F-11. I-76 Multimodal Corridor Vision: I-70 to Weld County Line

Relevant Studies: *Colorado Boulevard/I-76 Interchange System Level Feasibility Study*, September 2001

The transportation vision for the **I-76 Corridor** is to serve as a multimodal interstate freeway connecting to places outside of the Denver region while providing regional accessibility to communities in western Adams County. Future improvements will primarily improve mobility as well as maintain system quality and improve safety. The corridor also includes **SH-2** from US-6/85 (Vasquez Boulevard) to I-76 and **SH-224** from Broadway to US-6/85. SH-2 and SH-224 primarily provide regional and local accessibility. The I-76 corridor includes nearby freight railroad lines and several important intermodal freight terminals. Bus service, park-n-Ride lots, and a bus/HOV lane are provided and a rapid transit rail line is also envisioned for a portion of the corridor (tier 2). Significant population and employment growth is expected in the northeast section of the corridor (see Corridor Sub-Area Exhibit # 2).

**Primary Goals/Objectives:**

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region’s Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

**Corridor Context**

The following statistics are reported for a 25.1-mile long corridor area encompassing one mile on both sides of I-70 from E-470 to the Elbert County line. The corridor is projected to experience significant population and employment growth from 2005 to 2035, especially in the northeast section of the corridor. Projections indicate a population increase of 126 percent, a 56 percent increase in employment, and a 141 percent increase in households within the corridor. Travel demand is projected to increase 79 percent from 2005 to 2035.

Congestion measures show the I-76 corridor currently experiences a low level of congestion, and is projected to substantially increase by 2035, as shown in the following table:
Table 1. I-76 Corridor Congestion Measures

<table>
<thead>
<tr>
<th>Congestion Component</th>
<th>Congestion Measure</th>
<th>2006 Corridor</th>
<th>2035 Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELIABILITY</td>
<td>Travel Time Variation</td>
<td>1.06</td>
<td>1.27</td>
</tr>
<tr>
<td></td>
<td>(ratio of peak hour to non-peak hour)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DURATION</td>
<td>Daily Congestion</td>
<td>0-1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>(hours per day)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEVERITY</td>
<td>% of Peak Travel Time in Delay</td>
<td>4.5%</td>
<td>18.5%</td>
</tr>
<tr>
<td></td>
<td>(hours per day)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DELAY</td>
<td>Vehicle Delay</td>
<td>623</td>
<td>217,280</td>
</tr>
<tr>
<td></td>
<td>(hours per day)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>INCIDENTS</td>
<td>Crashes per Mile</td>
<td>30</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>(2003 - average annual)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Selected Environmental Resources:

1. Land Use—Existing and Future

Table 2 lists the existing urbanization and projected future urbanization in the corridor.

Table 2. I-76 Corridor –Existing Urbanization and Future UGB

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Counties</th>
<th>Total**</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adams*</td>
<td>Denver</td>
</tr>
<tr>
<td>Within UGB--Expected to be urbanized by 2035</td>
<td>20,851</td>
<td>700</td>
</tr>
<tr>
<td>--Currently Urbanized</td>
<td>16,466</td>
<td>700</td>
</tr>
<tr>
<td>--Currently Non-Urbanized</td>
<td>4,385</td>
<td>0</td>
</tr>
<tr>
<td>Not proposed to be urbanized by 2035</td>
<td>8,545</td>
<td>181</td>
</tr>
<tr>
<td>Total Corridor Area</td>
<td>29,396</td>
<td>881</td>
</tr>
</tbody>
</table>

*Includes 1,105 acres of approximate UGB allocated to Adams County.

**Does not include portion of buffer that extends into Weld County.

The corridor contains three activity centers and one mixed-use urban center. The activity centers are Adams Crossing at 120th Avenue and I-76, Prairie Center at I-76 and Buckley Road, and Bromley Park at I-76 and 152nd Avenue/Bromley Lane. The mixed-use center is Olde Town/New Town, located at 58th Avenue and Wadsworth in Arvada.

Figure 1 shows predominately moderate density residential uses and mixed-uses are anticipated in the corridor, based on county and municipal land use plans—as of 2004.
2. Environmental Justice

DRCOG’s assessment of Environmental Justice areas for the DRCOG region shows that 67 of the 560 overall EJ traffic analysis zones (TAZs) in the region fall within the corridor. Of these 67 zones, 40 are minority-concentrated, while 27 are both “low-income” and “minority-concentrated”.

3. Parks and Recreation Areas

Approximately 2,934 acres, or 8.6 percent of the total acreage of 34,049 within the corridor, consists of parks and open space. The largest park in the corridor is Barr Lake State Park in unincorporated Adams County.

4. Hazardous Materials

An initial analysis the corridor reveals no significant National Priority List (NPL) sites within the corridor. Two hundred and sixty Underground Storage Tanks (USTs) lie within the corridor.

5. Water Resources

Three features of water resources are described here:

Watersheds. The corridor lies in the Beebe Draw and South Platte Urban watersheds.

Wetlands. Several different types of wetlands exist along the corridor.

Flood Hazard Areas. Several flood hazard areas, corresponding to FEMA Zones A and AE flood hazard zone designations, intersect the corridor—61 TAZs out of a total of 133 within the corridor include at least a portion of a flood hazard area.
6. Wildlife

The corridor encompasses the habitat of numerous Federal Threatened and Endangered Species and State of Colorado Species of Special Concern. These species include the habitats of the Preble’s Meadow Jumping Mouse, the Common Shiner, and the Ute-Ladies’ Tresses Orchid. Much of the corridor also lies in the Shortgrass Prairie Initiative eco-region, an area covering the eastern one-third of Colorado that is the habitat for approximately 40 likely threatened and endangered species. The SGPI is an interagency agreement between CDOT, FHWA, USFWS, CO DNR, CO DOW, and The Nature Conservancy which aims to preserve the Central Short Grass Prairie eco-region of Colorado, and mandates off-site mitigation in the form of habitat conservation.

7. Historic and Archaeological Resources

There are four historic districts in the corridor: Berkeley Lake Park; William H. Smiley Branch Library in Denver, and the Reno Park Addition; Arvada Downtown; Olde Towne Arvada, and Stocke/Walter Addition; all in Arvada.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen I-76 to from I-70 to US-85 (near 104th Avenue);
- Construct bus/HOV lanes on I-76/SH-224 from I-25 to US-6/85;
- Widen SH-2 from US-6/85 to I-76;
- Construct new I-76 interchange with Colorado Boulevard extension;
- Construct new ramp from SH-270 eastbound to I-76 eastbound (under construction);
- Construct new ramps at E-470 interchange;
- Reconstruct/improve I-76 interchanges at SH-224, 88th Avenue, and 96th Avenue;
- Replace the SB US-85 ramp over I-76; and
- Widen several principal arterials (Sheridan Boulevard, Pecos Street, Washington Street, 88th Avenue, 96th Avenue, 104th Avenue, SH-2, Buckley Road, and Bromley Lane), two major regional arterials (Colorado Boulevard and 120th Avenue), E-470 and I-270 where they cross I-76.

Transit

- Construct rapid transit rail along either BNSF (SH-2) or UPRR (US-85) rail corridors from I-25 to Vasquez Boulevard;
- Construct a new park-n-Ride lot at I-76 and Bromley Lane.

**Bicycle/Pedestrian**
- Complete missing links of the Clear Creek trail near Pecos Street; and
- Improve pedestrian and bicycle connections to the Clear Creek Trail.

**System Management**
- *Implement operational improvements*;
- Implement/operate select (not full) surveillance on I-76 from E-470 to county line; feed to regional ATIS;
- Build bus/HOV bypasses at select metered on-ramps;
- Build/operate information dissemination/route guidance between I-70 and I-270 to serve as detour to central I-70 and/or DIA; fed from regional ATIS;
- Upgrade railroad crossing signals and integrate them with SH-2 traffic signals at high-volume crossings;
- Operate traffic-responsive signal control in vicinity of special traffic generators such as Mile-High Flea Market; and
- Upgrade access classification on SH-2 from NRC between Vasquez and Quebec and consolidate/manage access accordingly.

**Travel Demand Management**
- Target efforts to increase car- and vanpooling associated with the I-76/SH-224 bus/HOV lane and rapid transit line.

**Preservation and Safety**
- *Rebuild aging bridges*; and
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along I-76, SH-2, and SH-224 with a potential for crash reductions.*

**Other**
- Construct a freight railroad bypass to the east of Denver that would reduce the number of trains passing through the corridor
- Additional capacity may warrant consideration as managed lanes.
F-12.  **I-225 Multimodal Corridor Vision: I-25 to I-70**


The transportation vision for the **I-225 Corridor** is to serve as a multimodal interstate freeway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and increase safety. I-225 is situated in a built up urban area serving a shopping mall district, the Fitzsimons campus and the Denver Tech Center. Southwest of Parker Road, light rail opened in 2006. Bus service is provided in the corridor along with park-n-Ride lots. The light rail line will be extended to parallel the entire length of I-225 (tier 1). Significant population and employment growth surrounding the corridor area will cause increased traffic (see Corridor Sub-Area Exhibits #3 and #4).

