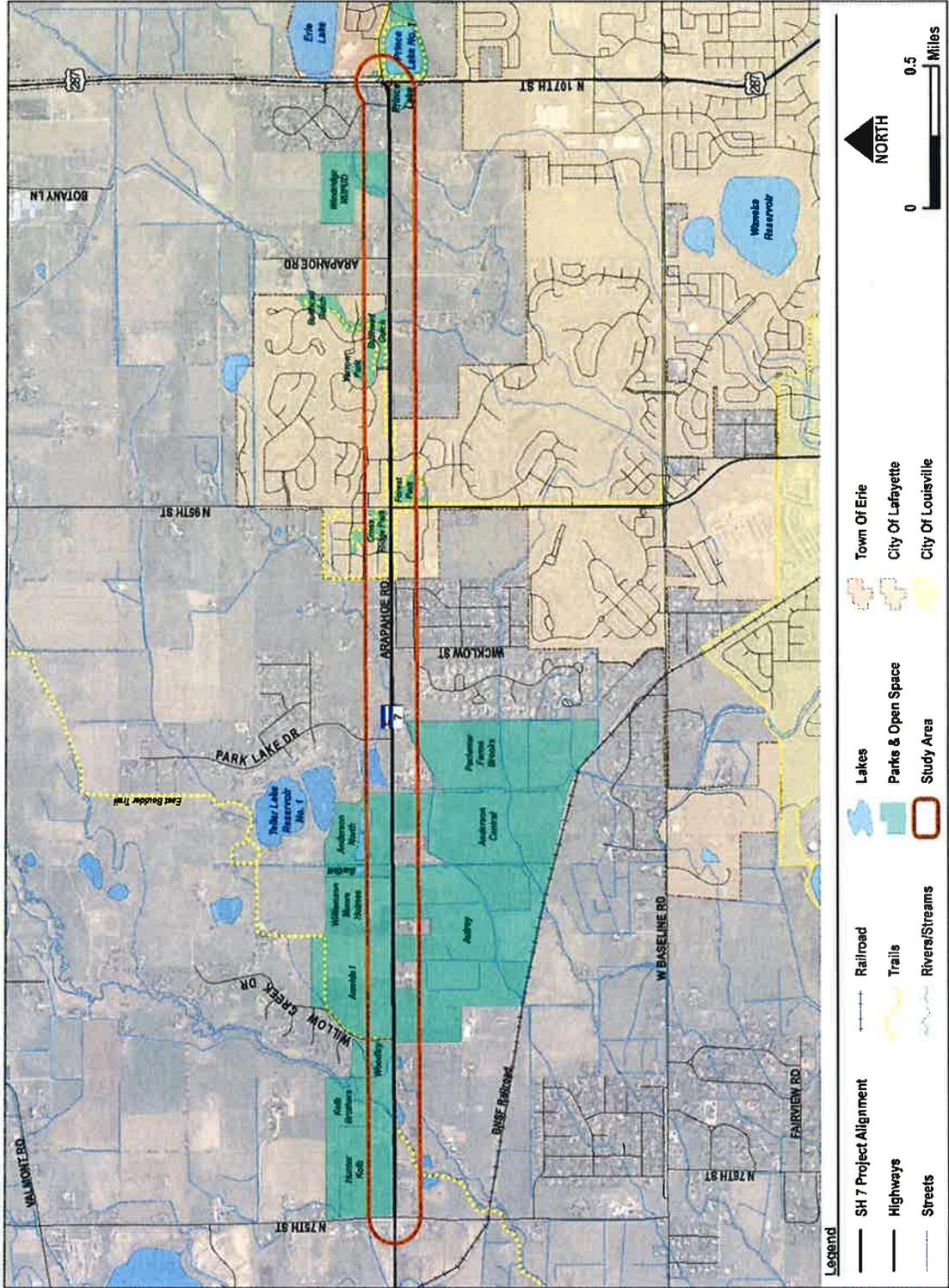
Marc Ambrosi
Long Range Transportation Planner

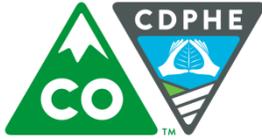
cc: Ron Stewart, Boulder County Parks and Open Space
Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District

Mark Gershman, City of Boulder
Mark Leslie, Colorado Parks and Wildlife
Carol Anderson, US Environmental Protection Agency

SH7 PEL PLANNING & LINKAGES STUDY (75th Street to US 287)

Attachment A: Study Area Map





SH 7, Boulder County PEL

CDPHE Comments

March 1, 2017

Kevin Maddoux
Principal
Felsburg Holt and Ullevig

RE: SH 7 (75th St to US 287), Boulder County PEL, comments from the CDPHE

Kevin,

Thank you for the opportunity to provide feedback on the SH 7 PEL Study. We applaud the environmental efforts and vision of the study team members to develop and evaluate multi-modal transportation options to reduce congestion, improve operations, and enhance safety along SH 7 between 75th Street and US 287.

At this time, CDPHE resources have looked over the Air Quality, Hazardous Materials, and Wetlands and Waters of the US sections of the report. The following are compiled comments and questions from the different specialty units:

Hazardous Materials:

- No known landfills or other solid waste issues are known within the study area.

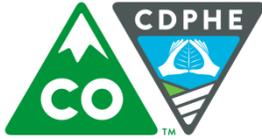
Air Quality:

- Paul Lee from the Division is in direct contact with Marc Ambrosi of Boulder County about this study.

Wetlands and Waters of the US:

- No comments from the Engineering Section for water quality
- There are wetlands in the study area, depending on the alternatives, is it likely that mitigation will be needed for the wetlands?
- Need to also discuss Waters of the State and the Colorado Discharge Permit System (CDPS) regulations and the types of permits this project will likely need.
- Depending on the alternatives looked at, is it expected that groundwater will be encountered? And if so, is the groundwater contaminated?
- The study will need to consider stormwater regulations. The Eastern part of this project area is in CDOT's MS4 area. Additional requirements may be necessary, including permanent water quality. Impaired waterways (Regulation 93) also need to be identified and potential areas for permanent water quality should be reviewed.

The Division is relying on the project team to comply with all required regulations and permits once any portion of the SH 7 study area begins design for a project. We look forward to the project and seeing how it handles the work for the improvements within Boulder



SH 7, Boulder County PEL

CDPHE Comments

County. If you have any questions about the above comments or questions, please contact me at 303-692-3570 or at jean.cordova@state.co.us.

Sincerely,

Jean Cordova, CPMSM
CDOT/CDPHE Water Quality Liaison

cc: Nicole Rowan, CDPHE
Lillian Gonzalez, CDPHE
Bret Icenogle, CDPHE
Paul Lee, CDPHE
Jill Parisi, CDPHE
Andrew Todd, CDPHE
Holly Buck, FHU
Marc Ambrosi, Boulder County

Kevin.Maddoux

From: Kevin.Maddoux
Sent: Tuesday, March 07, 2017 6:38 AM
To: 'paul.lee@state.co.us'
Cc: 'Ambrosi, Marc'; Holly.Buck
Subject: SH7 75th to US287 PEL Study Corridor Conditions Assessment Report

Good morning Paul,

The project team did not include an air quality section in the SH 7 (75th to US 287) Corridor Conditions Assessment Report because it would not affect the alternatives that were evaluated. However, steps will need to be taken in regard to air quality in any future NEPA documentation for the corridor. For example, future activities will require that an air quality impact assessment for regional and local conformity be prepared in support of the NEPA documentation. This assessment may also require a hot spot analysis for carbon monoxide at intersections with a LOS of D, E, or F. The project team will document these next steps in the main SH 7 (75th Street to US 287) Planning and Environmental Linkages (PEL) study. Please let Marc or I know if you have any additional questions.

Thanks.

Kevin Maddoux

Kevin R. Maddoux, AICP CEP
Principal
Felsburg Holt and Ullevig
6300 S. Syracuse Way, Suite 600
Centennial, CO 80111

tel 303.721.1440
fax 303.721.0832

www.fhueng.com



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From: Lee, Paul - CDPHE [<mailto:paul.lee@state.co.us>]
Sent: Wednesday, February 15, 2017 6:47 AM
To: Ambrosi, Marc
Subject: SH7 75th to US287 PEL Study Corridor Conditions Assessment Report

Hi Marc,

I work in the Air Pollution Control Division of Colorado Department of Public Health and Environment. I looked over the PEL Study for SH7 and noticed that there isn't a section on air quality. Do you plan on including that in the future reports?

Thanks,

Paul Lee

Transportation Planner

Planning and Policy Program



[303.692.3127](tel:303.692.3127)

4300 Cherry Creek Drive South, Denver, CO 80246

paul.lee@state.co.us

July 29, 2016

Mr. Mark Gershman
City of Boulder Open Space Mountain Parks
66 S Cherryvale Rd.
Boulder, CO 80303

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study

Dear Mr. Gershman:

Boulder County is in the early stages of preparing the State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study, in coordination with the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

The study area, shown on the attached map, contains primarily low density residential and agricultural land use. The study area extends approximately 4 miles along SH 7 from the SH 7/75th Street intersection to SH 7 (Arapahoe Road)/US 287 intersection (milepost [MP] 60.68).

Boulder County looks forward to working with you in preparing the PEL. The project team is currently preparing a Corridor Conditions Report. Your agency will be included in the distribution of the Corridor Conditions Report in the fall; however, if you have preliminary concerns or items you would like us to consider during the PEL process, please provide comments at your earliest convenience. If you have any general questions about this letter, please contact me at (720) 564-2751 or at mambrosi@bouldercounty.org. For more specific environmental questions, please contact Kevin Maddoux at (303) 721-1440.

Sincerely,

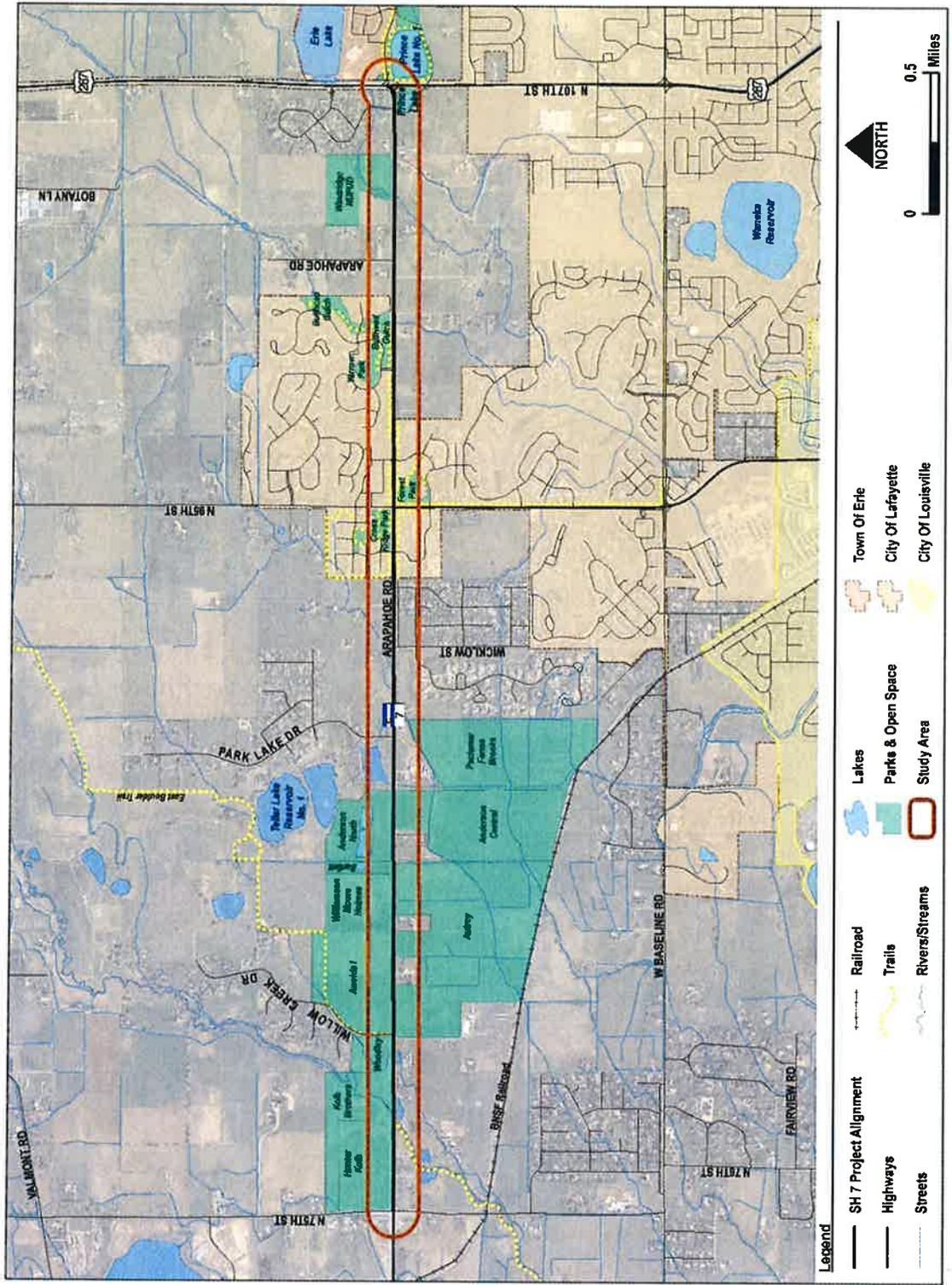


Marc Ambrosi
Long Range Transportation Planner

cc: Ron Stewart, Boulder County Parks and Open Space
Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District

Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

Attachment A: Study Area Map



July 29, 2016

Mr. Mark Leslie
Colorado Parks and Wildlife
6060 Broadway
Denver, CO 80202

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study

Dear Mr. Leslie:

Boulder County is in the early stages of preparing the State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study, in coordination with the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

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Boulder County looks forward to working with you in preparing the PEL. The project team is currently preparing a Corridor Conditions Report. Your agency will be included in the distribution of the Corridor Conditions Report in the fall; however, if you have preliminary concerns or items you would like us to consider during the PEL process, please provide comments at your earliest convenience. If you have any general questions about this letter, please contact me at (720) 564-2751 or at mambrosi@bouldercounty.org. For more specific environmental questions, please contact Kevin Maddoux at (303) 721-1440.

