* This illustrative plan does not represent a final plan for the neighborhood but instead shows the general placement of homes for Willoughby Corner. The plan was developed based on input received thus far and the goals and mission of the Boulder County Housing Authority in fulfilling its role in the intergovernmental agreement with the City of Lafayette. This plan will be refined based on community feedback, City requirements, and Boulder County Housing Authority input. Please visit www.lafayettehousing.org for the latest updated.
Visualizing Density
Willoughby Corner Traffic Figures

Existing Lane Configurations
Existing Traffic Volumes (Summer & School Year)
   Willoughby Corner Trip Distribution
   Willoughby Corner Trip Assignment
   2020 Traffic Volumes with Willoughby Corner
   2040 Traffic Volumes with Willoughby Corner
Willoughby Corner Recommended Lane Configuration & Control
FIGURE 1

WILLOUGHBY CORNER – LAFAYETTE
EXISTING LANE CONFIGURATIONS

LEGEND
- Study Area Key Intersection
- Signalized Intersection
- Stop Controlled Approach
- Roadway Speed Limit
- 100’ Turn Lane Length (feet)
WILLOUGHBY CORNER – LAFAYETTE
EXISTING TRAFFIC VOLUMES (SUMMER)

Tuesday, July 24, 2018
7:30 to 8:30 AM (4:30 to 5:30 PM)

Tuesday, July 24, 2018
7:15 to 8:15 AM (4:30 to 5:30 PM)

Tuesday, July 24, 2018
7:45 to 8:45 AM (4:45 to 5:45 PM)

Tuesday, July 24, 2018
7:00 to 8:00 AM (4:45 to 5:45 PM)

LEGEND

- Study Area Key Intersection
- Weekday AM(PM) Peak Hour Traffic Volumes
- Estimated Daily Traffic Volume

FIGURE 2
WILLOUGHBY CORNER – LAFAYETTE
PROJECT TRIP DISTRIBUTION

FIGURE 7
WILLOUGHBY CORNER – LAFAYETTE
PROJECT TRAFFIC ASSIGNMENT

FIGURE 8
WILLOUGHBY CORNER - LAFAYETTE
2020 BACKGROUND
PLUS PROJECT TRAFFIC VOLUMES

FIGURE 9

LEGEND

- Study Area Key Intersection

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

XX.X00
Estimated Daily Traffic Volume

Kimley-Horn
WILLOUGHBY CORNER – LAFAYETTE
2020 & 2040 RECOMMENDED
LANE CONFIGURATIONS AND CONTROL

LEGEND
- Study Area Key Intersection
- Signalized Intersection
- Stop Controlled Approach
- Improvement
- 100' Turn Lane Length (feet)

FIGURE 11

Kimley-Horn
Willoughby Corner Level of Service Tables

Existing Intersections Level of Service (Summer & School Year) Intersection Level of Service with Willoughby Corner
<table>
<thead>
<tr>
<th>Intersection</th>
<th>Control</th>
<th>Movement</th>
<th>2018 Existing Without School Traffic Volumes</th>
<th>2018 Existing With School Traffic Volumes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>AM Peak Hour LOS (Delay)</td>
<td>PM Peak Hour LOS (Delay)</td>
</tr>
<tr>
<td>Baseline Rd &amp; 119th St (#1)</td>
<td>Overall</td>
<td></td>
<td>47.7 D</td>
<td>69.7 E</td>
</tr>
<tr>
<td>Emma St &amp; Canterbury Dr (#2)</td>
<td>STOP</td>
<td>Northbound Approach</td>
<td>0.0 A</td>
<td>9.1 A</td>
</tr>
<tr>
<td>Emma St &amp; 120th St (#3)</td>
<td>STOP</td>
<td>Northbound Left</td>
<td>8.8 A</td>
<td>8.1 A</td>
</tr>
<tr>
<td></td>
<td>STOP</td>
<td>Eastbound Approach</td>
<td>19.2 C</td>
<td>27.7 D</td>
</tr>
<tr>
<td></td>
<td>STOP</td>
<td>Westbound Approach</td>
<td>0.0 A</td>
<td>0.0 A</td>
</tr>
<tr>
<td></td>
<td>STOP</td>
<td>Southbound Left</td>
<td>0.0 A</td>
<td>0.0 A</td>
</tr>
<tr>
<td>Flagg Dr &amp; 120th St (#4)</td>
<td>STOP</td>
<td>Westbound Approach</td>
<td>12.1 B</td>
<td>16.2 C</td>
</tr>
<tr>
<td></td>
<td>STOP</td>
<td>Southbound Left</td>
<td>7.8 A</td>
<td>9.2 A</td>
</tr>
<tr>
<td>S Boulder Rd &amp; 120th St (#5)</td>
<td>STOP</td>
<td>Overall</td>
<td>31.9 D</td>
<td>65.9 F</td>
</tr>
</tbody>
</table>
### Table 2 – 2020 and 2040 Study Area Intersections LOS Results