**Primary Goals/Objectives:**

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region’s Urban Growth Boundary/Area;
- Serve the Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

**Corridor Context**

The following statistics are reported for an 11.8-mile long corridor area encompassing one mile on both sides of I-225 from I-25 to I-70.  The corridor is projected to experience population and employment growth from 2005 to 2035. Projections indicate a population increase of 25 percent, a 95 percent increase in employment, and a 36 percent increase in households within the corridor. Travel demand is projected to increase 61 percent from 2005 to 2035. The **I-225 Widening EA** provides more detailed demographic analysis for its study area.

Congestion measures show the I-225 corridor currently experiences a very high level of congestion, which will further deteriorate by 2035, as shown in the following table:
Table 1. I-225 Corridor Congestion Measures

<table>
<thead>
<tr>
<th>Congestion Component</th>
<th>Congestion Measure</th>
<th>2006 Corridor</th>
<th>2035 Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELIABILITY</td>
<td>Travel Time Variation</td>
<td>2.13</td>
<td>1.27</td>
</tr>
<tr>
<td></td>
<td>(ratio of peak hour to non-peak hour)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DURATION</td>
<td>Daily Congestion</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>(hours per day)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEVERITY</td>
<td>% of Peak Travel Time in Delay</td>
<td>40%</td>
<td>18.5%</td>
</tr>
<tr>
<td>DELAY</td>
<td>Vehicle Delay</td>
<td>10,656</td>
<td>217,280</td>
</tr>
<tr>
<td></td>
<td>(hours per day)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>INCIDENTS</td>
<td>Crashes per Mile</td>
<td>91</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>(2003 - average annual)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Selected Environmental Resources:

1. Land Use-Existing and Future

Table 2 lists the existing urbanization and projected future urbanization in the corridor.

Table 2. I-225 Corridor—Existing Urbanization and Future UGB

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Counties</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adams</td>
<td>Arapaho*</td>
</tr>
<tr>
<td>Within UGB—Expected to be urbanized by 2035</td>
<td>2,606</td>
<td>8,533</td>
</tr>
<tr>
<td>--Currently Urbanized</td>
<td>2,606</td>
<td>8,078</td>
</tr>
<tr>
<td>--Currently Non-Urbanized</td>
<td>0</td>
<td>455</td>
</tr>
<tr>
<td>Not proposed to be urbanized by 2035 (outside UGB)</td>
<td>93</td>
<td>2,306</td>
</tr>
<tr>
<td>Total Corridor Area</td>
<td>2,699</td>
<td>10,839</td>
</tr>
</tbody>
</table>

*Includes 29 acres of approximate UGB allocated to Aurora (Arapahoe County).

The corridor contains nine urban centers; seven are mixed-use, one is an activity center and one is a regional corridor. Some of the more significant urban centers are the I-25 regional corridor, located at the intersection of I-25 and Belleview Avenue in Denver, and the Fitzsimons Mixed-Use Center and the Aurora City Center in Aurora.

Figure 1 shows predominately moderate density residential and open space uses are anticipated in the corridor, based on county and municipal land use plans—as of 2004. The I-225/Colfax Avenue Interchange EA provides more detailed information on existing and future land use within its study area.
Figure 1--Future Land Use Percentages

- Commercial--20.1
- High Density Residential--2.0
- Industrial--1.8
- Institutional--8.4
- Low Density Residential--2.2
- Mixed Use--9.0
- Moderate Density Residential--29.4
- Multi Family Residential--2.5
- Open Space--24.5

The *FasTracks* PCEA also provides some more information on existing and anticipated land use surrounding the light rail line.

2. Environmental Justice

DRCOG’s assessment of Environmental Justice areas for the DRCOG region shows that 61 of the 560 overall EJ traffic analysis zones (TAZs) in the region fall within the corridor. Of these 61 zones, 51 are only “minority-concentrated,” while ten are both “low-income” and “minority-concentrated”. The *I-225/Colfax Avenue Interchange EA* also provides an analysis of potentially impacted EJ Census tracts within its study area.

3. Parks and Recreation Areas

Approximately 3,563 acres, or 20.6 percent of the total acreage of 17,331 within the corridor, consists of parks and open space. The largest park/recreation areas in the corridor are Cherry Creek State Park in unincorporated Arapahoe County and Cherry Creek Spillway in Aurora. The *I-225/Colfax Avenue Interchange EA* provides further information on potentially-impacted parklands, recreational areas, and Section 4(f)/6(f) properties within its study area.

4. Hazardous Materials

An initial analysis the corridor reveals no significant National Priority List (NPL) sites within the corridor. One hundred and thirty five Underground Storage Tanks (USTs) lie within the corridor. The *I-225/Colfax Avenue Interchange EA* provides more detailed information on existing and potential hazardous materials as well as impacts within its study area.

5. Water Resources

Three features of water resources are described here:
**Watersheds.** While the southeast portion of the corridor lies in the Cherry Creek Watershed, most of the corridor lies in the South Platte Urban Watershed.

**Wetlands.** Several different types of wetlands exist along the corridor.

**Flood Hazard Areas.** Several flood hazard areas, corresponding to FEMA Zones A and AE flood hazard zone designations, intersect the corridor—39 TAZs out of a total of 137 within the corridor include at least a portion of a flood hazard area. The *I-225 Widening EA* provides more detailed information on potential wetlands and floodplains impacts within its study area.

6. **Wildlife**

The corridor encompasses the habitat of numerous Federal Threatened and Endangered Species and State of Colorado Species of Special Concern. These species include the habitats of the Preble’s Meadow Jumping Mouse, the Black-Tailed Prairie Dog, and the Ute-Ladies’ Tresses Orchid. The *I-225/Colfax Avenue Interchange EA* provides more detailed information on impacts to wildlife within its study area.

7. **Historic and Archaeological Resources**

There is one historic district in the corridor—the University of Colorado Health Sciences Center and Hospital at Fitzsimons in Aurora. The *I-225/Colfax Avenue Interchange EA* also provides some information on potentially-impacted historic and archaeological sites within its study area.

**Primary Strategies:**

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

**Roadway Capacity and Major Capital Projects**

- Widen I-225 from I-25 to Yosemite street and from Parker Road to I-70 to eight lanes (*short term to six lanes*);
- **Reconstruct the interchanges at Iliff Avenue and Colfax Avenue (with 17th Avenue);** and
- Widen I-70, Colfax Ave, and DTC Boulevard where they cross I-225.

**Transit**

- **Construct the I-225 light rail line from the Nine Mile station as to join the East Corridor commuter rail line near I-70 at Peoria Street and Smith Road;** and
- Construct four new light rail stations at Iliff/Jewell Avenue, Centre Point, Fitzsimons South and Peoria/Smith, with parking and three stations at Exposition Avenue, Fourth Avenue and Fitzsimons Commons without parking.
Bicycle/Pedestrian

- Improve connections across or under I-225.

System Management

- Extend hours of operation of courtesy patrol; and
- Use freeway DMSs to display DIA information.

Travel Demand Management

- Form a new Fitzsimons oriented TMO and use existing South I-25 Urban Corridor TMO to facilitate subarea-specific TDM activities.

Preservation and Safety

- Rebuild aging bridges; and
- Implement measures to reduce the number and severity of traffic crashes at identified locations along I-225 with a potential for crash reductions.

Other

- Additional capacity may warrant consideration as managed lanes.
(intentionally blank)
The transportation vision for the **I-270 Corridor** is to serve as a multimodal interstate freeway corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. The corridor also includes SH-35 (Quebec Street) from I-70 to 56th Avenue. I-270 is situated in a highly industrial area with significant truck traffic. It provides a key connection between I-25 and I-70 and can serve as a detour or bypass of I-70 when combined with I-76. Freight railroad lines travel through the corridor. Bus service is provided in the corridor (see Corridor Sub-Area Exhibit #2).

**Primary Goals/Objectives:**

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region’s Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

**Corridor Context**

The following statistics are reported for a 6.3-mile long corridor area encompassing one mile on both sides of I-270 from I-25 to I-70. The corridor is projected to experience significant population and employment growth from 2005 to 2035. Projections indicate a population increase of 72 percent, a 51 percent increase in employment, and a 126 percent increase in households within the corridor. Travel demand is projected to increase 64 percent from 2005 to 2035.