Sincerely,

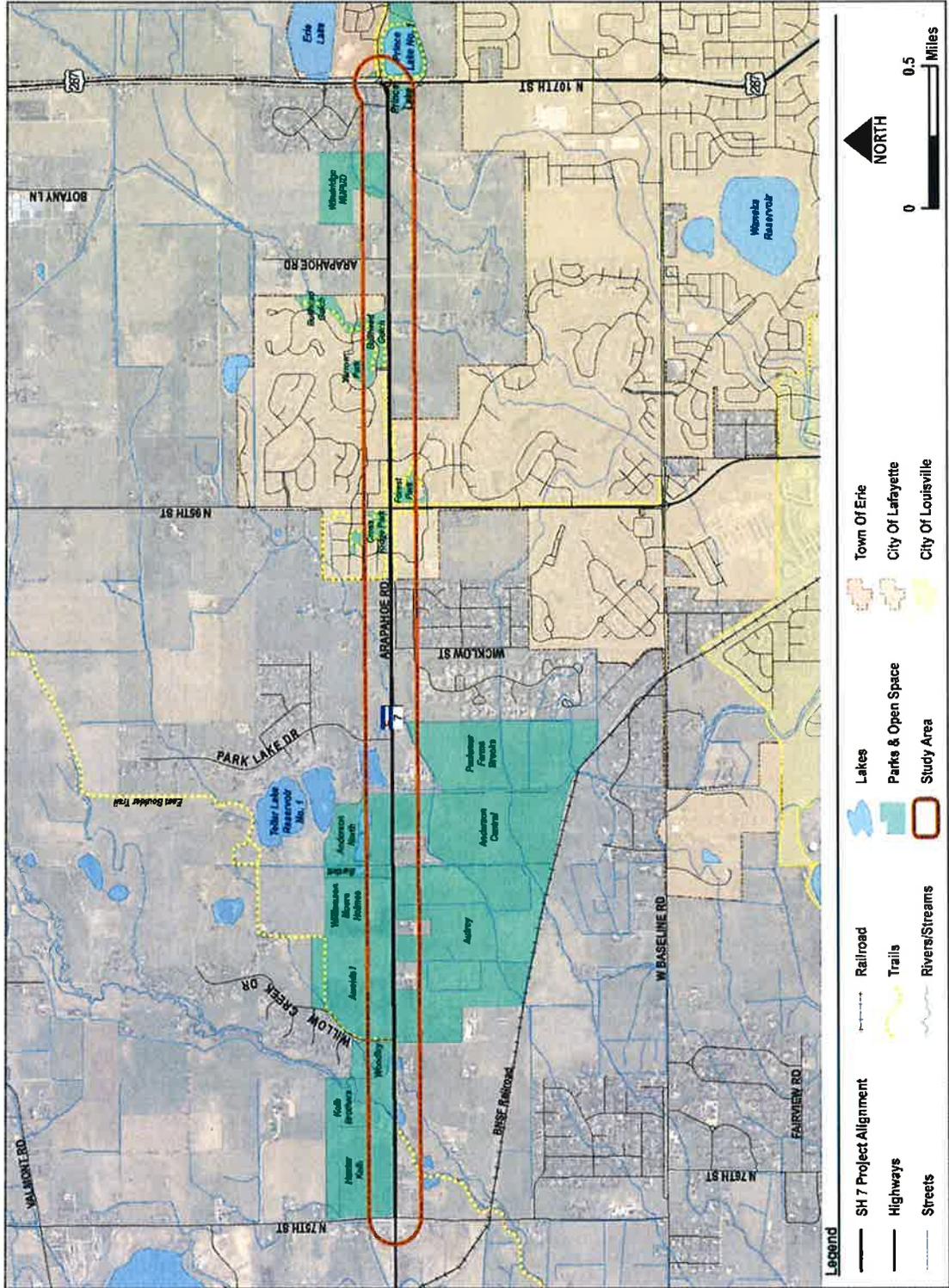


Marc Ambrosi
Long Range Transportation Planner

cc: Ron Stewart, Boulder County Parks and Open Space
Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District

Mark Gershman, City of Boulder
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

Attachment A: Study Area Map



SH7 PEL PLANNING & LINKAGES STUDY (75th Street to US 287)

July 29, 2016

Mr. Kiel Downing
United States Army Corps of Engineers
Omaha District
9307 South Wadsworth Blvd.
Littleton, CO 80128

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study

Dear Mr. Downing:

Boulder County is in the early stages of preparing the State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study, in coordination with the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

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Boulder County looks forward to working with you in preparing the PEL. The project team is currently preparing a Corridor Conditions Report. Your agency will be included in the distribution of the Corridor Conditions Report in the fall; however, if you have preliminary concerns or items you would like us to consider during the PEL process, please provide comments at your earliest convenience. If you have any general questions about this letter, please contact me at (720) 564-2751 or at mambrosi@bouldercounty.org. For more specific environmental questions, please contact Kevin Maddoux at (303) 721-1440.

Sincerely,

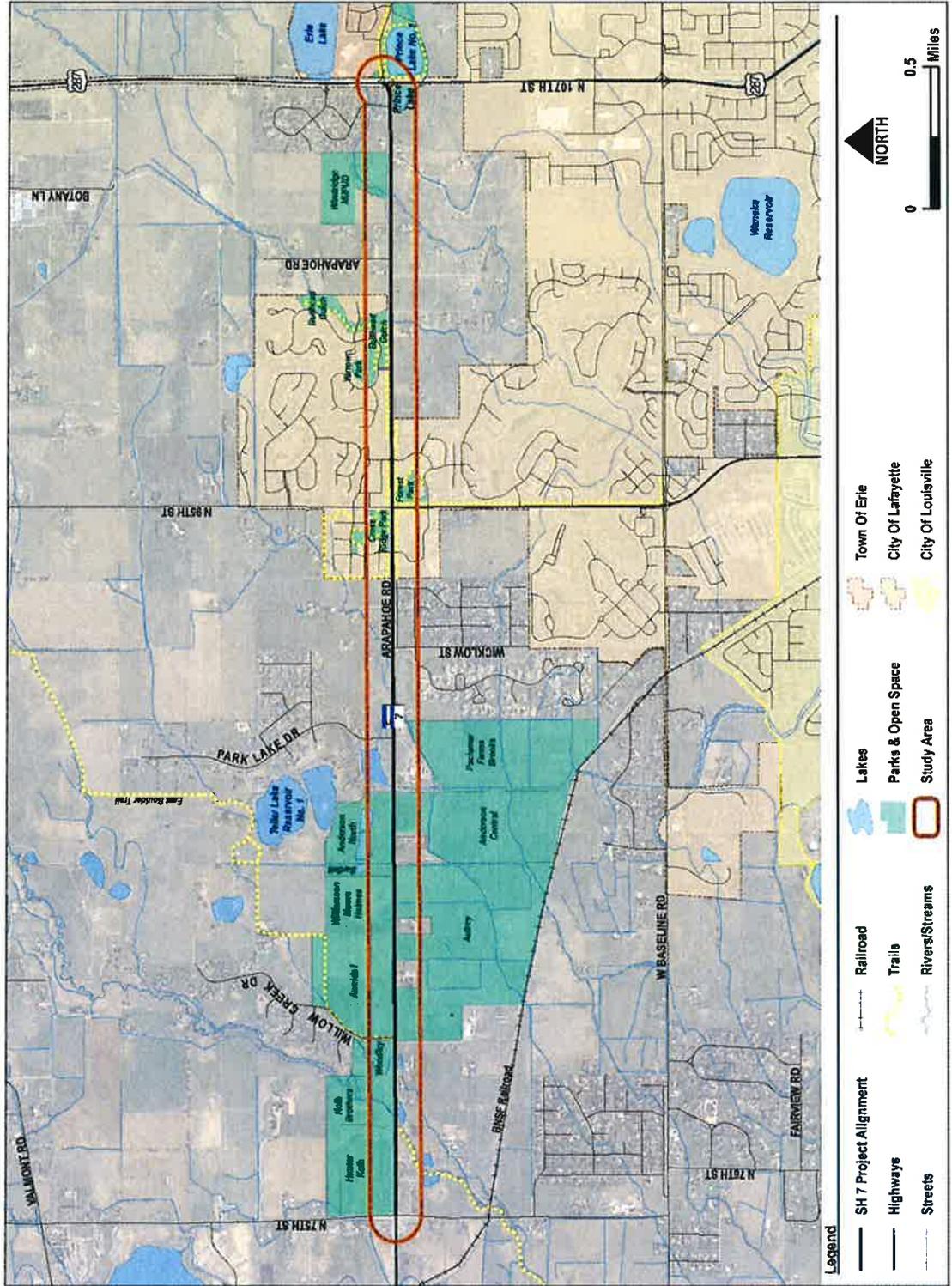


Marc Ambrosi
Long Range Transportation Planner

cc: Ron Stewart, Boulder County Parks and Open Space
Allison Deans Michael, US Fish and Wildlife Service
Mark Gershman, City of Boulder

Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

Attachment A: Study Area Map



Kevin.Maddoux

From: Downing, Kiel G CIV USARMY CENWO (US) <Kiel.G.Downing@usace.army.mil>
Sent: Wednesday, February 15, 2017 7:10 AM
To: Kevin.Maddoux
Subject: RE: SH 7 (75th to US 287) PEL - Corridor Conditions Report

Hi Kevin,

My office will not be involved in PEL studies. If there is a desire to initiate the NEPA process, please notify this office.
Thanks

Kiel

-----Original Message-----

From: Kevin.Maddoux [mailto:Kevin.Maddoux@FHUENG.COM]
Sent: Sunday, February 05, 2017 10:45 AM
To: Downing, Kiel G CIV USARMY CENWO (US) <Kiel.G.Downing@usace.army.mil>
Cc: Holly.Buck <Holly.Buck@FHUENG.COM>; Ambrosi, Marc <mambrosi@bouldercounty.org>
Subject: [EXTERNAL] SH 7 (75th to US 287) PEL - Corridor Conditions Report

Good morning Mr. Downing,

The purpose of this email is to provide the opportunity to review the Corridor Conditions Assessment Report for the State Highway 7 Planning and Environmental Linkages (PEL) Study. The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor. Your agency is invited to participate in this Study to provide valuable input as a Resource Agency, and to submit any comments you might have. We would specifically like for your agency to review the Corridor Conditions Assessment Report that has been prepared by the PEL project team. The Corridor Conditions Assessment Report documents the types and conditions of resources identified within the project area, and lays the foundation for the development and screening of alternatives as we move forward.

If your agency would provide written feedback on the report, even just to confirm that you have reviewed the report and that it appears complete, it would be of great assistance to the project and our efforts moving towards implementation of a solution of this corridor, while minimizing and avoiding environmental impacts to sensitive resource.

Thank you.