<table>
<thead>
<tr>
<th>Intersections</th>
<th>Control</th>
<th>Movement</th>
<th>2018 Existing With School Traffic Volumes</th>
<th>2020 Background and Project Volume</th>
<th>2040 Background and Project Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>AM Peak Hour LOS (Delay)</td>
<td>PM Peak Hour LOS (Delay)</td>
<td>AM Peak Hour LOS (Delay)</td>
</tr>
<tr>
<td>Baseline Rd &amp; 119th St (#1)</td>
<td>Overall</td>
<td>Overall</td>
<td>83.9 F</td>
<td>97.9 F</td>
<td>40.3 D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Northbound</td>
<td>50.8 F</td>
<td>11.1 B</td>
<td>42.8 E</td>
</tr>
<tr>
<td>Emma St &amp; Canterbury Dr (#2)</td>
<td>STOP</td>
<td>Northbound</td>
<td>13.2 B</td>
<td>8.5 F</td>
<td>9.4 A</td>
</tr>
<tr>
<td>Emma St &amp; 120th St (#3)</td>
<td>STOP</td>
<td>Westbound</td>
<td>17.0 C</td>
<td>17.5 C</td>
<td>14.8 B</td>
</tr>
<tr>
<td>Flagg Dr &amp; 120th St (#4)</td>
<td>STOP</td>
<td>Westbound</td>
<td>71.0 F</td>
<td>63.4 F</td>
<td>7.8 A</td>
</tr>
<tr>
<td>S Boulder Rd &amp; 120th St (#5)</td>
<td>STOP</td>
<td>Overall</td>
<td>11.2 B</td>
<td>11.2 D</td>
<td>8.9 A</td>
</tr>
<tr>
<td>NA</td>
<td>STOP</td>
<td>Westbound</td>
<td>8.3 A</td>
<td>8.3 A</td>
<td>7.5 A</td>
</tr>
<tr>
<td>NA</td>
<td>STOP</td>
<td>120th Street Access (#7)</td>
<td>8.9 A</td>
<td>8.9 A</td>
<td>14.5 B</td>
</tr>
</tbody>
</table>

**Existing Conditions**
- Baseline Rd & 119th St (#1)
  - EB & WB through lanes
  - EB & WB channelized right turn lane
  - NB & SB dual left turn lanes
  - NB & SB channelized right turn lane

**Future Conditions**
- Baseline Rd & 119th St (#1)
  - EB & WB through lanes
  - EB & WB channelized right turn lane
  - NB & SB dual left turn lanes
  - NB & SB channelized right turn lane

**Module Improvement**
- Northbound
  - Access allowed southbound on Canterbury Drive
  - NB left turn lane

- Westbound
  - EB left turn lane
  - SB right turn lane
  - EB channelized free right turn lane
  - NB left turn lane
  - SB left turn lane
  - EB dual left turn lanes
  - NB left turn lane
  - SB right turn lane

- Southbound
  - EB shared through/right turn lane
  - NB shared through/right turn lane
  - EB shared all movement lane
  - Stop controlled EB approach

- Eastbound
  - EB shared through/right turn lane
  - NB left turn lane
  - EB channelized free right turn lane
  - EB channelized through lane
  - EB shared all movement lane
  - Stop controlled EB approach