Congestion measures show the I-270 corridor currently experiences a high level of congestion, which will further deteriorate by 2035, as shown in the following table:
Table 1. I-270 Corridor Congestion Measures

<table>
<thead>
<tr>
<th>Congestion Component</th>
<th>Congestion Measure</th>
<th>2006 Corridor</th>
<th>2006 Region</th>
<th>2035 Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELIABILITY</td>
<td>Travel Time Variation (ratio of peak hour to non-peak hour)</td>
<td>1.70</td>
<td>1.27</td>
<td>2.87</td>
</tr>
<tr>
<td>DURATION</td>
<td>Daily Congestion (hours per day)</td>
<td>3</td>
<td>1</td>
<td>3-4</td>
</tr>
<tr>
<td>SEVERITY</td>
<td>% of Peak Travel Time in Delay</td>
<td>36.5%</td>
<td>18.5%</td>
<td>47%</td>
</tr>
<tr>
<td>DELAY</td>
<td>Vehicle Delay (hours per day)</td>
<td>2,789</td>
<td>217,280</td>
<td>10,807</td>
</tr>
<tr>
<td>INCIDENTS</td>
<td>Crashes per Mile (2003 - average annual)</td>
<td>47</td>
<td>25</td>
<td>—</td>
</tr>
</tbody>
</table>

Selected Environmental Resources:

1. Land Use—Existing and Future

Table 2 lists the existing urbanization and projected future urbanization in the corridor.

Table 2. I-270 Corridor--Existing Urbanization and Future 2035 UGB Projections

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Counties</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adams</td>
<td>Denver</td>
</tr>
<tr>
<td>Within UGB--Expected to be urbanized by 2035 (acres)</td>
<td>6,750</td>
<td>2,848</td>
</tr>
<tr>
<td>--Currently Urbanized</td>
<td>6,689</td>
<td>2,095</td>
</tr>
<tr>
<td>--Currently Non-Urbanized</td>
<td>61</td>
<td>752</td>
</tr>
<tr>
<td>Not proposed to be urbanized by 2035 (outside UGB)</td>
<td>368</td>
<td>8</td>
</tr>
<tr>
<td>Total Corridor Area</td>
<td>7,118</td>
<td>2,856</td>
</tr>
</tbody>
</table>

The corridor adjoins two urban centers. The Stapleton Multi-Modal Station, located at the intersection of Central Park Boulevard and Smith Road, is a mixed-use center. Stapleton North Regional Center, located at the intersection of I-70 and Central Park Boulevard, is an activity center.

Figure 1 shows predominately industrial and moderate density residential uses are anticipated in the corridor, based on county and municipal land use plans—as of 2004.
2. Environmental Justice

DRCOG’s assessment of Environmental Justice areas for the DRCOG region shows that 37 of the 560 overall EJ traffic analysis zones (TAZs) in the region fall within the corridor. Of these 37 zones, 12 are only “minority-concentrated” while 25 are both “low-income” and “minority-concentrated”.

3. Parks and Recreation Areas

Approximately 371 acres, or 3.7 percent of the total acreage of 9,973 within the corridor, consists of parks and open space. The largest park/open space areas are municipal open space in Commerce City and the Rocky Mountain Arsenal located in Denver. The System and Project Level Feasibility Study—SH-35/Quebec Street also provides an overview of 4(f)/6(f) properties within its study area.

4. Hazardous Materials

An initial analysis the corridor reveals two National Priority List (NPL) sites within the corridor, the Sand Creek Industrial Site, at the intersection of 52\textsuperscript{nd} Avenue and US-6, and the Woodbury Chemical Company, located at 54\textsuperscript{th} Avenue and the UP railroad alignment. Two hundred and nine Underground Storage Tanks (USTs) lie within the corridor. The System and Project Level Feasibility Study—SH-35/Quebec Street also provides an overview of potential hazardous waste sites within its study area.
5. Water Resources

Three features of water resources are described here:

**Watersheds.** The corridor lies mostly in the South Platte Urban Watershed, but the southeast portion lies in the Cherry Creek Watershed.

**Wetlands.** Several different types of wetlands exist along the corridor.

**Flood Hazard Areas.** Several flood hazard areas, corresponding to FEMA Zones A and AE flood hazard zone designations, intersect the corridor—27 TAZs out of a total of 65 within the corridor include at least a portion of a flood hazard area. The *System and Project Level Feasibility Study*—*SH-35/Quebec Street* also provides an overview of floodplains and wetlands within its study area.

6. Wildlife

The corridor encompasses the habitat of numerous Federal Threatened and Endangered Species and State of Colorado Species of Special Concern. These species include the habitats of the Preble’s Meadow Jumping Mouse, the Whooping Crane, and the Ute-Ladies’ Tresses Orchid. The *System and Project Level Feasibility Study*—*SH-35/Quebec Street* also provides an overview of wildlife habitat areas and potential impacts within its study area.

7. Historic and Archaeological Resources

There are no existing and/or proposed historic/archaeological sites in the corridor.

**Primary Strategies:**

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

**Roadway Capacity and Major Capital Projects**

- Widen I-270 between I-76 and I-70, including rebuilding aging bridges;
- *Add the ramp allowing travel from eastbound I-270 to eastbound I-76* (under construction);
- Reconstruct the Vasquez interchange and add the missing ramp allowing travel from northbound Vasquez Boulevard to eastbound I-270; and
- Widen I-76, Vasquez Boulevard, 56th Avenue and Quebec Street where they cross I-270.

**Transit**

- *Provide feeder bus service to the East Corridor rapid transit line.*
Bicycle/Pedestrian

- Complete the parallel Sand Creek Trail; and
- Improve connections across or under I-270.

System Management

- Implement courtesy patrol; and
- Build/operate information dissemination/route guidance to serve as detour to central I-70; fed from regional ATIS.

Travel Demand Management

- Expand Stapleton TMO area to serve the Commerce City employment area.

Preservation and Safety

- Rebuild aging bridges; and
- Implement measures to reduce the number and severity of traffic crashes at identified locations along I-270 and SH-35 with a potential for crash reductions.

Other

- Additional capacity may warrant consideration as managed lanes.
F-14. Northwest Parkway Multimodal Corridor Vision: 96th St to I-25

Relevant Studies: (1) Northwest Parkway/I-25 Interchange Feasibility Study, June 2000
(2) Northwest Parkway/US 287 Interchange Feasibility Study, June 2000

The transportation vision for the Northwest Parkway Corridor is to serve as a multimodal tollway corridor serving regional and statewide trips. Future improvements will primarily maintain system quality as well as increase safety. The corridor provides a more direct connection between Boulder County and Denver International Airport. Preservation of right-of-way for a rapid transit line is envisioned along the length of the corridor (tier 3). Significant population and employment growth surrounding the corridor area is expected and will cause increased traffic (see Corridor Sub-Area Exhibit #9).

Primary Goals/Objectives:

- Support urban development within the Denver region’s Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Corridor Context

The following statistics are reported for an 8.1-mile long corridor area encompassing one mile on both sides of the Northwest Parkway from 96th Street to I-25. The corridor is projected to experience significant population and employment growth from 2005 to 2035. Projections indicate a population increase of 217 percent, a 398 percent increase in employment, and a 231 percent increase in households within the corridor. Travel demand is projected to increase 257 percent from 2005 to 2035. Both the Northwest Parkway/I-25 Interchange Feasibility Study and the Northwest Parkway/US-287 Interchange Feasibility Study provide traffic projections through 2020 at their respective study areas.

Congestion measures show the Northwest Parkway corridor currently experiences no congestion, which will not noticeably increase by 2035, as shown in the following table:
Table 1. Northwest Parkway Corridor Congestion Measures

<table>
<thead>
<tr>
<th>Congestion Component</th>
<th>Congestion Measure</th>
<th>2006 Corridor</th>
<th>Region</th>
<th>2035 Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELIABILITY</td>
<td>Travel Time Variation (ratio of peak hour to non-peak hour)</td>
<td>1.00</td>
<td>1.27</td>
<td>1.00</td>
</tr>
<tr>
<td>DURATION</td>
<td>Daily Congestion (hours per day)</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>SEVERITY</td>
<td>% of Peak Travel Time in Delay</td>
<td>0</td>
<td>18.5%</td>
<td>0</td>
</tr>
<tr>
<td>DELAY</td>
<td>Vehicle Delay (hours per day)</td>
<td>0</td>
<td>217,280</td>
<td>1</td>
</tr>
<tr>
<td>INCIDENTS</td>
<td>Crashes per Mile (2003 - average annual)</td>
<td>3</td>
<td>25</td>
<td>—</td>
</tr>
</tbody>
</table>

Selected Environmental Resources:

1. Land Use—Existing and Future

Both the Northwest Parkway/I-25 Interchange Feasibility Study and the Northwest Parkway/US-287 Interchange Feasibility Study provide a description of existing land use at their respective study areas.