Kevin R. Maddoux, AICP CEP

Principal

Felsburg Holt and Ullevig

6300 S. Syracuse Way, Suite 600

Centennial, CO 80111

tel 303.721.1440

fax 303.721.0832

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SH7 PEL PLANNING & LINKAGES STUDY (75th Street to US 287)

July 29, 2016

Ms. Allison Deans Michael
United States Fish and Wildlife Service
Colorado Field Office
134 Union Blvd., Ste. 670
Lakewood, CO 80228

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study

Dear Ms. Michael:

Boulder County is in the early stages of preparing the State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study, in coordination with the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

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Sincerely,



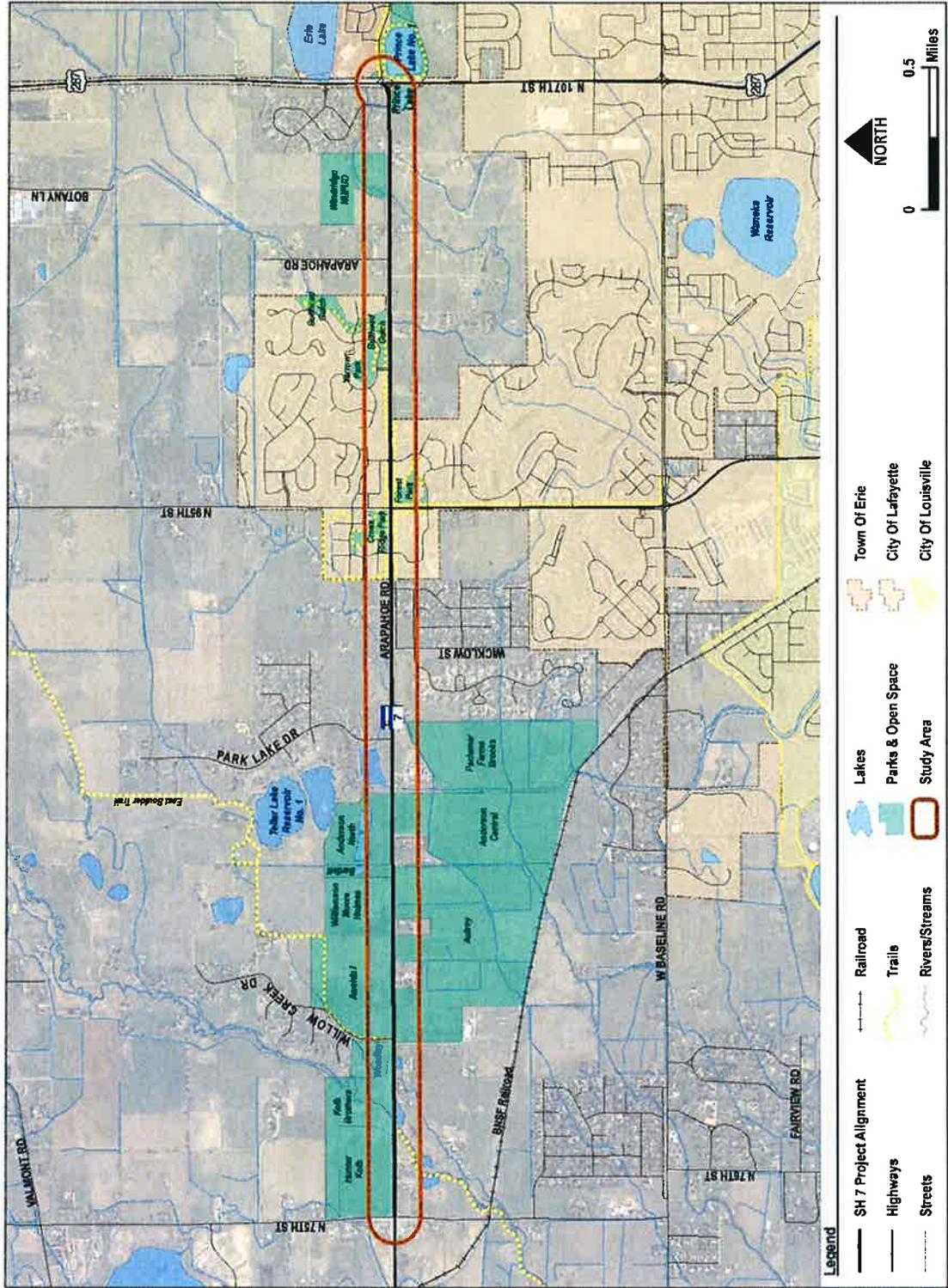
Marc Ambrosi
Long Range Transportation Planner

cc: Ron Stewart, Boulder County Parks and Open Space
Kiel Downing, USACE Omaha District
Mark Gershman, City of Boulder

Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

SH7 PEL PLANNING & LINKAGES STUDY (75th Street to US 287)

Attachment A: Study Area Map



Kevin.Maddoux

From: Michael, Alison <alison_michael@fws.gov>
Sent: Friday, February 24, 2017 4:44 PM
To: Kevin.Maddoux
Cc: Edgar - CDOT, Lindsay
Subject: SH7 PEL comments

Kevin,

I have reviewed the T&E section of the Corridor Conditions Assessment Report for the SH7 PEL and found that it accurately conveys current conditions for current federally listed species. Your recommendation to conduct more detailed surveys for habitat or species is appropriate. As you know, species statuses change and the project may not be constructed for a long time, so additional examination of habitats as that time approaches may be warranted.

Please let me know if you have any questions.

Thank you,
Alison

--

Alison Deans Michael
CDOT/USFWS Liaison
Colorado Field Office
303 236-4758

July 29, 2016

Ms. Carol Anderson
United States Environmental Protection Agency
Region 8
1595 Wynkoop Street
Denver, CO 80202

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study

Dear Ms. Anderson:

Boulder County is in the early stages of preparing the State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study, in coordination with the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

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Sincerely,

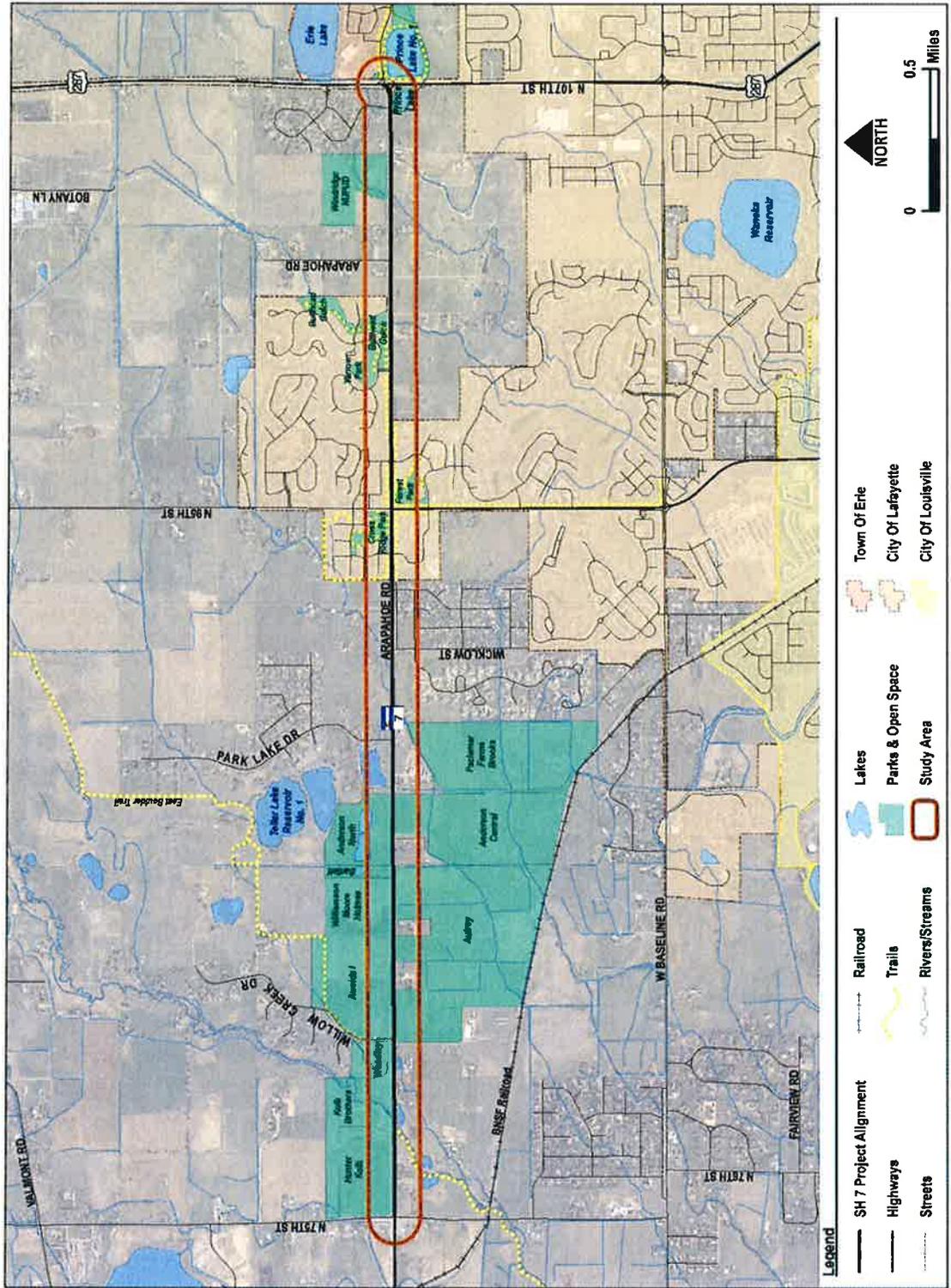


Marc Ambrosi
Long Range Transportation Planner

cc: Ron Stewart, Boulder County Parks and Open Space
Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District

Mark Gershman, City of Boulder
Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE

Attachment A: Study Area Map



Kevin.Maddoux

From: Lloyd, Lisa <Lloyd.Lisa@epa.gov>
Sent: Wednesday, March 01, 2017 10:10 AM
To: Kevin.Maddoux
Cc: Holly.Buck; Ambrosi, Marc
Subject: RE: SH 7 (75th to US 287) PEL - Corridor Conditions Report

Kevin,

Another person on the NEPA team reviewed the SH 7 (75th to US 287) PEL - Corridor Conditions Report. We do not have any comments. Thank you for the opportunity to look at this report and become familiar with the potential project area.

*Lisa Lloyd
Transportation Sector Lead
NEPA Compliance and Review Program
U.S. EPA Region 8 (EPR-N)
1595 Wynkoop St.
Denver, Colorado 80202-1129
303-312-6537*

From: Kevin.Maddoux [mailto:Kevin.Maddoux@FHUENG.COM]
Sent: Monday, February 06, 2017 1:44 PM
To: Lloyd, Lisa <Lloyd.Lisa@epa.gov>
Cc: Holly.Buck <Holly.Buck@FHUENG.COM>; Ambrosi, Marc <mambrosi@bouldercounty.org>
Subject: RE: SH 7 (75th to US 287) PEL - Corridor Conditions Report

Thanks Lisa. Would by March 1 be possible?

From: Lloyd, Lisa [mailto:Lloyd.Lisa@epa.gov]
Sent: Monday, February 06, 2017 12:22 PM
To: Kevin.Maddoux <Kevin.Maddoux@FHUENG.COM>
Subject: SH 7 (75th to US 287) PEL - Corridor Conditions Report

Kevin,

Either myself or another NEPA staff person will be looking at the subject line report. Can you please provide a target date of when you need to a document review response?

*Lisa Lloyd
NEPA Compliance and Review Program
U.S. EPA Region 8 (EPR-N)
1595 Wynkoop St.
Denver, Colorado 80202-1129
303-312-6537*

Kevin.Maddoux

From: Sergeson, Patricia (FHWA) <patricia.sergeson@dot.gov>
Sent: Tuesday, March 14, 2017 8:43 AM
To: Ambrosi, Marc
Cc: Kevin.Maddoux; Holly.Buck; McCarey, Scott; Edgar - CDOT, Lindsay; Dabling, Brian (FHWA)
Subject: RE: FHWA acknowledgement for SH 7 PEL

Hi Marc,

I confirmed with our office, we typically don't send formal letters for the PEL Coordination points. I reviewed the Purpose and Need as well as the Corridor Conditions Assessment Report and had no additional comments. This email can serve as agreement with the second FHWA Coordination point of the PEL process. Thanks for involving us in the process, we look forward to working through the next steps of the PEL project.

Let me know if there is any additional information I can provide.

Thanks again,
-Tricia

Tricia Sergeson
Transportation Specialist
Federal Highway Administration – Colorado Division
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720-963-3073
Patricia.sergeson@dot.gov

From: Ambrosi, Marc [mailto:mambrosi@bouldercounty.org]
Sent: Monday, March 13, 2017 2:04 PM
To: Sergeson, Patricia (FHWA)
Cc: Kevin.Maddoux; holly.buck@fhueg.com; McCarey, Scott
Subject: FHWA acknowledgement for SH 7 PEL

Hello Trisha,

I believe Kevin Maddox mentioned you are now the FHWA representative for our PEL on SH 7 in Boulder County. I wanted to touch base with you regarding our letter requesting FHWA acknowledgement of our purpose and need statement for the project. I don't think we have received any reply from FHWA to this point. I know there has been some turnover in the past year at FHWA for this position (I think you may be the 3rd or 4th FHWA representative we've had), so the letter may have been lost due to staffing changes. If you would like me to resend out letter, please let me know. Otherwise, if you are still in the process of reviewing our PEL information you can disregard this email.

Thank you!

Marc Ambrosi
Long Range Transportation Planner
Boulder County Transportation Department
Multi-modal Division

(720) 564 2751 (office)
mambrosi@bouldercounty.org

Kevin.Maddoux

From: Sergeson, Patricia (FHWA) <patricia.sergeson@dot.gov>
Sent: Tuesday, March 14, 2017 8:43 AM
To: Ambrosi, Marc
Cc: Kevin.Maddoux; Holly.Buck; McCarey, Scott; Edgar - CDOT, Lindsay; Dabling, Brian (FHWA)
Subject: RE: FHWA acknowledgement for SH 7 PEL

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Let me know if there is any additional information I can provide.

Thanks again,
-Tricia

Tricia Sergeson
Transportation Specialist
Federal Highway Administration – Colorado Division
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720-963-3073
Patricia.sergeson@dot.gov

From: Ambrosi, Marc [mailto:mambrosi@bouldercounty.org]
Sent: Monday, March 13, 2017 2:04 PM
To: Sergeson, Patricia (FHWA)
Cc: Kevin.Maddoux; holly.buck@fhueg.com; McCarey, Scott
Subject: FHWA acknowledgement for SH 7 PEL

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Thank you!

Marc Ambrosi
Long Range Transportation Planner
Boulder County Transportation Department
Multi-modal Division

(720) 564 2751 (office)
mambrosi@bouldercounty.org

Letters to Agencies-
Request for Review and Comment of the
Corridor Conditions Report

January 19, 2017

Mr. Ron Stewart
Boulder County Parks and Open Space
5201 Saint Vrain Road
Longmont, Colorado 80503

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages
(PEL) Study Corridor Conditions Assessment Report

Dear Mr. Stewart:

The purpose of this letter is to provide Boulder County Parks and Open Space the opportunity to review the Corridor Conditions Assessment Report for the State Highway 7 Planning and Environmental Linkages (PEL) Study. The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

Your agency is invited to participate in this Study to provide valuable input as a Resource Agency, and to submit any comments you might have. We would specifically like for your agency to review the Corridor Conditions Assessment Report that has been prepared by the PEL project team and has been sent to you with this letter. The Corridor Conditions Assessment Report documents the types and conditions of resources identified within the project area, and lays the foundation for the development and screening of alternatives as we move forward.

If your agency would provide written feedback on the report, even just to confirm that you have reviewed the report and that it appears complete, it would be of great assistance to the project and our efforts moving towards implementation of a solution of this corridor, while minimizing and avoiding environmental impacts to sensitive resource.

If you have any comments or concerns about the PEL Study or the Corridor Conditions Report, feel free to contact me at mambrosi@bouldercounty.org. We look forward to your comments.

Sincerely,



Marc Ambrosi
Long Range Transportation Planner

cc: Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District
Mark Gershman, City of Boulder

Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

January 19, 2017

Mr. Kent Kuster
Colorado Department of Public Health and Environment
Water Quality/Water Quality Control Division
4300 Cherry Creek Drive
Denver, CO 80246

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages
(PEL) Study Corridor Conditions Assessment Report

Dear Mr. Kuster:

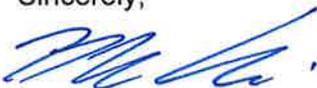
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Sincerely,



Marc Ambrosi
Long Range Transportation Planner

cc: Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District
Mark Gershman, City of Boulder

Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

SH7 PEL PLANNING and ENVIRONMENTAL LINKAGES STUDY
(75th Street to US 287)

January 19, 2017

Mr. Mark Gershman
City of Boulder Open Space Mountain Parks
66 S Cherryvale Rd.
Boulder, CO 80303

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages
(PEL) Study Corridor Conditions Assessment Report

Dear Mr. Gershman:

The purpose of this letter is to provide Boulder County Parks and Open Space the opportunity to review the Corridor Conditions Assessment Report for the State Highway 7 Planning and Environmental Linkages (PEL) Study. The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

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Sincerely,



Marc Ambrosi
Long Range Transportation Planner

cc: Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District
Mark Gershman, City of Boulder

Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

SH7 PEL PLANNING and ENVIRONMENTAL LINKAGES STUDY
(75th Street to US 287)

January 19, 2017

Mr. Kiel Downing
United States Army Corps of Engineers
Omaha District
9307 South Wadsworth Blvd.
Littleton, CO 80128

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages (PEL) Study Corridor Conditions Assessment Report

Dear Mr. Downing:

The purpose of this letter is to provide Boulder County Parks and Open Space the opportunity to review the Corridor Conditions Assessment Report for the State Highway 7 Planning and Environmental Linkages (PEL) Study. The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

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Sincerely,



Marc Ambrosi
Long Range Transportation Planner

cc: Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District
Mark Gershman, City of Boulder

Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

SH7 PEL PLANNING and ENVIRONMENTAL LINKAGES STUDY
(75th Street to US 287)

January 19, 2017

Ms. Carol Anderson
United States Environmental Protection Agency
Region 8
1595 Wynkoop Street
Denver, CO 80202

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages
(PEL) Study Corridor Conditions Assessment Report

Dear Ms. Anderson:

The purpose of this letter is to provide Boulder County Parks and Open Space the opportunity to review the Corridor Conditions Assessment Report for the State Highway 7 Planning and Environmental Linkages (PEL) Study. The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

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If your agency would provide written feedback on the report, even just to confirm that you have reviewed the report and that it appears complete, it would be of great assistance to the project and our efforts moving towards implementation of a solution of this corridor, while minimizing and avoiding environmental impacts to sensitive resource.

If you have any comments or concerns about the PEL Study or the Corridor Conditions Report, feel free to contact me at mambrosi@bouldercounty.org. We look forward to your comments.

Sincerely,



Marc Ambrosi
Long Range Transportation Planner

cc: Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District
Mark Gershman, City of Boulder

Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

SH7 PEL PLANNING and ENVIRONMENTAL LINKAGES STUDY
(75th Street to US 287)

January 19, 2017

Ms. Allison Deans Michael
United States Fish and Wildlife Service
Colorado Field Office
134 Union Blvd., Ste. 670
Lakewood, CO 80228

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages
(PEL) Study Corridor Conditions Assessment Report

Dear Ms. Michael:

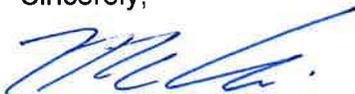
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Sincerely,



Marc Ambrosi
Long Range Transportation Planner

cc: Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District
Mark Gershman, City of Boulder

Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

January 19, 2017

Mr. Steve Turner
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages
(PEL) Study Corridor Conditions Assessment Report

Dear Mr. Turner:

The purpose of this letter is to provide Boulder County Parks and Open Space the opportunity to review the Corridor Conditions Assessment Report for the State Highway 7 Planning and Environmental Linkages (PEL) Study. The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

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If you have any comments or concerns about the PEL Study or the Corridor Conditions Report, feel free to contact me at mambrosi@bouldercounty.org. We look forward to your comments.

Sincerely,



Marc Ambrosi
Long Range Transportation Planner

cc: Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District
Mark Gershman, City of Boulder

Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

January 19, 2017

Mr. Mark Leslie
Colorado Parks and Wildlife
6060 Broadway
Denver, CO 80202

Re: State Highway 7 (SH 7) (75th Street to US 287) Planning and Environmental Linkages
(PEL) Study Corridor Conditions Assessment Report

Dear Mr. Leslie:

The purpose of this letter is to provide Boulder County Parks and Open Space the opportunity to review the Corridor Conditions Assessment Report for the State Highway 7 Planning and Environmental Linkages (PEL) Study. The SH 7 PEL (75th Street to US 287) is being conducted to identify existing conditions, to identify anticipated problem areas, and to develop/evaluate multimodal improvements that will reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

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If you have any comments or concerns about the PEL Study or the Corridor Conditions Report, feel free to contact me at mambrosi@bouldercounty.org. We look forward to your comments.

Sincerely,



Marc Ambrosi
Long Range Transportation Planner

cc: Allison Deans Michael, US Fish and Wildlife Service
Kiel Downing, USACE Omaha District
Mark Gershman, City of Boulder

Mark Leslie, Colorado Parks and Wildlife
Kent Kuster, CDPHE
Carol Anderson, US Environmental Protection Agency

January 20, 2017

Ms. Tricia Sergeson
Transportation Specialist
Federal Highway Administration – Colorado Division
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228

RE: *State Highway 7 (75th Street to US 287) Planning and Environmental Linkages (PEL) Study Corridor Conditions Assessment Report and Purpose and Need*

Dear Ms. Sergeson:

Enclosed for your acknowledgement is one (1) copy of the State Highway 7 (75th Street to US 287) PEL study Corridor Conditions Assessment Report and Purpose and Need.

Boulder County, in cooperation with the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) Region 4, are preparing this PEL study to evaluate transportation improvements along State Highway 7 from 75th street to US 287 in Lafayette, Colorado. Since our initial Technical Advisory Committee (TAC) meeting on June 30, 2016, Boulder County has conducted periodic check-ins with CDOT and FHWA to review and provide input on the Corridor Conditions Assessment Report and Purpose and Need related to the State Highway 7 (75th Street to US 287) PEL study. This enclosed Corridor Conditions Assessment Report and Purpose and Need is an outcome of our collaborative efforts.

We would appreciate if you could provide a letter documenting your acknowledgement of the Corridor Conditions Assessment Report and Purpose and Need in accordance with the 2nd FHWA Coordination Point identified in the 2016 CDOT PEL Handbook. Once Boulder County has received your and CDOT's acknowledgement of the Corridor Conditions Assessment Report and Purpose and Need, we will complete the alternatives analysis and continue with the SH 7 (75th street to US 287) PEL study.

We look forward to your response to this request and appreciate your active participation in the process. If you have any questions, please contact me at (720) 564-2751.

Sincerely,



Mr. Marc Ambrosi
Long Range Transportation Planner
Transportation Department – Multi-modal Department
Boulder County

Enclosure

cc: Lindsay Edgar, CDOT Environmental Programs Branch
Karen Schneiders, CDOT Region 4
Kevin Maddoux, Felsburg Holt & Ullevig
project file

January 20, 2017

Ms. Lindsay Edgar
PEL, Non-historic 4(f) and 6(f) Program Manager
4201 E. Arkansas Ave., Shumate Building
Denver, CO 80222

RE: *State Highway 7 (75th Street to US 287) Planning and Environmental Linkages (PEL) Study Corridor Conditions Assessment Report and Purpose and Need*

Dear Ms. Edgar:

Enclosed for your acknowledgement is one (1) copy of the State Highway 7 (75th Street to US 287) PEL study Corridor Conditions Assessment Report and Purpose and Need.

Boulder County, in cooperation with the Federal Highway Administration (FHWA) and CDOT Region 4, are preparing this PEL study to evaluate transportation improvements along State Highway 7 from 75th street to US 287 in Lafayette, Colorado. Since our initial Technical Advisory Committee (TAC) meeting on June 30, 2016, Boulder County has conducted periodic check-ins with CDOT and FHWA to review and provide input on the Corridor Conditions Assessment Report and Purpose and Need related to the State Highway 7 (75th Street to US 287) PEL study. This enclosed Corridor Conditions Assessment Report and Purpose and Need is an outcome of our collaborative efforts.

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Sincerely,

Mr. Marc Ambrosi
Long Range Transportation Planner
Transportation Department – Multi-modal Department
Boulder County

Enclosure

cc: Karen Schneiders, CDOT Region 4
Tricia Sergeson, FHWA
Kevin Maddoux, Felsburg Holt & Ullevig
project file

January 20, 2017

Ms. Karen Schneiders
Local Agency Planning and Environmental Manager
Colorado Department of Transportation (CDOT)
Region 4
10601 West 10th Street
Greeley, CO 80634

RE: *State Highway 7 (75th Street to US 287) Planning and Environmental Linkages (PEL) Study Corridor Conditions Assessment Report and Purpose and Need*

Dear Ms. Schneiders:

Enclosed for your acknowledgement is one (1) copy of the State Highway 7 (75th Street to US 287) PEL study Corridor Conditions Assessment Report and Purpose and Need.

Boulder County, in cooperation with the Federal Highway Administration (FHWA) and CDOT Region 4, are preparing this PEL study to evaluate transportation improvements along State Highway 7 from 75th street to US 287 in Lafayette, Colorado. Since our initial Technical Advisory Committee (TAC) meeting on June 30, 2016, Boulder County has conducted periodic check-ins with CDOT and FHWA to review and provide input on the Corridor Conditions Assessment Report and Purpose and Need related to the State Highway 7 (75th Street to US 287) PEL study. This enclosed Corridor Conditions Assessment Report and Purpose and Need is an outcome of our collaborative efforts.

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Sincerely,



Mr. Marc Ambrosi
Long Range Transportation Planner
Transportation Department – Multi-modal Department
Boulder County

Enclosure

cc: Lindsay Edgar, CDOT Environmental Programs Branch
Tricia Sergeson, FHWA
Kevin Maddoux, Felsburg Holt & Ullevig
project file



COLORADO

Department of Transportation

Region 4

Planning/Environmental Unit
10601 West 10th Street
Greeley, CO 80634
(970) 350.2167 (Fax) 350.2181

March 14, 2017

**Marc Ambrosi
Long Range Transportation Planner
Boulder County Transportation Department
2525 13th St., Suite #203
Boulder, CO 80304**

Subject: State Highway 7 (75th Street to US 287) Planning and Environmental Linkages (PEL) Study, Corridor Conditions Assessment Report and Purpose and Need

Dear Mr. Ambrosi:

Colorado Department of Transportation (CDOT) Region 4 has received the Corridor Conditions Assessment Report and Purpose and Need documentation associated with the State Highway 7 (75th Street to US 287) PEL Study being conducted by Boulder County with support from the Felsburg Holt & Ullevig (FHU) consultant team. These documents are in accordance with the 2nd FHWA Coordination Point as part of the PEL process. We look forward to future coordination associated with the State Highway 7 PEL Study.

If you have any questions regarding this letter, please feel free to contact me at (970) 350-2172 or karen.schneiders@state.co.us.

Sincerely,
CDOT Region 4

**Karen Schneiders
Local Agency Environmental and Planning Manager**

**Cc: Tricia Sergeson, FHWA
Lindsay Edgar, CDOT EPB
Kevin Maddoux, FHU**



Public Meeting Sign in Sheets and Comments

Arapahoe Road/SH 7 Public Meeting April 26, 2017



Please provide your email address to receive future information about Quiet Zone news and events.

NAME	ADDRESS	EMAIL
IRA Solomon		
DAVE JOHNSON		
TED HALL		
Ernie Comstock		
Shannon Lunsford		
Tracy Dundon		
Graham Stoner		
Amy Nihan		
Anselm Dines		
Rob Garnett		
Ross Reiner		
Jean Olmsted		
VICKI PETERS		

Arapahoe Road/SH 7 Public Meeting April 26, 2017



Please provide your email address to receive future information about Quiet Zone news and events.