Table 2 lists the existing urbanization and projected future urbanization in the corridor.

Table 2. Northwest Parkway Corridor--Existing Urbanization and Future 2035 UGB Projections (acres)

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Counties</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adams*</td>
<td>Boulder**</td>
</tr>
<tr>
<td>Within UGB--Expected to be urbanized by 2035</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>--Currently Urbanized</td>
<td>910</td>
<td>2,217</td>
</tr>
<tr>
<td>--Currently Non-Urbanized</td>
<td>64</td>
<td>1,628</td>
</tr>
<tr>
<td>846</td>
<td>589</td>
<td>1,775</td>
</tr>
<tr>
<td>Not proposed to be urbanized by 2035 (outside UGB)</td>
<td>552</td>
<td>3,540</td>
</tr>
<tr>
<td>Total Corridor Area</td>
<td><strong>1,462</strong></td>
<td><strong>5,757</strong></td>
</tr>
</tbody>
</table>

*Includes 846 acres of approximate UGB allocated to Thornton. (Adams County)
**Includes 320 acres of approximate UGB allocated to Louisville/Lafayette (Boulder Co.)

The corridor contains one urban center, the I-25/Highway 7 Activity Center, located at the intersection of I-25 and 160th Avenue in Thornton.

Figure 1 shows predominately industrial and moderate density residential uses are anticipated in the corridor, based on county and municipal land use plans—as of 2004.
2. Environmental Justice

DRCOG’s assessment of Environmental Justice areas for the DRCOG region shows that one of the 560 overall EJ traffic analysis zones (TAZs) in the region fall within the corridor. This zone is “minority-concentrated”.

3. Parks and Recreation Areas

Approximately 4,083.5 acres, or 32.5 percent of the total acreage of 12,543 within the corridor, consists of parks and open space. The largest park/open space areas are Rock Creek Farm and Ruth Roberts Park, both located in Boulder County.

4. Hazardous Materials

An initial analysis the corridor reveals no National Priority List (NPL) sites within the corridor. Eleven Underground Storage Tanks (USTs) lie within the corridor. Both the Northwest Parkway/I-25 Interchange Feasibility Study and the Northwest Parkway/US- 287 Interchange Feasibility Study provide an overview of potential hazardous material sites in their respective study areas.

5. Water Resources

Three features of water resources are described here:

Watersheds. The corridor lies in the Big Dry and St. Vrain watersheds.

Wetlands. Several different types of wetlands exist along the corridor.

Flood Hazard Areas. Several flood hazard areas, corresponding to FEMA Zones A and AE flood hazard zone designations, intersect the corridor—14 TAZs out of a total of 64 within the corridor include at least a portion of a flood hazard area. Both the Northwest Parkway/I-25
Interchange Feasibility Study and the Northwest Parkway/US-287 Interchange Feasibility Study provide an overview of wetlands and floodplains in their respective study areas.

6. Wildlife

The corridor encompasses the habitat of numerous Federal Threatened and Endangered Species and State of Colorado Species of Special Concern. These species include the habitats of the Preble’s Meadow Jumping Mouse, the Whooping Crane, and the Ute-Ladies’ Tresses Orchid. Both the Northwest Parkway/I-25 Interchange Feasibility Study and the Northwest Parkway/US-287 Interchange Feasibility Study provide an overview of the Threatened and Endangered Species’ habitats in their respective study areas.

7. Historic and Archaeological Resources

There are no existing and/or proposed historic/archaeological sites in the corridor. Both the Northwest Parkway/I-25 Interchange Feasibility Study and the Northwest Parkway/US-287 Interchange Feasibility Study provide an overview of the Threatened and Endangered Species’ habitats in their respective study areas.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects


Transit

– Preserve right-of-way to construct rapid transit rail along Northwest Parkway; and
– Provide feeder bus service to the US-36 Corridor rapid transit lines.

Bicycle/Pedestrian

– Complete regional and community bicycle corridor sections that cross or are parallel to the corridor. Improvements are based on local jurisdictions’ decisions and costs.

Travel Demand Management

– Utilize services of the 36 Commuting Solutions in the western end of the corridor.
Preservation and Safety

- Implement measures to reduce the number and severity of traffic crashes at identified locations along Northwest Parkway with a potential for crash reductions.
F-15. Peña Boulevard Multimodal Corridor Vision: I-70 to Denver International Airport


The transportation vision for the Peña Boulevard Corridor is to serve as a multimodal freeway and rapid transit corridor for regional and statewide trips, primarily to and from Denver International Airport. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. The southern section of this corridor will experience significant employment growth in the future. The eastern section near DIA will experience further growth in truck traffic associated with airport freight operations. Bus service is provided in the corridor along with extensive private bus and van service to tourist destinations and hotels. A rapid transit rail line will be built as part of the East Corridor (tier 1) (see Corridor Sub-Area Exhibit #3).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region’s Urban Growth Boundary/Area;
- Serve the Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Corridor Context

The following statistics are reported for an 11.5-mile long corridor area encompassing one mile on both sides of Peña Boulevard from I-70 to DIA. The corridor is projected to experience significant population and employment growth from 2005 to 2035. Projections indicate a population increase of 150 percent, a 148 percent increase in employment, and a 219 percent increase in households within the corridor. Travel demand is projected to increase 192 percent from 2005 to 2035.

Congestion measures show the Peña Boulevard corridor currently experiences a low level of congestion, which will increase in 2035, as shown in the following table:
Table 1. Peña Boulevard Corridor Congestion Measures

<table>
<thead>
<tr>
<th>Congestion Component</th>
<th>Congestion Measure</th>
<th>2006 Corridor</th>
<th>2006 Region</th>
<th>2035 Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELIABILITY</td>
<td>Travel Time Variation (ratio of peak hour to non-peak hour)</td>
<td>1.12</td>
<td>1.27</td>
<td>1.31</td>
</tr>
<tr>
<td>DURATION</td>
<td>Daily Congestion (hours per day)</td>
<td>0</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>SEVERITY</td>
<td>% of Peak Travel Time in Delay</td>
<td>10%</td>
<td>18.5%</td>
<td>22.5%</td>
</tr>
<tr>
<td>DELAY</td>
<td>Vehicle Delay (hours per day)</td>
<td>540</td>
<td>217,280</td>
<td>2,656</td>
</tr>
<tr>
<td>INCIDENTS</td>
<td>Crashes per Mile (2003 - average annual)</td>
<td>12</td>
<td>25</td>
<td>—</td>
</tr>
</tbody>
</table>

Selected Environmental Resources:

1. Land Use—Existing and Future

Table 2 lists the existing urbanization and projected future urbanization in the corridor.

Table 2. Peña Boulevard Corridor--Existing Urbanization and Future 2035 UGB Projections (acres)

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Counties</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adams*</td>
<td>Denver</td>
</tr>
<tr>
<td>Within UGB--Expected to be urbanized by 2035</td>
<td>1,920</td>
<td>5,967</td>
</tr>
<tr>
<td>--Currently Urbanized</td>
<td>1,900</td>
<td>2,808</td>
</tr>
<tr>
<td>--Currently Non-Urbanized</td>
<td>19</td>
<td>3,158</td>
</tr>
<tr>
<td>Not proposed to be urbanized by 2035 (outside UGB)</td>
<td>2,938</td>
<td>5,834</td>
</tr>
<tr>
<td><strong>Total Corridor Area</strong></td>
<td>4,858</td>
<td>11,801</td>
</tr>
</tbody>
</table>

The corridor contains one activity center, the 64th and Telluride Station, located north of 58th Avenue between Peña Boulevard and Tower Road, in Denver. The corridor also contains two mixed-use urban centers; the Airport Gateway, located on the east side of Buckley Road and north of I-70 in the City of Aurora; and Peña and 40th, located in the City of Denver, east of Buckley Road and north of the Airport Gateway Urban Center.

Figure 1 shows predominately institutional uses are anticipated in the corridor, based on county and municipal land use plans—as of 2004.
The FasTracks PCEA also provides some more information on existing and anticipated land use surrounding the rail line.

The Environmental Checklist for Peña Boulevard Widening provides more detailed information on existing land use and potential impacts within its study area.

2. Environmental Justice

DRCOG’s assessment of Environmental Justice areas for the DRCOG region shows that eleven of the 560 overall EJ traffic analysis zones (TAZs) in the region fall within the corridor. All of these zones are “minority-concentrated” and none are “low-income concentrated”. The Environmental Checklist for Peña Boulevard Widening provides more detailed information on existing EJ areas and potential impacts within its study area.