NAME	ADDRESS	EMAIL
F. MARCIA		
S. Morgan		
Matt LeBeau		

Arapahoe Road/SH 7 Public Meeting April 26, 2017



Please provide your email address to receive future information about Quiet Zone news and events.

NAME	ADDRESS	EMAIL
Linda Hagen		
Richard B Poole		
Brenda Almgvist		
JOHN CHINKES		
Nancy Smith		
Steve Smith		
Charles McDonald		
Marilyn Brand		
Jamie Harkins		
Uli Leibfried		

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Arapahoe Road/SH 7 Public Meeting April 26, 2017



Please provide your email address to receive future information about Quiet Zone news and events.

NAME	ADDRESS	EMAIL
Frederick Dewilde		
Wm Howland		
CHRIS ANDERSON		
Tom Kumar		
Debbie Wilmot		
TIM BERTOLA		
Jinck Anderson-Biella		
Richard Biella		
Virgil + Lou Sackschewsky		
Jennifer Simms		
Phil & Sue INSLEE		
JD & ANUSON SHEAR		
Jim/Ellen DeBaker		
Linda Monnett		
Tim Mallow		

et

Arapahoe Road/SH 7 Public Meeting April 26, 2017



Please provide your email address to receive future information about Quiet Zone news and events.

NAME	ADDRESS	EMAIL
Dan Hume		
Patsy Tanton		
Sherri Cowling		
Roger + Karren Staal		
Ryan O'Leary		
DAVE MANICA		
Jon Killberg		
Michele Crane		
Jim HEALY (10167 Arapahoe Road)		
Luke Arrington		
PAUL LOVE		
MARGOT LOVE		

Arapahoe Road/SH 7 Public Meeting
 April 26, 2017



Please provide your email address to receive future information about Quiet Zone news and events.

NAME	ADDRESS	EMAIL
CHARLOTTE ROEMM		
Bob Karsted		
Don Pascher		
Joi Milson		
Richard Miller		
Jim Bryan		
Beth Daniel		
Dore Hawkes		
Karl Yambert		
Dan FREEBERG		
Cecilia DeLuca		
Kyle Lxman		
Wayne + Sharon Kocina		
Gomre Chain		

Arapahoe Road/SH 7 Public Meeting April 26, 2017



Please provide your email address to receive future information about Quiet Zone news and events.

NAME	ADDRESS	EMAIL
Nathan Dykhuis		
Elizabeth Mac		
Heidi Reeg		
Others Rualdo		
Robert & Diandra Ray		
Steve & Kelly Wood		
Bruce & Kathy Tenenbaum		
Brooks & Janet Brown		
TIM WEILERT		
Mo Bray		
KEVIN REARDON		
Justin Hanson		
MIKE SAUNDERS		
Susan Williams		

sh
o.



COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

At the present buses in Bo. Co. are
a deterrent to traffic. Why would
I ever ride the bus, too expensive, does not
go any where, too much time.

Send completed comment forms to
Marc Ambrosi, Long Range Transportation Planner
Boulder County Transportation Department
2525 13th St #203, Boulder, CO 80304



COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

I DON'T THINK A STAKEHOLDER GROUP IS A GOOD IDEA - IT CAN GET POLITICAL QUICKLY AND GIVES A FEW PEOPLE OUTSIDE INFLUENCE. BETTER TO HAVE PUBLIC MEETINGS LIKE THIS, WHERE EVERYBODY IS ON EQUAL FOOTING.

- STAKEHOLDERS AREN'T REPRESENTATIVES - YOU NEED TO HEAR FROM EVERYBODY.

Send completed comment forms to
Marc Ambrosi, Long Range Transportation Planner
Boulder County Transportation Department
2525 13th St #203, Boulder, CO 80304

COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

- Landowners + bus riders as Stakeholder partners; not just developers
- Demand Development that is neighborhood bus friendly.
- Fund bus stop accommodations (seats, coffee shops, crosswalks etc.) with private uber-style, 'van / limo' Exec commuter service
- Only an open-space, connected bike path - or create a parallel bike route.
- No need to widen road if parking + lots of busses kill the road.

Send completed comment forms to
Marc Ambrosi, Long Range Transportation Planner
Boulder County Transportation Department
2525 13th St #203, Boulder, CO 80304

Thank you.

SH7 PEL

PLANNING and ENVIRONMENTAL LINKAGES STUDY
(75th Street to US 287)

&

SH7

BUS RAPID TRANSIT STUDY

COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

Please create and use hierarchy of needs with public input, and use that to inform the process, ensuring that everyone's most basic needs are met before bigger needs are met for other groups.

For example - safety entering & leaving neighborhood or home #1
living without a lot of noise #2
time back & forth to work #3 ... then
appearance, walking, biking, etc. etc. etc.

Send completed comment forms to
Marc Ambrosi, Long Range Transportation Planner
Boulder County Transportation Department
2525 13th St #203, Boulder, CO 80304

⇒ Same needs are met for everyone,
not just larger groups of people, businesses, etc.

COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

Boulder County prides itself on being bikeable almost as much as it values rural preservation. I'm in the corner case of Lafayette folks who can't safely bike-commute to central or north Boulder or Gunbarrel (where I work). Multi-use path would be a great first step.

Thank you for trying to collect/factor in all of these smaller-patch agendas into your plan.

Send completed comment forms to
Marc Ambrosi, Long Range Transportation Planne
Boulder County Transportation Department
2525 13th St #203, Boulder, CO 80304

COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

Bus rapid transit → YES. I commute into Boulder & the DASH takes 50 min. We need to make it more easy & desirable! Love shared use path (I would bike on it) & the bus on shoulder/contra lane. More folks will take the bus if it's faster and easier.

Thank you!

Send completed comment forms to
Marc Ambrosi, Long Range Transportation Planner
Boulder County Transportation Department
2525 13th St #203, Boulder, CO 80304



COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

I appreciate the focus on maintaining the rural character of Arapahoe. This is important for the quality of life and property values.

Send completed comment forms to
Marc Ambrosi, Long Range Transportation Planner
Boulder County Transportation Department
2525 13th St #203, Boulder, CO 80304

COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

PLEASE PRESERVE THE RURAL CHARACTER OF THIS STRETCH + AVOID 4-LANE SOLUTIONS. THANK YOU FOR MAKING THIS A PRIORITY.

FOCUSING ON INTERSECTIONS SEEMS LIKE THE RIGHT THING TO DO.

THE MULTI-USE PATH COULD BE A GREAT ADDITION. PLEASE TRY TO KEEP IT ON OPEN SPACE + NOT RUN IT THROUGH FARM FRONT YARDS ON THE SOUTH SIDE. THAT WOULD KILL THE FARM PROPERTIES.

Send completed comment forms to
Marc Ambrosi, Long Range Transportation Planner
Boulder County Transportation Department
2525 13th St #203, Boulder, CO 80304



COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

great planning and modeling to provide a blueprint for the future. Taking the big picture into account is more important than narrowminded focus on individual pain points.

Send completed comment forms to
Marc Ambrosi, Long Range Transportation Planner
Boulder County Transportation Department
2525 13th St #203, Boulder, CO 80304

COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

Please consider an underpass for pedestrians
at the intersection of Arapahoe and 95th!

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Boulder County Transportation Department
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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

Western Disposal - use Belmont on odd # days or M, W, F.

Improve all roads / make all roads / intersections work better

Encourage Staggered Business hours for starting

Be creative. Think of other options

be a one-track
Same solutions
Don't throw out
Anachron

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

Please look at all roads going into/out of Bldr. - and usage (individual cars / buses / business vehicles)

Look at improving all roads and make it work + efficient for people

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to take any of the roads rather than just working on Arapahoe

COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

BRT is important to provide alternative transit options to East Boulder County. It should pass through Lafayette to capture large user-base there.

Why not improve bike lanes on Baseline to provide bicycle transit options into Boulder? This might be more cost effective and desirable by cyclists. ^{↳ and out from} In this case, also provide some bike path connections between Baseline and Arapahoe to facilitate connections between BRT and bike paths.

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

We are live in Boulder for a reason. Protect the Quality of Life. Many lessons can be learned by seeing what development for the sake of transportation has done. Look at Austin, Tx. Terrible place. Sadly ruined. Interesting that Boulder used to take the position of NOT accommodating vehicular traffic to preserve the uniqueness of Boulder. Something to ponder.

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THX



COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

I feel for safety reasons, there needs to be an underpass for bicycles/children + pedestrians. @
95th + Arapahoe - N + South bound

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

THANK YOU FOR DOING THIS WORK. I WOULD LOVE TO SEE A COMPREHENSIVE BIKE PLAN FOR HOW TO GET CYCLISTS ACROSS 287 SAFELY (IN ADDITION TO SAYING A MULTI-USE PATH ON ARAPAHOE WOULD BE PHENOMENAL). RIGHT NOW IT IS DIFFICULT TO MAKE THE CROSSING, EVEN AT ESTABLISHED INTERSECTIONS (LIKE 287 & DIAMOND CIRCLE)

THANKS AGAIN

COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

ADDING AN ADDITIONAL LANE @ INTERSECTIONS
Then merging BACK INTO TRAFFIC DOES NOT
WORK & IS DANGEROUS -

AGGRESSIVE DRIVERS RACE TO GAIN A POSITION
IN TRAFFIC.

NO MORE OF THESE!

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

It is problematic to believe that additional road surface will improve public transport utilization. Instead, a focus on walk/bike paths + BRT rider subsidy would create more opportunities.

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

- this is not an Arapahoe only problem - you are leaving out 3 or 4 alternative routes - meaning you are trying to solve a problem with 1/4 of the options on the table.

- you are completely missing any understanding of social economics of taking the bus (15 min time saving does not equal bus taking) and a complete lack of human behavior and psychology

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

- Need traffic light at Arapahoe & ~~Yarrow~~ Yarrow (Yarrow Park)
- Need improvements to Arapahoe & 287 intersection to allow better traffic flow

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

Great presentation, room was too crowded. What are the plans for the intersection of 287 & Arapahoe, specifically on the east side. 9-mile is planning on adding a shopping center & over 300 apartment units along with 2 more stoplights on Arapahoe from 287 to 111th. Without plans to widen the road. Not sure that it will work with the added population and shopping.

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

I think your projections on future traffic, with all the developments going in at 287 + Arroyo, are way low.

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

#1 Isabelle & Valmont needs to be straightened

#2 A walking bridge over Arapahoe east of 95th
must be cheaper than an underpass!
~~to~~ Very dangerous to walk here

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

YOUR STUDY SHOULD INCLUDE AN IMPACT & USE ANALYSIS
ON ALL FOUR EAST-WEST CORRIDORS IN & OUT OF BOULDER

BTW: THANK YOU!!!

HAVE YOU CONSIDERED A 3-LANE CONFIG WITH ONE
LANE SERVING AS WEST-BOUND IN THE MORNING AND
EAST BOUND IN THE EVENING? GUESS SO, I JUST SAW THE

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DIAGRAM



COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

Thanks, great presentation! 20 years is a long time to plan ahead & in the short term you mentioned the traffic signal enhancements. For areas like Park Lake, "pulsing" the traffic would help with people going in and out. Currently the constant flow makes that difficult. Could better control of the traffic lights help that?

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

- Please don't make Arapahoe so great that it will draw extra traffic from Vollmont + Baseline 😊 it would be great to do this in conjunction w/ the other street plans.
- if busses can hold more than 2 bicycles it allows us to ride bikes even when there is a chance for rain - to have the bus as a backup.
- We would really like a cross walk ^{at} ~~from~~ Dagny over to the bus stops on both sides. A number of middle/high school kids cross there.

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Thank you for considering
a main alternative.

COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

Thank you for all your hard work in helping improve our traffic flow issues!

I love the idea of better timing the signals + bike lanes. I think lots of people would ride their bikes in/out of Boulder if it was safer.

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Thanks again!



COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

More Buses on existing routes !!!

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

- MAKE ARRANGE 4 LANES FROM 75th ST IN BOULDER TO 287.
- ADD LIGHTS AT SUBDIVISION ENTRIES @ APARAHOE MEADOWS / SPRING CREEK SUBDIVISIONS.
- BUILD NOISE DEADENING BARRIERS BETWEEN NEIGHBORHOODS / 4 LANE APARAHOE.
- PRIVATE PUBLIC TRANSPORT.

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

We, our family very much wants to see bike connectivity along Apache from 75th to 287 - we live along here and can't find a way to safely ride our bikes as a family from home to Douglas elementary or tottu bike path that starts at 75th and goes all the way into Boulder

We also desperately need our roads in Shannon estates repaired!!

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

During rush hours SB traffic on 95th backs up behind cars turning left (east) on Isabel Road. Any plans to improve that intersection?

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COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

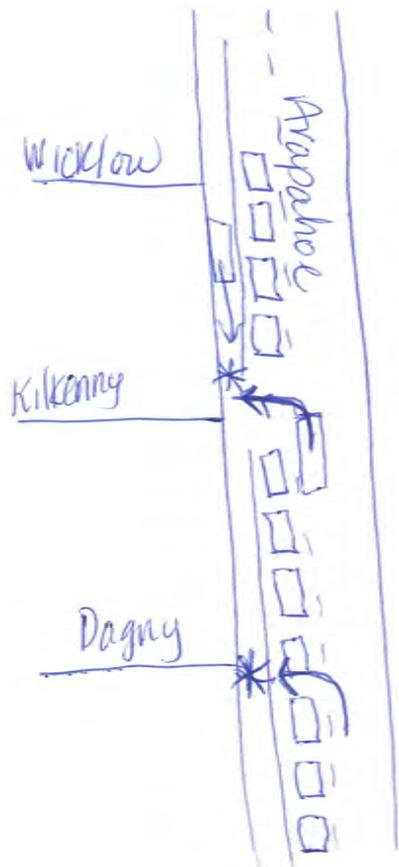
Main concern is accessibility to Shannon Estates.
(See diagram on back)

- people driving east on SH7 in the afternoon treat the right turn only lanes @ Wicklow, Kilkenny, & Dogny Way as a straight ahead lane. Traffic stops in the standard lane and people drive in right lane at 30-40 mph across the intersection. People heading west on Arapahoe and turning south on Kilkenny will get a gap in stopped traffic and turn and get hit by someone who is going illegally straight.

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Haidi Dora haididora@gmail.com

to need some way
to physically prohibit
cars from ~~driving~~ driving
straight across intersections
in the right-turn only
lanes
(concrete barrier,
plastic poles
or cones)



Super
dangerous!

COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

- Increasing the width to enable more cars will not solve problem of congestion W + in Boulder
- Need to take more 'network' holistic view with BRT planning. Bring BRT just East of Lafayette then provide a 3 or 4 pronged distribution from there to transport folks N + S in Boulder to areas where people need to access businesses W \rightarrow E
- In short-term definitely need to increase TUMP + DASH service during peak hours and incentivize use by broader access to ECO PASS.

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- Look at alternative of using cement from track to provide train access during peak hours.

↳ short + long trains with 2-6 cars.

This goes directly downtown + would
serve businesses like Google

- More automated traffic lights with smart sensors
will help the intersection issue in short-term.

THANK YOU for providing public input

- Look at European models where public transport
systems are effective especially in higher density
areas.

- Bus shelters that are covered to protect from rain +
snow would incentivise bus use.

COMMENTS

Please share any additional comments you have on the Purpose and Need, Alternatives Analysis and overall PEL Study:

- widening intersections to 4 lanes is an option but creates a raceway for drivers when merging back to 2 lanes
- street lighting needed between Shannon Estates + 75th - very dark at night - yes it's rural character but safety first
- flow of traffic - constant - no breaks (minimal) at heavy volume times between signals. Consider ways to stagger traffic flow to create breaks in flow

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- Tractors + equipment are still traveling this corridor and it's a constant battle to traverse traffic + drivers who are impatient + disrespectful
- lower speed limit (warning signals / flashing lights?)
- no passing zones at all

WWII/VETS MEMORIAL

017

- 1 - NO MORE TRAFFIC LIGHTS ON HWY 7
OUT OF VARRAW / SUICIDE / PERMANENT /
TEMPORARY PROBLEM. BOTH VARRAW & HWY 7
TURN RIGHT.
- 2 - NO ADDITIONAL LEFT TURNS ON/OFF
OF HWY 7. SILO MUST EXIT / ENTER RIGHT
GOTHROUGH WALMART, ON 287 LIGHT,
REQUIRE MULTIPLE EXITS.
- 3 - REROUTE HWY 7 W/O BASELINE THROUGH
LAFAYETTE.
* EMINATE DOMAIN ANY/ALL
PROPERTY THAT ERIE WANTS TO
OR HAS ANNEXED.
MULTIPLE.
- 4 - PEDESTRIAN/BIKE UNDER PASSES, SAFE
TO SIDEWALK ALONG HWY 7. |
- 5 - REQUIRE SILO/ERIE DEVELOPERS TO
FUND THE PROJECTS.

6- RAPID TRANSIT

SUE PAID FOR OUR MONEY
BACK.

Public Comments from the SH 7 BRT, June 26, 2017 meeting

Group #	Count	Comments
Group 1	1	The group debated the merits of constructing 4 lanes vs. retaining the rural character (i.e. 2 lanes) on the corridor between 75th Street and US 287
	2	They explored the concept of planting more trees to offset the change in rural character if the road were to be built out to four lanes.
	3	They liked the concept of adding left turn lanes at intersections and including a center turn lane so vehicles turning left onto SH 7 would have a safe space to accelerate and merge back into traffic.
	4	They liked the concept of adding bike shoulders or a separated multiuse path, but didn't support adding both to the corridor.
	5	They were in support of saving the historic WW1 pillars near the US 287 intersection, including restoration of the arch that tied the two together.
	6	They would like to see a restriction on engine break use on the corridor due to noise concerns.
Group 2	7	They have concerns about the intersection at Galt and Forest Circle resulting from increased traffic generated by the new car wash.
	8	There were concerns about the east bound merge (2 to 1 lane) just after 75th street because it causes vehicles to compete (race) for position. This concern is compounded because of the Willow Creek intersection that people turn left onto. This intersection approaches rapidly after the merge.
	9	They liked the concept of adding left turn lanes at intersections and including a center turn lane so vehicles turning left onto SH 7 would have a safe space to accelerate and merge back into traffic. They specifically sighted Yarrow as an intersection that would benefit from this treatment.
	10	The group noted that the stretch of corridor between 75th Street and 95th Street is very dangerous for cyclists.
	11	They would like to see speed limits reduced for the entirety of the study area.
	12	At the 95th intersection this group would like to see the use of raised crosswalks to connect sidewalks to pedestrian refuges ("pork chops"). This treatment is common in the city of Boulder and the group liked how it slows vehicles making right turns, makes pedestrians and cyclists more visible, and increases safety.
	13	There is significant concern about the traffic generation if a new signal/intersection is constructed at the Lafayette's Silo development. They believe if this intersection is created the roadway in this areas should be expanded to 4 general purpose lanes (2 in each direction).
	14	They would like to see development pay for improvements on the corridor through impact fees. This would primarily apply to the area close to the US 287 intersection, where there is significant planned development.
	15	Bicycle/Pedestrian underpasses should be considered at the US 287 and 95th St. intersections to improve safety crossing in those areas.
	16	This group wanted to see sidewalks added on all corners of the US 287 intersection.

Group 3

17 This group wanted planners to consider how autonomous vehicles would operate on the corridor (i.e. bus/managed/autonomous vehicle lane pilot test)

18 They would like to see bus stop locations on the corridor optimized based on usage.

19 they didn't think a contraflow lane would work well today, but may be the best option in the future.

20 The supported preservation of the historic WW1 pillars near the US 287 intersection.

21 They wanted to see increased queueing space at the US 287 intersection because the current configuration blocks efficient use of space at the intersection resulting in severe PM peak traffic congestion.

22 The group believes the 75th street intersection in the east bound direction works well because traffic is metered by the 63rd Street intersection, and that improvements to intersections and capacity need to be expanded west along Arapahoe into Boulder.

23 The group would like to see left turn lanes, deceleration lanes, and center turn lanes added at minor intersections on the corridor including Park Lake, Yarrow, and Willow Creek.

24 This group would like to the left turn queueing lane at the 95th intersection extended to help alleviate congestion.

25 The group would like to see the left turn lane at Stonehenge extended. They thought bus pull out lanes could be helpful at bus stops.

26

27 This group thought the multiuse path solution could present safety challenges at intersections. They would prefer to see bike shoulders improved on a parallel facility like Isabelle.

Group 4

28 This group would like to see the speed limit on the corridor reduced to help improve safety.

29 Line of sight on the corridor needs to be improved to increase safety. Overgrown vegetation near intersections and driveways create dangerous conditions for turning onto the corridor.

30 There are concerns about the amount of commercial truck traffic on the corridor.

31 They would like to see green paint used to help emphasize bike lanes on the corridor.

32 They would like to see the use of bus pull outs at bus stops.

33 They would like to see pedestrian islands at the major intersections to increase pedestrian and bicycle safety and reduce crossing distances.

34 Residents that live on Stonehenge have concerns about making left turns onto east bound SH 7. It can take a long time to find a large enough gap in traffic to perform this movement safely.

Group 5

- 35 They would like to explore solutions that could divert traffic onto parallel corridors, in particular Valmont.
- 36 They were curious if there were minimum distance requirements between intersections, particularly as it would apply to the proposed Silo intersection. Currently queueing of traffic extend beyond the location of the propose Silo intersection.
- 37 This group wanted corridor safety to be as high a priority as traffic flow.
- 38 This group mentioned that highway maintenance and snow removal is critical to maintaining a safe corridor.
- 39 This group thought intersection safety improvements should also be made to Stonehenge, Willow Creek, and Wicklow (into Shannon Estates).
- 40 This group didn't believe the intersection configuration at 75th Street actually solved the traffic problems.
- 41 There need to be adequate (long enough) acceleration and deceleration lanes. Currently they are to short (basically non-existent) at Park Lake Drive.
- 42 This group would like to see intersection improvements made to minor intersections that include a left turn lane, acceleration lanes, deceleration lanes, and a center turn lanes to merge.
- 43 At minor intersections, the traffic volume isn't high, but the danger of merging onto the SH7 corridor is.
- 44 They would like to see additional capacity added at the 95th intersection for 95th Street (i.e. 2 through lanes in each direction)
- 45 They would like to see a shared use path constructed for the entire corridor.
- 46 The US 287 intersection plans (as shown) will not be adequate to address traffic or safety in the future because there is so much development planned for the area.
- 47 The City of Boulder isn't increasing affordable housing at the same rate as they are adding jobs. They need to address this through their planning process because it is putting a burden on other parts of the region and the regional transportation system
- 48 There should be pedestrian and bicycle underpasses at major intersections
- 49 For transit to work there need to ways for people to access it. First and final mile connections are needed around bus stops and there NEED to be park and rides considered on the corridor or investment in better transit frequency and operations will be wasted.
- 50 Erie, Lafayette and Louisville Town/City staff need to be part of the conversation and attend these meetings.
- 51 A Benefit/Cost analysis needs to be performed on the corridor to determine what the value of an additional lane on the corridor would be.
- 52 This group would like to see the timing at traffic signals on the corridor adjusted to ensure there are gaps in traffic. They believe this would help with people merging onto SH 7 do so safely
- 53 They would like to see bike shoulders added to the corridor

Group 6

Group 7

54 They think the 95th intersection proposed queue jump lanes are a good idea, but that it is critical for cars to be able to move efficiently through the intersection

55 They believe park and rides and first and final mile connections are necessary on the corridor to allow people to use transit.

56 They like the idea of using raised crosswalks from sidewalks to pedestrian refuges ("pork chops").

57 They would like to see a bike lane on the corridor

58 They think an overpass should be considered in areas that are more suburban, noting that the eastern part of the study area is not terribly rural and will likely become more suburban moving forward.

59 This group wanted to see intersection improvements at the Wicklow and Teller Farm intersections.

60 They wondered if there is a noise abatement program on Arapahoe.

61 They were concerned about the traffic generation of developments on the east end of the study area and how a new intersection (Silo) would perform.

62 They wanted to see intersection improvements at minor intersections to make them safer for turning movements

63 They would like to see a multiuse path along the corridor, but wanted it to be on commercial land, not residential, if possible.

64 They desired bus stop improvements and transit accessibility improvements.

65 They wanted to see improvements in signal timing on the corridor

66 They would like to see the east west regional commuting needs to be studied on a network level, rather than just focusing on one corridor.

67 If trees are removed as part of improving the highway they should be replaced

Group 8

68 They thought Boulder County should explore making this a toll road to help meter usage and pay for improvements.

69 They were concerned with safety at bus stops (don't want to see a sign on the side of the road) and safety for pedestrians.

70 They wanted the study to acknowledge that this corridor still has traditional agricultural industry and there are frequently large farm vehicles that use the facility. They didn't want improvements that would make those activities more dangerous.

71 They also noticed that it was a primary route for commercial vehicles sightseeing waste management and western disposal vehicles using this corridor to move waste to different facilities.

72 They thought bikes and pedestrians should have an alternate facility that would be safe, rather than mixing vehicles with these other modes.

73 They wanted developers to pay for relevant improvements to the corridor like US 287 where they would be a major traffic generator.

74 They noted it is difficult to see a traditionally rural area being turned into a major roadway and wanted to find ways to mitigate the change to the greatest extent possible.

75 They noted intersection improvements would be beneficial at Willow Creek because today there are accidents there.

Group 9

76 They wanted to see noise mitigation with trees and berms and not walls.

77 This group had concerns about aggressive merging behavior of motorists (racing for position) They thought this should be considered when planning for acceleration lanes

78 They spent time debating the efficiency of a center (contra-flow) bus lane vs. shoulder running bus.

79 They wanted to investigate using roundabouts at minor intersections. They thought that the flow of traffic might be better, they could calm traffic (reduce speeds) and would make entering the facility safer.

80 They wanted to see lower speed limits.

81 They wanted an "all-stop" phase for pedestrians at the 95th intersection.

82 They thought a separated multiuse path would be the best way to safely move bicycles and pedestrians on the corridor.

83 They questioned the proposed location of the Silo intersections noting that queueing backs up further than the proposed location today and there would likely be safety issues by adding an additional intersection.

84 If the Silo intersection is going to be located at the planned area, the east bound right turn lane should be extended all the way to the intersection.

Group 10

85 They questioned how right of way availability was being factored into the plans for transportation improvements in the short and long term.

86 They proposed having a center lane where the buses could run in both directions in the one lane.

87 They wanted to know how traffic count data for all modes was factored into decision making. They proposed that funding for improvements should be split proportionally based on how many people use that particular mode.