3. Parks and Recreation Areas

Approximately 1,566 acres, or 9.4 percent of the total acreage of 16,658 within the corridor, consists of parks and open space. The largest park/open space is the Rocky Mountain Arsenal, located in Adams County. The Environmental Checklist for Peña Boulevard Widening provides more detailed information on existing 4(f) areas and potential impacts within its study area.
4. Hazardous Materials

An initial analysis the corridor reveals no National Priority List (NPL) sites within the corridor. Twenty-eight Underground Storage Tanks (USTs) lie within the corridor. The *Environmental Checklist for Peña Boulevard Widening* provides more detailed information on hazardous waste sites and potential impacts within its study area.

5. Water Resources

Three features of water resources are described here:

**Watersheds.** The corridor lies in the South Platte Urban watersheds.

**Wetlands.** Several different types of wetlands exist along the corridor.

**Flood Hazard Areas.** Several flood hazard areas, corresponding to FEMA Zones A and AE flood hazard zone designations, intersect the corridor—14 TAZs out of a total of 56 within the corridor include at least a portion of a flood hazard area. The *Environmental Checklist for Peña Boulevard Widening* provides more detailed information on wetlands, floodplains, and other water resources, as well as potential impacts within its study area.

6. Wildlife

The corridor encompasses the habitat of numerous Federal Threatened and Endangered Species and State of Colorado Species of Special Concern. These species include the habitats of the Preble’s Meadow Jumping Mouse, the Whooping Crane, and the Ute-Ladies’ Tresses Orchid. Much of the corridor also lies in the Shortgrass Prairie Initiative eco-region, an area covering the eastern one-third of Colorado that is the habitat for approximately 40 likely threatened and endangered species. The SGPI is an interagency agreement between CDOT, FHWA, USFWS, CO DNR, CO DOW, and The Nature Conservancy which aims to preserve the Central Short Grass Prairie eco-region of Colorado, and mandates off-site mitigation in the form of habitat conservation. The *Environmental Checklist for Peña Boulevard Widening* provides more detailed information on Threatened and Endangered Species’ wildlife habitat as well as potential impacts within its study area.

7. Historic and Archaeological Resources

There are no existing and/or proposed historic/archaeological sites in the corridor. The *Environmental Checklist for Peña Boulevard Widening* provides more detailed information on potential impacts of historic and archaeological resources within its study area.

**Primary Strategies:**

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.
Roadway Capacity and Major Capital Projects
- **Widen Peña Boulevard between I-70 and the DIA terminal area**;
- Add missing movement at Tower Road interchange; and
- Widen I-70, E-470, 48th Avenue, 56th Avenue, Tower Road, and Picadilly Road where they cross Peña Boulevard.

Transit
- **Construct the East Corridor rail line along Peña Boulevard to the DIA terminal.**

Bicycle/Pedestrian
- Make further improvements to the designated bicycle corridor along or parallel to Peña Boulevard.

System Management
- Use freeway and other DMSs to display airport parking and other status information.

Travel Demand Management
- Form a TMO for the DIA or Gateway employment areas.

Preservation and Safety
- **Implement measures to reduce the number and severity of traffic crashes at identified locations along Peña Boulevard with a potential for crash reductions.**
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Relevant Studies: *I-70/SH-58 Interchange Environmental Assessment—June 2002*

The transportation vision for the **SH-58 Corridor** is to serve as a multimodal freeway corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. SH-58 provides direct access to the Golden area and also leads to Clear Creek Canyon and the gaming district. Bus service is provided and the Gold Line rapid transit rail line would be extended to Golden in tier 2. A branch freight railroad line of the BNSF RR serves Golden and the Coors Brewery (see Corridor Sub-Area Exhibit #7).

**Primary Goals/Objectives:**

- Support urban development within the Denver region’s Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

**Corridor Context**

The following statistics are reported for a 5.5-mile long corridor area encompassing one mile on both sides of SH-58 from US-6 to I-70. The corridor is projected to experience population and employment growth from 2005 to 2035. Projections indicate a population increase of 31 percent, a 21 percent increase in employment, and a 40 percent increase in households within the corridor. Travel demand is projected to increase 27 percent from 2005 to 2035.

Congestion measures show the SH-58 corridor currently experiences no congestion, which will not noticeably increase in 2035, as shown in the following table:
Table 1. SH-58 Corridor Congestion Measures

<table>
<thead>
<tr>
<th>Congestion Component</th>
<th>Congestion Measure</th>
<th>2006 Corridor</th>
<th>2006 Region</th>
<th>2035 Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELIABILITY:</td>
<td>Travel Time Variation (ratio of peak hour to non-peak hour)</td>
<td>1.0</td>
<td>1.27</td>
<td>1.0</td>
</tr>
<tr>
<td>DURATION:</td>
<td>Daily Congestion (hours per day)</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>SEVERITY:</td>
<td>% of Peak Travel Time in Delay</td>
<td>0</td>
<td>18.5%</td>
<td>0</td>
</tr>
<tr>
<td>DELAY:</td>
<td>Vehicle Delay (hours per day)</td>
<td>1</td>
<td>217,280</td>
<td>2</td>
</tr>
<tr>
<td>INCIDENTS:</td>
<td>Crashes per Mile (2003 - average annual)</td>
<td>18</td>
<td>25</td>
<td>—</td>
</tr>
</tbody>
</table>

Selected Environmental Resources:

1. Land Use-Existing and Future

The *I-70/SH-58 Interchange Environmental Assessment* gives an overview of the existing land use within its study area.

Table 2 lists the existing urbanization and projected future urbanization in the corridor.

Table 2. SH-58 Corridor--Existing Urbanization and Future 2035 UGB Projections

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Counties</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jefferson</td>
<td>Total</td>
</tr>
<tr>
<td>Within UGB--Expected to be urbanized by 2035</td>
<td>6,350</td>
<td>6,350</td>
</tr>
<tr>
<td>--Currently Urbanized</td>
<td>6,025</td>
<td>6,025</td>
</tr>
<tr>
<td>--Currently Non-Urbanized</td>
<td>180</td>
<td>180</td>
</tr>
<tr>
<td>Not proposed to be urbanized by 2035 (outside UGB)</td>
<td>2,725</td>
<td>2,725</td>
</tr>
<tr>
<td><strong>Total Corridor Area</strong></td>
<td><strong>9,075</strong></td>
<td><strong>9,075</strong></td>
</tr>
</tbody>
</table>

The corridor contains no urban centers.

Figure 1 shows predominately residential and open space uses are anticipated in the corridor, based on county and municipal land use plans—as of 2004.
The I-70/SH-58 Interchange Environmental Assessment gives an overview of the existing and future land use within its study area.

2. Environmental Justice

DRCOG’s assessment of Environmental Justice areas for the DRCOG region shows that two of the 560 overall EJ traffic analysis zones (TAZs) in the region fall within the corridor. Both of these zones are “low-income concentrated”. The I-70/SH-58 Interchange Environmental Assessment gives an overview of the EJ sites and potential impacts within its study area.

3. Parks and Recreation Areas

Approximately 2,381 acres, or 26.2 percent of the total acreage of 9,075 within the corridor, consists of parks and open space. The largest park/open space areas are Mt. Galbraith Park and Windy Saddle Park, both in unincorporated Jefferson County. The I-70/SH-58 Interchange Environmental Assessment gives an overview of the parks and recreation areas and potential impacts within its study area.

4. Hazardous Materials

An initial analysis the corridor reveals no National Priority List (NPL) sites within the corridor. Sixty Underground Storage Tanks (USTs) lie within the corridor. The I-70/SH-58 Interchange Environmental Assessment gives an overview of the hazardous waste sites and potential impacts within its study area.
5. Water Resources

Three features of water resources are described here:

**Watersheds.** The corridor lies in the South Platte Urban watershed on the east, and the Upper Clear Creek watershed on the west.

**Wetlands.** Several different types of wetlands exist along the corridor.

**Flood Hazard Areas.** Several flood hazard areas, corresponding to FEMA Zones A and AE flood hazard zone designations, intersect the corridor—22 TAZs out of a total of 33 within the corridor include at least a portion of a flood hazard area. The *I-70/SH-58 Interchange Environmental Assessment* gives an overview of these water resources and potential impacts within its study area.

6. Wildlife

The corridor encompasses the habitat of numerous Federal Threatened and Endangered Species and State of Colorado Species of Special Concern. These species include the habitats of the Preble’s Meadow Jumping Mouse, the Whooping Crane, and the Ute-Ladies’ Tresses Orchid. The *I-70/SH-58 Interchange Environmental Assessment* gives an overview of wildlife habitat and potential impacts to wildlife habitat within its study area.

7. Historic and Archaeological Resources

There are no existing and/or proposed historic/archaeological sites in the corridor. The *I-70/SH-58 Interchange Environmental Assessment* gives an overview of existing historic and archaeological resources and potential impacts to these properties within its study area.

**Primary Strategies:**

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

**Roadway Capacity and Major Capital Projects**

- Construct a new interchange where SH-58 and US-6/SH-93 meet;
- *Add missing ramps at the interchange with I-70;*
- Construct a new interchange at Cabela Drive; and
Transit
- Construct rapid transit parallel to SH-58 connecting Golden with the Ward Road station of the Gold Line; and
- *Provide interim feeder bus service to the Gold Line.*

Bicycle/Pedestrian
- Complete gaps in the Clear Creek Trail.

System Management
- Implement select (not full) surveillance and limited DMSs; feed to regional ATIS; and
- Use freeway DMSs to display real-time traffic information and real-time travel weather advisories for US-6 Clear Creek Canyon.

Travel Demand Management

Preservation and Safety
- *Rebuild aging bridges*; and
- *Implement measures to reduce the number and severity of traffic crashes at identified locations along SH-58 with a potential for crash reductions.*
(intentionally blank)
F-17. US-6 Multimodal Corridor Vision (F-17): I-70 to I-25


Website: http://www.rtd-hastracks.com/wc_28

The transportation vision for the US-6 (6th Avenue Freeway) Corridor is to serve as a multimodal freeway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. The corridor is situated in a densely developed urban corridor and serves the Federal Center area. Other state highways in this corridor include SH-26 (Alameda Avenue) and US-40 (West Colfax Avenue). US-6 provides a connection between the mountains (I-70) and the area south of downtown Denver. Bus service is provided in the corridor along with park-n-Ride lots. A parallel rapid transit line will be built along the West Corridor (tier 1) (see Corridor Sub-Area Exhibit #7).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region’s Urban Growth Boundary/Area;
- Serve the Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Corridor Context

The following statistics are reported for an 8.9-mile long corridor area encompassing one mile on both sides of US-6 from I-70 to I-25. The corridor is projected to experience moderate population and employment growth from 2005 to 2035. Projections indicate a population increase of 35 percent, a 25 percent increase in employment, and a 45 percent increase in households within the corridor. Travel demand is projected to increase 21 percent from 2005 to 2035.
Congestion measures show the US-6 corridor currently experiences an average level of congestion, which will grow substantially worse in 2035, as shown in the following table:

Table 1. US-6 Corridor Congestion Measures

<table>
<thead>
<tr>
<th>Congestion Component</th>
<th>Congestion Measure</th>
<th>2006 Corridor</th>
<th>2006 Region</th>
<th>2035 Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELIABILITY</td>
<td>Travel Time Variation (ratio of peak hour to non-peak hour)</td>
<td>1.21</td>
<td>1.27</td>
<td>1.75</td>
</tr>
<tr>
<td>DURATION</td>
<td>Daily Congestion (hours per day)</td>
<td>1</td>
<td>1</td>
<td>2-3</td>
</tr>
<tr>
<td>SEVERITY</td>
<td>% of Peak Travel Time in Delay</td>
<td>18.5%</td>
<td>18.5%</td>
<td>37%</td>
</tr>
<tr>
<td>DELAY</td>
<td>Vehicle Delay (hours per day)</td>
<td>2,096</td>
<td>217,280</td>
<td>8,169</td>
</tr>
<tr>
<td>INCIDENTS</td>
<td>Crashes per Mile (2003 - average annual)</td>
<td>51</td>
<td>25</td>
<td>—</td>
</tr>
</tbody>
</table>

The RTD West Corridor FEIS provides more details on existing and future socioeconomic characteristics and traffic conditions for its study area.

The U.S.-6—Kalamath to I-70 Incident Management Program—Final Report provides more details on incidents and associated incident management strategies within its study area.

Selected Environmental Resources:

1. Land Use-Existing and Future

Table 2 lists the existing urbanization and projected future urbanization in the corridor.

Table 2. US-6 Corridor--Existing Urbanization and Future 2035 UGB Projections (acres)

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Counties</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Denver</td>
<td>Jefferson</td>
</tr>
<tr>
<td>Within UGB--Expected to be urbanized by 2035</td>
<td>3,733</td>
<td>9,562</td>
</tr>
<tr>
<td>--Currently Urbanized</td>
<td>3,733</td>
<td>9,562</td>
</tr>
<tr>
<td>--Currently Non-Urbanized</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Not proposed to be urbanized by 2035 (outside UGB)</td>
<td>0</td>
<td>138</td>
</tr>
<tr>
<td>Total Corridor Area</td>
<td>3,733</td>
<td>9,700</td>
</tr>
</tbody>
</table>

The corridor contains six urban centers; five are mixed-use and one is an activity center. The largest urban center is Union Center, located on the corner of US-6 and Union/Simms Street in Lakewood.
Figure 1 shows predominately residential uses are anticipated in the corridor, based on county and municipal land use plans—as of 2004.

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>0%</td>
</tr>
<tr>
<td>Commercial</td>
<td>9.1%</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>2.6%</td>
</tr>
<tr>
<td>Industrial</td>
<td>8.5%</td>
</tr>
<tr>
<td>Institutional</td>
<td>10.6%</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>3.7%</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>14.0%</td>
</tr>
<tr>
<td>Moderate Density Residential</td>
<td>37.2%</td>
</tr>
<tr>
<td>Multi Family Residential</td>
<td>6.5%</td>
</tr>
<tr>
<td>Open Space</td>
<td>7.8%</td>
</tr>
</tbody>
</table>

The RTD West Corridor FEIS provides more details on existing and future land use, as well as potential impacts for its study area. The FasTracks PCEA also provides some more information on existing and anticipated land use surrounding the light rail line.

2. Environmental Justice

DRCOG’s assessment of Environmental Justice areas for the DRCOG region shows that 43 of the 560 overall EJ traffic analysis zones (TAZs) in the region fall within the corridor. Of these TAZs, 23 are both “low-income concentrated” and “minority-concentrated” and 20 TAZs are just “minority-concentrated”. The RTD West Corridor FEIS provides more details on EJ areas and potential impacts, within its study area.

3. Parks and Recreation Areas

Approximately 6,233 acres, or 4.6 percent of the total acreage of 13,433 within the corridor, consists of parks and open space. The largest park/open space area is William F. Hayden Green Mountain Park in Lakewood. The RTD West Corridor FEIS provides more details on parks and recreational resources and potential impacts, within its study area.

4. Hazardous Materials

An initial analysis the corridor reveals no National Priority List (NPL) sites within the corridor. Two hundred and ninety-three Underground Storage Tanks (USTs) lie within the corridor. The RTD West Corridor FEIS provides more details on hazardous waste sites and potential impacts, within its study area.
5. Water Resources

Three features of water resources are described here:

**Watersheds.** The corridor lies entirely in the South Platte Urban watershed.  

**Wetlands.** Several different types of wetlands exist along the corridor.  

**Flood Hazard Areas.** Several flood hazard areas, corresponding to FEMA Zones A and AE flood hazard zone designations, intersect the corridor—65 TAZs out of a total of 104 within the corridor include at least a portion of a flood hazard area. The *RTD West Corridor FEIS* provides more details on wetlands, floodplains, and other water resources, as well as potential impacts, within its study area.

6. Wildlife

The corridor encompasses the habitat of numerous Federal Threatened and Endangered Species and State of Colorado Species of Special Concern. These species include the habitats of the Preble’s Meadow Jumping Mouse, the Whooping Crane, and the Black-Tailed Prairie Dog. The *RTD West Corridor FEIS* provides more details on wildlife habitat areas, including those of Threatened and Endangered Species, as well as potential impacts, within its study area.

7. Historic and Archaeological Resources

There are four existing and/or proposed historic/archaeological sites in the corridor. The largest historic district is the Camp George West Historic District located in unincorporated Jefferson County. The *RTD West Corridor FEIS* provides more details on historic and archaeological resources and potential impacts within its study area.

**Primary Strategies:**

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

**Roadway Capacity and Major Capital Projects**

- Reconstruct US-6 between I-70 and I-25;
- Widen applicable segments of Alameda Avenue between Simms Street and Lincoln Avenue;
- Eliminate the Bryant Street interchange; and

Transit
- Construct the West Corridor light rail line, parallel to US-6;
- Construct eleven new light rail stations, six with parking;
- Improve transit operational treatments on West Colfax Avenue; and
- Relocate the existing Cold Spring park-and-Ride to the Federal Center light rail station and increase parking capacity.

Bicycle/Pedestrian
- Complete sections of the parallel regional bicycle corridor to the north of US-6 including linkage to C-470 trail;
- Improve connections across or under US-6;
- Improve bicycle trail on south side of 6th Avenue, from Indiana East to Simms/Union Boulevard; and
- Improve pedestrian connections along US 40 (Colfax) from I-70 to Rooney Road.