88 There were short term concerns about the safety of existing acceleration and deceleration lanes at minor intersections.

89 They noted that bus stop locations near 95th were poorly located and kids would have to cross numerous lanes of busy traffic.

90 They said we need to find the funding to get improvements done on the corridor.

91 They thought we should reevaluation transit operations and consider moving the JUMP transit service to another parallel facility (South Boulder Road) where there is more space.

92 They wanted to see a pedestrian only phase at intersections.

93 They wanted to know if plans presented at the meeting were based on actual usage or just "hopes" of how people will use the system.

94 They had concerns about east bound right turn lanes being used as through lanes around the 95th intersection.

Other Miscillanious comments:

95 At 4:20 PM, 30-50 MPH is too fast for the number of vehicles on the road.

96 The US 287 intersection needs to be upgraded soon because Erie is developing the south east corner of the intersection and it will make traffic much worse. Grade separated pedestrian facilities should be considered (also underpass or overpass).

- 97 There needs to be noise mitigation near residential areas.
- 98 Fix other parrallel facilities too (Valmont, Baseline, S. Boulder)
- 99 It is hard to balance driver convenience with rural character.
- 100 Include an pedestrian underpass at 95th.
- 101 There needs to be driver education about how to use two lanes at intersections because drivers don't seem to get it. They often race for position in the merge lanes after the intersections.
- 102 Create underpasses for peds at 95th.
- 103 The Silo intersection shows a road on the north. This is wrong, it is a driveway. But is a signal is created here it needs to serve the driveway on the north too so they can get out.

SH 7 PEL Comments Received Through The Boulder County Website

- 1) I live in the Arapahoe Meadows subdivision. In the mornings, the traffic exiting from our subdivision is backed up from 95th and Arapahoe all the way to our subdivision. For people wanting to turn left, this is a nightmare and for those turning right it is sometimes very difficult. I work in Boulder so I have to turn right and get in the queue and then it's a line of traffic via one lane (except for at 75th). In the evenings when I'm trying to get home, it's the same thing...one lane of traffic from 55th all the way back to my subdivision. Luckily, I get to turn into my subdivision so I don't have to contend with the next stretch of Arapahoe to Hwy 287. Long line of traffic. What is really annoying is that if you try to head west on Arapahoe and turn left on 95th during rush hour, the timing of the light doesn't allow enough time to get many cars through. I would HIGHLY recommend changing the left turn light to a bit longer. I went the meeting at the YMCA last night 4/26/17. Clearly, whoever set up this meeting had no idea the level of interest from people because the room was standing room only and I know some people that could even get in the room and left. It seemed like the presenters were mainly interested in promoting the bus. That's great but I don't think that's what people wanted to hear. The best comment I heard last night was from a man who suggested that a group of stakeholders should be included in the planning and decision making. That way those of us who are impacted could have our voices be heard. It was also described that there's no money for anything and the study was referring to the year 2040. That's 23 years away! We need some action a lot sooner than that! They said that money could potentially come from developers but they aren't stakeholders so not sure that we can trust developers decisions. A question was asked about whether any studies included traffic on Valmont, Baseline, and South Boulder Rd and the answer was basically No. Those roads need to be considered in the equation as well. Overall, I was underwhelmed with what was presented. I plan to attend future meetings. But if we aren't going to get any relief for many years then I would highly recommend that there be a massive paving effort on Arapahoe to help commuters in the near term. 2017-04-27 09:07:55

- 2) This is County not City area. There are no pedestrians on SH-7. You spent our tax dollars to build sidewalks on Arapahoe from 75th west. No one uses the sidewalks. You tore out all the old trees and put nothing back except hardscape. It is an eyesore. Vehicle traffic is a problem on Arapahoe because growth has not been properly managed. There need to be turn/acceleration lanes at the few places where a road intersects Arapahoe at 90 degrees. We do not need or want a 4 lane highway with bicycle lanes, sidewalks and a green strip that is not green. We do not want the Country aspect ruined any further by putting a 4 lane hardscape freeway in. Bicycles do not obey the same laws as automobiles. They cause accidents. At night, Arapahoe is used as a drag strip. It is now a noise creator at night and will only worsen as a 4 lane highway. June 20, 2017 2017-06-20 13:13:05

- 3) We live in the Park Lake subdivision. It would be so much safer and beneficial to have a turning lane from the Eastbound traffic into our subdivision. I have been so close to being rear ended or cars will fly around you on the right when stopped on the highway. 2017-06-20 14:24:18

- 4) I am strongly opposed to ANY new traffic signals between 75th and 287 on Arapaho. Any new access to Arapaho should be done with out a left turn onto or off of Arapaho. The City of Lafayette should not be able to allow Silo left turn access to Arapaho, west bound traffic exiting Silo can use the existing light at Walmart or on to Baseline. Traffic traveling west and entering Silo MUST use the same exits. Forest Park has not left access Silo does not need it. 2017-06-20 17:25:01

- 5) I have noticed that the cross streets (especially 95th st) are given much less time on light cycles than SH7. While this makes sense during rush hour (4-7), please consider allotting more time, or more frequent times (preferably) to the streets that cross arapahoe. I sit at 95th and watch 30 cars pile up at 8:30 pm while 10 cars go through on arapahoe. Thank you. I have previously commented on the plan during a meeting at the YMCA so this is all for now. 2017-06-21 08:00:37

- 6) I have read through the Purpose and Needs Statement, the PP presentation, the cross sections and additional info. I can see that so much time and thought has been put into this and I just want to say Thank You! I'm so glad this is being thoroughly looked at and resources will be put towards fixing the challenges of this corridor. Having read through it all, I was surprised that safe access for the residential neighborhoods along the corridor is not specifically addressed. I am so sorry if I am overlooking or not understanding that piece of the information in the report! I live in Park Lake Neighborhood; Park Lake is accessed via Arapahoe about a mile before the Arapahoe/95th intersection. I feel like I am taking my life in my hands almost every time I turn in and out of our neighborhood! That sounds so dramatic but it is seriously the truth :D The neighborhood was built in the 70's, at a time when there was significantly less traffic along Hwy 7. Safety coming in and out of our neighborhood is a significant issue, as the road's current set-up lags seriously behind the commuter traffic increase of recent years. The two closest neighborhoods to ours (Shannon Estates and Cross Creek) both have dedicated turn and acceleration lanes. Our neighborhood desperately needs something similar. I was so glad to read that "The purpose of the proposed multimodal transportation improvements is to address safety for all users and move people efficiently through the corridor." Primarily, I was so hopeful to see that the safety for ALL users was being addressed (including, I assume, those living in our neighborhood and coming on and off Hwy 7). To me, safety trumps the value of the rural characteristic, and I hope that will truly "win" through the whole corridor as they come into opposition. So as far as the cross sections alternatives, I prefer the ones that are wider, with dedicated lanes for all modes of users. :) I also couldn't tell if one of the proposals was a dedicated bike lane all the way between 75th and 95th, but as of now, there is no way to bike in and out of our neighborhood, or along Hwy 7 for that stretch at all (the "shoulder" is 1 foot or LESS along the stretch). We would love to commute to work in Boulder, and I've talked to others in our neighborhood who have said the same, but it isn't a choice right now. We literally drive our bikes to 55th, park, and ride in from there. It seems a portion of the traffic woes along the corridor could be alleviated if safe biking was an option (which I know you have recognized in

the report; I'm just giving my feedback of YES! this is a great idea ;)). Thank you so much for asking for feedback and reading all of this. I hope you'll take it into account as you're trying to balance everything! 2017-06-21 14:58:54

- 7) Two lanes each direction with expanded shoulder for bus stops. Multi use path for pedestrians and cyclists like Boulder has on Broadway by CU campus. Multi use paths are safer than cycling on the shoulder. 2017-06-21 15:02:42
- 8) You NEED to build an E/W HIGHWAY that runs from Brighton to Boulder. "Improving" what you have now is USELESS! Adding buses will further bog down traffic and cause bigger issues. I drive this everyday for work-I work nights and it is a NIGHTMARE! The single biggest issue is that the speeds range from 50-55mph but very few people will actually go the speed limit! Usually I am stuck doing 40mph-hugely frustrating!! I get it...if you want to go slower, get over and yield the right of way! The buses that are now servicing this area GET IN THE WAY! They cause the larger part of the slow downs. I would never pay those prices to ride the bus! Plus, the projected time to arrival is almost double my travel time now-HELL NO! Problem is CDOT waited WAY too long to take care of this issue. You are about 10 yrs behind the curve. Please be smart and project further than you are, b/c once the project is done, like most others in CO, it will STILL be 10 yrs behind what is needed. 2017-06-21 23:12:52
- 9) Dear Boulder Count State Highway 7 planners: Unfortunately, I will not be able to attend Monday's hearing, but I do travel Arapahoe Road often. For the stretch between 75th Street and Highway 287 I strongly favor the options which widen the highway the least (W3, W4&5, and E4, E5&6). I'll bet that expanding the highway to four lanes, in spite of any attempts to manage two of the lanes to favor buses and carpools, will result in such a large increase in single-occupant vehicles, that the very traffic bottleneck we're trying to solve will reappear in a few years. Build it, and they will come! Keep the road narrow, and the projected population boom at the eastern end of Highway 7 will consider more seriously riding the bus into Boulder. Please keep our county at the forefront of transportation alternatives to driving. 2017-06-22 11:54:56
- 10) As a part time bus transit commuter from Longmont to east Boulder (6500 Arapahoe), I use the L/LX and then connect to the JUMP. I strongly encourage plans that facilitate BRT use and creates pedestrian safety for getting to connecting bus stops. Currently, I avoid taking the bus if there is snow or mud as those both affect the quality of the shoulder I must walk along to make connections at Hwy 287 and SH7. I often drive the corridor as well. I am unable to attend the meeting on 6/26. Some additional thoughts regarding cross sections: Please avoid creating any additional SOV lanes - people drive more erratically than if they are travelling single file (Hwy 287 feels dangerous with the combo of lanes and traffic lights). I liked the idea of a managed lane or a contra-flow transit lane with shared use paths for both portions of the cross sections (Dagny east and Dagny west). With a contra-flow transit lane, how do riders enter and exit buses? A center left turn lane adds negligible value. I hope my comments are helpful. I wish I

could hear more of the presentation. Thanks for considering these changes. They are much needed. 2017-06-22 12:31:29

11) I would support the W3 plan between 75th and Dagny Way, MINUS the sidewalk. It seems redundant and an unwise use of land to have both a shared use path and a sidewalk. I see the evidence of this on Arapaho between 63rd and the railroad trestle. Minimizing the impact seems a better course of action. I would prefer to see funds spent to create a link between the existing Teller farm open space trails and the newly acquired open space on the South side of Arapaho, with an underpass. This would give the two neighborhoods on the North side of Arapaho access to the shared use path on the South side, without the need to cross Arapaho. This could additionally provide a link to the South side of Boulder without the need to ride roads. A much better solution all around. I think it's unfortunate the trestle was constructed to limit traffic flow to two lanes (rather than as one span, leaving the entire width available for traffic flow), but that is done. I lived in Tucson, AZ, where contra flow lanes are the norm. They work well once people become accustomed to them, and would address the problems of both traffic flow during peak times and left turn issues during non-peak hours. We live in a neighborhood that requires a left turn when coming from Boulder. I find it interesting that your plan discusses a 'lack of shoulders' to avoid left turning vehicles, since passing on the shoulder is illegal and dangerous! It is a major concern for our neighborhood, as cars often pass on the shoulder and seldom even slow down. It's a matter of inches, and with many younger and older drivers in our neighborhood, it's nerve wracking. That situation needs to be addressed sooner rather than later. Between 287 and Dagny, I would support either E4 or E3 (if necessary), as it wouldn't create a sudden bottleneck of traffic upon reaching 95th street, and would additionally preserve some of the character of the area. I also believe continuing the contra lane would make the most sense, as the need to change the traffic flow in each section would be confusing and potentially dangerous as a result. 2017-06-22 22:40:09

12) The study is nice and simply confirms what anyone using this corridor can tell you without the study: this corridor needs to be expanded yesterday! More "drafts" about the need are not required and the expense to conduct more research is unnecessary. The need is evident! What is needed now is the plan for acquiring the land required for expansion and development and the plan to make it happen. Thanks, 2017-06-23 08:33:23

13) First off thanks for wanting to keep the country feel and not just jumping to adding asphalt. My family has lived and farmed on our property since the 1800's so this topic is a huge deal for us. Things we would love to see: - Please no on four lanes on the straight aways. The intersections could benefit from four lanes. We are very concerned we will loose land if the road is expanded not to mention the road would be feet from my house. Also our pond is a concern as it's within 15 feet from the road. -Lowering the speed limit to 45. We see people routinely traveling at well over the limit. I hourly see someone come off the light at 75th pushing 100mph. - Electronic speed limit signs would be beneficial especially where two lanes goes to one. -No engine braking sign at the top of the hill by Willow Creek. This is a personal request but trucks use engine

brakes all the time down the hill and it adds to the already crazy road noise. Thank you. 2017-06-23 20:46:50

14) Please make it safe to make a left turn (eastbound) from Yarrow (leading from two subdivisions) onto Arapahoe. Now it is a several minute wait often followed by having to make a mad dash across busy lanes... Roundabouts or traffic signals??? Also a center lane divider to prevent head on collisions all along Arapahoe should be added at some point soon!!! Thank you! 2017-06-24 04:43:08