System Management
- Implement operational improvements on US-6, ramp intersections, US-40, and SH-26;
- Use freeway traffic information dissemination devices to display mountain travel weather advisories;
- Operate traffic-responsive control on US-40 and SH-26 as incident diversion route to US-6; and
- Select network surveillance on US-40 and SH-26 to support incident diversion routing.

Travel Demand Management
- Target efforts to increase transit use of the West Corridor LRT line; and
- Form one or two (Denver West/Mills? Union Center?) TMOs to facilitate subarea-specific TDM activities.

Preservation and Safety
- Rebuild aging bridges;
- Implement measures to reduce the number and severity of traffic crashes at identified locations along US-6, SH-26, and US-40 with a potential for crash reductions; and
(intentionally blank)


Website:  www.us36eis.com

The transportation vision for the US-36 Corridor is primarily to serve as the key multimodal freeway and rapid transit corridor providing a connection between the Boulder and Denver urban areas. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. Extensive bus service is provided along the corridor and a parallel rapid transit rail line and bus/HOV/ bus rapid transit facility is planned (tier 1). Rocky Mountain Regional Airport is adjacent to the corridor. The BNSF railroad line parallels much of the corridor (see Corridor Sub-Area Exhibit # 8 and #9).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region’s Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies; and
- Maintain or improve pavement to optimal condition.

Corridor Context

The following statistics are reported for a 19.7-mile long corridor area encompassing one mile on both sides of US-36 from I-25 to Baseline Road. The corridor is projected to experience moderate population and employment growth from 2005 to 2035. Projections indicate a population increase of 26 percent, a 62 percent increase in employment, and a 35 percent increase in households within the corridor. Travel demand is projected to increase 45 percent from 2005 to 2035.

Congestion measures show the US-36 corridor currently experiences an above average level of congestion, which will further deteriorate in 2035, as shown in the following table:
Table 1. US 36 Corridor Congestion Measures

<table>
<thead>
<tr>
<th>Congestion Component</th>
<th>Congestion Measure</th>
<th>2006 Corridor</th>
<th>2006 Region</th>
<th>2035 Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELIABILITY</td>
<td>Travel Time Variation (ratio of peak hour to non-peak hour)</td>
<td>1.39</td>
<td>1.27</td>
<td>1.92</td>
</tr>
<tr>
<td>DURATION</td>
<td>Daily Congestion (hours per day)</td>
<td>2-3</td>
<td>1</td>
<td>3-4</td>
</tr>
<tr>
<td>SEVERITY</td>
<td>% of Peak Travel Time in Delay</td>
<td>27%</td>
<td>18.5%</td>
<td>42%</td>
</tr>
<tr>
<td>DELAY</td>
<td>Vehicle Delay (hours per day)</td>
<td>4,347</td>
<td>217,280</td>
<td>11,688</td>
</tr>
<tr>
<td>INCIDENTS</td>
<td>Crashes per Mile (2003 - average annual)</td>
<td>80</td>
<td>25</td>
<td>—</td>
</tr>
</tbody>
</table>

The *US-36 DEIS* gives more detailed information on existing and future socioeconomic information and traffic in its study area.

Selected Environmental Resources:

1. Land Use—Existing and Future

Table 2 lists the existing urbanization and projected future urbanization in the corridor.

Table 2. US-36 Corridor--Existing Urbanization and Future 2035 UGB Projections (acres)

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Counties</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Admas*</td>
<td>Boulder**</td>
</tr>
<tr>
<td>Within UGB--Expected to be urbanized by 2035</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--Currently Urbanized</td>
<td>6,405</td>
<td>7,105</td>
</tr>
<tr>
<td>--Currently Non-Urbanized</td>
<td>6,385</td>
<td>6,217</td>
</tr>
<tr>
<td>Not proposed to be urbanized by 2035 (outside UGB)</td>
<td>21</td>
<td>888</td>
</tr>
<tr>
<td>Total Corridor Area</td>
<td>6,966</td>
<td>11,505</td>
</tr>
</tbody>
</table>

*Adams--Includes approximate UGB allocation of 3 acres.
**Boulder--Includes approximate UGB allocation of 116 acres.
***Jefferson--Includes approximate UGB allocation of 104 acres

The corridor contains seven urban centers; three are mixed-use and four are activity centers. The largest urban center is the 28\textsuperscript{th}/30\textsuperscript{th} Street mixed-use center, also known as the Boulder Valley Regional Center (BVRC), located at the intersection of US-36 and Arapahoe Avenue in Boulder.

Figure 1 shows predominately residential and open space uses are anticipated in the corridor, based on county and municipal land use plans—as of 2004.
The US-36 DEIS also gives an overview of the existing and future land use, as well as projected impacts within its study area. The FasTracks PCEA also provides some more information on existing and anticipated land use surrounding the rail line and bus/HOV/BRT lanes.

2. Environmental Justice

DRCOG’s assessment of Environmental Justice areas for the DRCOG region shows that 39 of the 560 overall EJ traffic analysis zones (TAZs) in the region fall within the corridor. Of these 39 zones, eight zones are both “low-income concentrated” and “minority-concentrated”. Twenty-eight TAZs are only “minority-concentrated” and three TAZs are only “low-income concentrated”. The US-36 DEIS gives an overview of the EJ areas and potential impacts within its study area.

3. Parks and Recreation Areas

Approximately 5,681 acres, or 20.8 percent of the total acreage of 27,303 within the corridor, consists of parks and open space. The largest park/open space areas are Van Vleet South and Rock Creek Farm, both located in unincorporated Boulder County. The US-36 DEIS gives an overview of the existing and park/recreation areas and potential impacts within its study area.

4. Hazardous Materials

An initial analysis the corridor reveals no National Priority List (NPL) sites within the corridor. One hundred and sixty-five Underground Storage Tanks (USTs) lie within the corridor. The US-36 DEIS gives an overview of the existing hazardous waste sites and potential impacts within its study area.
5. Water Resources

Three features of water resources are described here:

Watersheds. The corridor crosses the South Platte Urban Watershed on the east, the Big Dry Watershed in the Central, and the St. Vrain watershed on the west.

Wetlands. Several different types of wetlands exist along the corridor.

Flood Hazard Areas. Several flood hazard areas, corresponding to FEMA Zones A and AE flood hazard zone designations intersect the corridor—101 TAZs out of a total of 181 within the corridor include at least a portion of a flood hazard area. The *US-36 DEIS* gives an overview of the existing wetlands, floodplains and other water resources, and potential impacts, within its study area.

6. Wildlife

The corridor encompasses the habitat of numerous Federal Threatened and Endangered Species and State of Colorado Species of Special Concern. These species include the habitats of the Preble’s Meadow Jumping Mouse, the Whooping Crane, and the Black-Tailed Prairie Dog. The *US-36 DEIS* gives an overview of the existing wildlife habitat areas, including those of Threatened and Endangered Species, and potential impacts within its study area.

7. Historic and Archaeological Resources

One historical district, the Norlin Quadrangle Historic District, located in Boulder, is within the study area. The *US-36 DEIS* also gives an overview of the existing historic and archaeological areas and potential impacts within its study area.

Primary Strategies:

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

Roadway Capacity and Major Capital Projects

- Widen US-36 from 96th St to I-25;
- *Reconstruct the interchanges* at Table Mesa Drive/South Boulder Road/SH-157, *McCaslin Boulevard*, Wadsworth Boulevard, and Sheridan Boulevard;
- *Add interchange ramps between US-36 and the SH-128/120th Avenue extension*;
- Further reconstruct the interchange at US-36 and I-25;
- Add hill-climbing lanes between Table Mesa Drive and McCaslin Boulevard; and
- Widen I-25, SH-121/Wadsworth Boulevard, 96th Street, Church Ranch Road, Sheridan Boulevard, and Federal Boulevard where they cross US-36.
Transit

- Construct a commuter rail line parallel to US-36 from Denver Union Station to Boulder;
- Construct bus/HOV/bus rapid transit (BRT) lanes along US-36 from Table Mesa interchange east to tie into I-25 Downtown Express lanes;
- Construct BRT station/ramp treatments; and
- Construct commuter rail stations supported by local bus feeder service and appropriate parking and expand three existing park-n-Rides to serve as bus rapid transit stations.

Bicycle/Pedestrian

- Construct regional bicycle facility parallel to US-36; and
- Improve pedestrian and bicycle facilities for crossing over or under US-36.

System Management

- Extend courtesy patrol from 120th to Foothills Parkway;
- Build bus/HOV bypasses at all metered ramps used for access to the Bus/HOV/BRT facility; and
- Use freeway DMSs to display comparative real-time travel time for general purpose lanes and HOV lanes.