15) In regards to SH7 PEL - Option E2 is far and away my preference. We absolutely need *two driving lanes* in each direction between 287 and Dagny Way. It's really needed all the way to Boulder. Having a bus-only lane is a waste of space 2017-06-24 09:18:35

16) The study shows that Arapahoe is running above capacity, despite a recent re-construction effort just a couple years ago. Arapahoe needs to have 2 lanes in each direction from 63d street to highway 287. Highway 287 has 2 lanes north and south, providing the capacity to handle the flow of traffic coming from Boulder. This will provide the capacity for traffic flow now and into the future, in and out of the city of Boulder. Whether this expansion is done or not, the entrance of traffic onto Arapahoe from streets like Westview (coming out of our neighborhood) is quite dangerous, particularly with the blind nature of the hill on Arapahoe for cars waiting to merge out of Westview. Unfortunately, this will end up with a severe collision in the near future. I hope you look at mitigation, such as a traffic light. Thanks for your consideration of these two points, 2017-06-24 21:08:09

17) 1. From the start it's clear that this whole proposal is not about improving transportation, it's about cramming BRT down the throats of the citizens of Boulder County and beyond. Anyone who drives east out of Boulder on Arapahoe has already been a victim of the kind of amateur social engineering the City and County inflict on the population in misguided attempts to change their behavior: The backups on Arapahoe from Cherryvale to 75th, and the significant increase in traffic on Cherryvale are *entirely* the result of the City and County conspiring to override CDOT recommendations for the Cherryvale to 75th project and keep Arapahoe 2 lanes when the traffic counts clearly indicated that it should have been increased to 4. For 10% more money it could have been widened to 4 lanes, but the City and County would rather punish the use of cars in their "righteous" crusade to decrease VMT than spend The People's money on things that benefit The People. Even the lead slide of the PPT presentation is titled "State Highway 7 Bus Rapid Transit Study" instead of anything to do with transportation improvements in general. 3. There are no RTD ridership statistics in *any* of the information provided. Astoundingly, nor can I even find this information anywhere on RTD's site. So given that I'm restricted from using the raw data I need to make an actual engineering analysis of the BRT proposal, I'll have to go with my anecdotal experience: The Jump bus is nearly empty most of the day and my guess is that compared with driving a hybrid or electric vehicle actually contributes *more* pollution and has *more* impact on traffic than if that route didn't exist at all. 4. We're talking about a highway

here and yet slide 27 states "It's a PRIMARY goal to maintain the rural character" of SH7. Which of course has nothing to do with transportation, it's just another excuse to continue to restrict the flow of traffic in a misguided attempt to force people out of cars and into mass transit. It's a highway for crying out loud: Would anyone really choose to spend an extra half hour on the drive between Boulder and Brighton to preserve "rural character" along the route? Who decided that this is a PRIMARY goal anyway? Did any of us get a vote? 5. There is no discussion at all about the "last mile" problem, which is why the Jump is empty most of the time and why BRT is simply non-viable in an inter-suburban route. 6. I ride my bike for the majority of trips I make in Boulder, but consider the idea of a bike lane, or even a dedicated bike path, along SH 7 to be ridiculous: I wouldn't use it, even recreationally: *No one* wants to ride anywhere near high-speed traffic like that. Again, I have no statistics (does anyone?) but my anecdotal experience is that that nice new bike lane along 36 has almost no traffic on it either, making it just another example of misguided and tremendously wasteful amateur social engineering. 7. The seemingly complete blindness to the massive disruption in transportation that is going to occur over the next 20 years is also astounding: Buses are going to go the way of the horse and buggy to be replaced by self-driving ("bot") car services which *will* solve the last mile problem (and at a fraction of the cost of taxis/Uber/etc.). Anyone that has studied the technology and these sorts of technological disruptions in general will predict that even *owning* a car will be rare by 2040 because it will be so much more convenient and cost effective to use bot cars (no parking hassles, no maintenance (including gas fill-ups), much safer, much more time-efficient (read or watch a movie while traveling!), and vastly lower overall cost). A land value tax, which has proven effective in increasing density and reducing wasted space on parking and vehicle repair and sales lots and is already being implementing in many other countries, will only accelerate this process (i.e., it will simply become impractical to drive anywhere with the expectation that you'll be able to park anywhere nearby without paying very large fees). But even bot cars require increased road capacity, albeit not nearly as much as single-occupant vehicles would (i.e., there are no "drop off" return trips, and bot vehicles can form "trains" to drastically increase vehicle density on existing roads). This means it's completely justified to spend the money to widen SH7/Arapahoe now, because it works with current commuter habits *and* for bot-fleet vehicles in the future. So, my overall recommendations are: 1) The top priority should be to increase the width of Arapahoe/SH7 from Cherryvale to 287 to 5 lanes (4 lanes plus a central turn/acceleration lane). For the previously completed Cherryvale to 75th section the bridges and road bed have already been designed to accommodate this (thanks to CDOT requirements) so it's just a matter of changing the paving and striping. The City and County's response to this requirement give us all the information we need to determine whether they consider us to be human beings with a right to quality of life or lab rats to be experimented on. 2) Under no circumstances should dedicated bus lanes be allowed anywhere on this corridor: Not only do they not have any effect on ridership they are fundamentally unsafe as the two very serious bus accidents in the past few months on that stretch of Arapahoe have clearly shown. 3) Spend the BRT money on converting the abandoned railroad beds (e.g., from Valmont and 55th to Erie) to light rail use. This too complements bot vehicle technology (the bots handling the last-mile part of the system instead of requiring

18) We need a divided 4-lane highway like South Boulder Road, with right-sided turnouts, left turn lanes and left turn merging zones for the existing intersections serving our homes and farms. Plans for only a two lane highway with shoulders for buses/HOV will make it impossible for current property owners and farmers to safely make left turns onto the highway, and won't carry the traffic load that is already in existence. Modern families just won't cave into your vision of ever increasing bus ridership--this just doesn't fit their needs. Self driving cars are not far away, and will significantly displace buses about the time that this highway is finally rebuilt. Similarly, installing 4 lanes just at the major intersections results in a continuous stream of traffic on the 2-lane segments, making it very dangerous for property owners and farmers to enter into the traffic stream anywhere in those 2-lane segments. You can't preserve the rural character as it currently exists; most of the trees lining the highway will have to go, but you can plant trees and shrubs alongside the new corridor that will heal the damage over time. Put a row of low shrubs hiding a guard rail between the traffic lanes and the pedestrian/bike pathway to increase safety, but allow users of that avenue to feel some degree of security. Plant taller trees on the other side of the walk/bike-way. Consider additional landscaping such as raised medians with plantings (like Broomfield has used on Hwy 287) to soften the impact of a major highway. 2017-06-26 11:01:02

19) I am very pleased to see that this expansion of bus service along Arapahoe down to Brighton. I have the misfortune of having to commute from my home at 144th and Lowell into Boulder everyday. Because of my location, I typically take Highway 7, then catch Arapahoe in Erie for my commute. If I had a bus option, I would immediately cease driving to work. My only request is that you don't make this a war on cars. The millions spent adding lanes at Araphoe and 63rd have been a disaster, and don't ease traffic. There should be multiple options for individuals with varying needs to commute into Boulder - Bus, Bike, Car and Pedestrian. Any changes should offer improvements for everyone. Thank you! 2017-06-26 15:27:40

20) At the Park Lake sub division between 75th and 95th on Arapahoe, it is often times very dangerous trying to make a left onto Arapahoe. What are the plans to make that less dangerous? When the Church, (that is directly across the Park Lake sub division) is in service, cars will speed by cars making a left, or waiting cars trying to make a right to get into the Church parking lot. They use the small turn lanes to get around waiting cars. When I am trying to get to the Church by going straight, I need to get out far enough to see traffic on both the right and left lanes. That makes me a target - I worry about the cars passing the stopped cars and using the turn lanes as passing lanes when I am out in front of them trying to get across Arapahoe. What are the plans to make that less dangerous? 2017-06-26 15:49:02

21) Please do not add a bus only lane, this has proven to be very ineffective on Arapahoe in Boulder. The "don't build it they won't come" approach that Boulder has used does not work. As a Boulder native it's time to address our air quality, life quality with solutions for the common resident. We need two lanes for cars. I bring two kids and a dog into town every day and a bus

will never work for my schedule. I feel this is the case for most commuters. Regards, 2017-06-27 13:58:36

- 22) I live in Blue Heron and I know this entire discussion impacts my daily life. I would like to see two improvements to any plan: 1) a tunnel street crossing to connect the north side of Arapahoe to the south side. This is critical today as families on the north side of Arapahoe have to navigate a dangerous, congested intersection at 95th and Arapahoe to cross the street to the Y, retail and restaurants and other items that sustain the community. An under street tunnel connecting north to south and east to west would be ideal. 2) I would like to see continuous and protected bike paths the entire length of Arapahoe into Boulder. By protected, I mean off the street. Ideally, it would be similar to the path that connects at Monarch High School toward Boulder on the Boulder Turnpike. Protection for cyclists is preferred since there is so much traffic and too many dangerous situations along the road from distracted or careless drivers. Thank you for your consideration. 2017-06-27 14:06:53
- 23) RTD has the right of way for old railroad tracks running out of Boulder along Valmont through Erie all the way to I-25. Why can't this be developed as a bike / pedestrian corridor? Bike lanes and busy roads are hazardous. 2017-06-28 15:16:56
- 24) I appreciated the opportunity to learn more about this plan. I felt there were some great comments by the people most affected. As I stated in my group, the issue of Arapahoe is very important but it lacks the big picture overview. I have lived & worked in East County (Louisville & Lafayette) for over 40 years & have observed the impacts of the growth policies of Boulder as it relates to the effects on housing affordability and the employment base that cannot live in Boulder. After many years of ignoring what has happened, it is what it is & we need to finally do something about it. I served two terms on Louisville City Council & was the Vice-Chair of the Boulder County Consortium of Cities for about 3-4 years. Even then (early 90's) I spoke about the traffic concerns that were brewing in East County. So, to date, nothing has really been done to address that until now. The problem is that it is just not Arapahoe but there is extreme pressure during the peak hours on Valmont, Baseline & S. Boulder Rd. I heard it said at the meeting that there is only enough money to do the Arapahoe study. That's really too bad because if you have 4 flat tires & you just fix one, you're still not going anywhere. Here are a few points (some made in the meeting) that I would like to advance- 1- I did not see a presence of the Cities of Lafayette or Louisville at this meeting. I feel they are stakeholders in this issue & should always be included in any discussions. Especially as I see the need for ROW acquisition or dedication relative to the 287/Arapahoe intersection design on the south side of Arapahoe. I don't know how it stands now, but you have a genuine opportunity to obtain those ROW's through the development process of Silo & the other residential plan as they get processed in Lafayette's development process. 2. Out of the box thinking - Make Arapahoe one way west in the peak hours in the morning from 287 to 75th & reverse it to one way east in the afternoon peak hours. Crazy I know, but has some merit unless to do something about the other 3 travel points. 3. You showed where you would pick up a substantial increase in bus ridership if you

added a bus lane, but there is no discussion or plan for any new park & ride type facilities. If people start riding the bus, they have to have a place to park their car & the only park & ride in Lafayette, for instance, is maxed out. There are several parcels along the route that could be acquired & utilized before they get developed, probably someday soon. RTD needs to be part of this Arapahoe discussion too. I did not hear that they are. Thank you for taking the time hear some of these points & I look forward to seeing this process unfold. I will support any funding requests that address the big picture & will speak at meetings about this as necessary. Best regards, 2017-06-29 10:28:07

- 25) Adding separate bus lanes a bad idea. Leave road alone and let congestion limit traffic due to alternate routes. You show walking and biking path on North side of road when Silo development across street have already planned for one on the South side of Arapahoe. You show traffic light at the end of my driveway for Silo homes. If one is installed it must service my drive also. I have two other entrances to the West of my main entrance that must not be obstructed. An irrigation lateral runs right North of Arapahoe for at least a one half of a mile that must not be disturbed. Control right hand turn on red to allow for some gaps in traffic for people needing to get out on the road as an immediate improvement. Leave Arapahoe alone and let it continue it's rural character. 7/2/2017 4:15:08 PM
- 26) I could not go to the meeting, but frequently when coming out of Blue Heron South at the service gate and going to the stop sign at the right turn only lane on Arapahoe, traffic is backed up and it looks like it goes all the way to 287. A new car wash is opening at this stop sign and a perfect solution would be to put in a double lane roundabout. These are used in Vail, Golden, Lakewood to name a few areas. It keeps people moving and allows us to make a left turn or go straight into the shopping center across the street. Of course, if the speed limit was standardized at 40MPH, it would make the Arapahoe and 95 quieter and safer. This has been proven in traffic studies in Washington, DC and Paris, France. This would be like Baseline between 95 and 287. Baseline has a 40MPH, two land and median. This is our neighborhood and it is chocked with traffic. As usual, if you are thinking of widening Arapahoe, you're just contributing to further congestion. This is ridiculous. Thank you for listening. 2017-07-09 17:22:51
- 27) I believe maintaining the rural feel of the corridor is very important. I agree bicycle and pedestrian access and safety must be improved and a multi use path may be best and most efficient. Focusing on new left turn lanes and intersection que lane enhancements make sense. I don't know if the center "two way" bus lane makes sense but it may encourage greater BRT use and take some pressure off single driver cars. 2017-07-31 21:05:21