Travel Demand Management

- 36 Commuting Solutions and Boulder East Community Transportation Options facilitate subarea-specific TDM activities; and
- Target efforts to increase transit use of the US-36 rail and BRT rapid transit lines.

Preservation and Safety

- Rebuild aging bridges; and
- Implement measures to reduce the number and severity of traffic crashes at identified locations along US-36 with a potential for crash reductions.

Other

- Additional capacity and/or bus/HOV/BRT may warrant consideration as managed lanes.
(intentionally blank)

The transportation vision for the US-285 Corridor is to serve as a multimodal freeway and rapid transit corridor serving regional and statewide trips. The corridor also includes SH-8 from C-470 to Wadsworth Boulevard. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. US-285 provides a connection between the mountains and the southwest portion of the Denver area. The eastern segment is located in a densely developed urban area while the western segment passes through a major regional park and less developed suburban area. Bus service is provided in the corridor along with a park-n-Ride lot. A rapid transit line is envisioned (tier 2) along a segment of the corridor from Wadsworth Boulevard to the Southwest Corridor LRT line (see Corridor Sub-Area Exhibit #6).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles;
- Support urban development within the Denver region’s Urban Growth Boundary/Area;
- Serve the proposed Urban Centers in the corridor;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

The following statistics are reported for a 9.7-mile long corridor area encompassing one mile on both sides of US-285 from SH-8 to Lowell Boulevard. The corridor is projected to experience population and employment growth from 2005 to 2035. Projections indicate a population increase of 19 percent, a 54 percent increase in employment, and a 26 percent increase in households within the corridor. Travel demand is projected to increase 41 percent from 2005 to 2035.

Congestion measures show the US-285 corridor currently experiences a below average level of congestion, which will substantially increase in 2035, as shown in the following table:
Table 1. US-285 Corridor Congestion Measures

<table>
<thead>
<tr>
<th>Congestion Component</th>
<th>Congestion Measure</th>
<th>2006 Corridor</th>
<th>2006 Region</th>
<th>2035 Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELIABILITY</td>
<td>Travel Time Variation (ratio of peak hour to non-peak hour)</td>
<td>1.18</td>
<td>1.27</td>
<td>1.53</td>
</tr>
<tr>
<td>DURATION</td>
<td>Daily Congestion (hours per day)</td>
<td>0-1</td>
<td>1</td>
<td>2-3</td>
</tr>
<tr>
<td>SEVERITY</td>
<td>% of Peak Travel Time in Delay</td>
<td>12.5%</td>
<td>18.5%</td>
<td>29%</td>
</tr>
<tr>
<td>DELAY</td>
<td>Vehicle Delay (hours per day)</td>
<td>871</td>
<td>217,280</td>
<td>3,179</td>
</tr>
<tr>
<td>INCIDENTS</td>
<td>Crashes per Mile (2003 - average annual)</td>
<td>39</td>
<td>25</td>
<td>–</td>
</tr>
</tbody>
</table>

Selected Environmental Resources:

1. Land Use—Existing and Future

Table 2 lists the existing urbanization and projected future urbanization in the corridor.

Table 2. US-285 Corridor: Existing Urbanization and Future 2035 UGB Projections (acres)

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Counties</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Arapahoe</td>
<td>Denver</td>
</tr>
<tr>
<td>Within UGB--Expected to be urbanized by 2035</td>
<td>681</td>
<td>3,005</td>
</tr>
<tr>
<td>--Currently Urbanized</td>
<td>679</td>
<td>2,695</td>
</tr>
<tr>
<td>--Currently Non-Urbanized</td>
<td>2</td>
<td>310</td>
</tr>
<tr>
<td>Not proposed to be urbanized by 2035 (outside UGB)</td>
<td>87</td>
<td>0</td>
</tr>
<tr>
<td>Total Corridor Area</td>
<td>768</td>
<td>3,005</td>
</tr>
</tbody>
</table>

*Includes approximate UGB allocation of 123 acres to Jefferson County.

The corridor contains two urban centers; both are activity centers. They are the Bear Valley Activity Center located at US-285 and Sheridan in Denver; and the Fehringer Ranch, located at the US-285/Kipling intersection in unincorporated Jefferson County.
Figure 1 shows predominately residential and open space uses are anticipated in the corridor, based on county and municipal land use plans—as of 2004.

2. Environmental Justice

DRCOG’s assessment of Environmental Justice areas for the DRCOG region shows that 20 of the 560 overall EJ traffic analysis zones (TAZs) in the region fall within the corridor. Of these 20 zones, 4 zones are both “low-income concentrated” and “minority-concentrated” and 16 TAZs are only “minority-concentrated”.

3. Parks and Recreation Areas

Approximately 3,362 acres, or 24.2 percent of the total acreage of 13,881 within the corridor, consists of parks and open space. The largest park/open space area is Bear Creek Lake Park, located in Lakewood.

4. Hazardous Materials

An initial analysis the corridor reveals no National Priority List (NPL) sites within the corridor. Fifty-five Underground Storage Tanks (USTs) lie within the corridor.

5. Water Resources

Three features of water resources are described here:

**Watersheds.** The corridor crosses the Bear Creek Watershed on the west and the South Platte Urban Watershed on the east.

**Wetlands.** Several different types of wetlands exist along the corridor.
**Flood Hazard Areas.** Several flood hazard areas, corresponding to FEMA Zones A and AE flood hazard zone designations, intersect the corridor—31 TAZs out of a total of 59 within the corridor include at least a portion of a flood hazard area.

6. *Wildlife*

The corridor encompasses the habitat of numerous Federal Threatened and Endangered Species and State of Colorado Species of Special Concern. These species include the habitats of the Preble’s Meadow Jumping Mouse, the Whooping Crane, and part of the winter range of the Bald Eagle.

7. *Historic and Archaeological Resources*

One historical district, the Fort Logan Mental Health Center located in Denver, is within the study area.

**Primary Strategies:**

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

**Roadway Capacity and Major Capital Projects**

- Widen US-285 between Kipling Avenue and Lowell Boulevard;
- *Reconstruct the interchanges* at Kipling Street, *Wadsworth Boulevard*, and Sheridan Boulevard;
- Construct a new interchange at Lowell Boulevard/Knox Court; and
- Widen C-470, Kipling Street, and Wadsworth Boulevard where they cross US-285/Hampden Avenue.

**Transit**

- Construct rapid transit rail paralleling US-285/Hampden Avenue from Wadsworth Boulevard to the existing Southwest light rail line.

**Bicycle/Pedestrian**

- Improve pedestrian and bicycle facilities for crossing over or under US-285.

**System Management**

- Implement courtesy patrol west to C-470.
Travel Demand Management

- Targeted activities to increase carpooling and vanpooling.

Preservation and Safety

- Rebuild aging bridges;
- Rebuild deficient traffic signals at the US-285 ramps; and
- Implement measures to reduce the number and severity of traffic crashes at identified locations along US-285 and SH-8 with a potential for crash reductions.

Other

- Additional capacity may warrant consideration as managed lanes.
(intentionally blank)
F-20. Northwest Corridor Multimodal Corridor Vision: US-6 to 96th Street/Northwest Parkway


Website: http://www.dot.state.co.us/NorthwestCorridorEIS/index.cfm

The transportation vision for the Northwest Corridor is to serve as a multimodal access controlled highway and rapid transit corridor serving regional and statewide trips. Future improvements will primarily increase mobility as well as maintain system quality and improve safety. This corridor also includes portions of SH-72, SH-93, and SH-128. Corridor improvements will enable the completion of a regional beltway transportation system, connecting the Northwest Parkway (96th Street) to the SH-58, I-70, or C-470 freeway systems. The corridor passes through major open space parcels. Bus service will be provided along the corridor and a rapid transit line is envisioned. Rocky Mountain Metropolitan Airport is located in the northern end of the corridor. Specific transportation improvements (classification, alignment, interchanges) will be determined by the ongoing Northwest Corridor EIS (see Corridor Sub-Area Exhibit #8).

Primary Goals/Objectives:

- Increase travel reliability and improve mobility for private and commercial vehicles
- Support urban development within the Denver region’s Urban Growth Boundary/Area;
- Accommodate growth in personal motor vehicle and freight travel;
- Improve management of the existing facilities and travel demand;
- Provide alternative modes of transportation to travelers;
- Reduce motor vehicle crash rates;
- Eliminate design deficiencies;
- Maintain or improve pavement to optimal condition; and
- Maintain statewide transportation connections.

Corridor Context

The following statistics are reported for a 19.6-mile long corridor area encompassing one mile on both sides of the proposed Northwest Corridor from US-6 to the existing Northwest Parkway. The proposed corridor is projected to experience significant population and employment growth from 2005 to 2035. Projections indicate a population increase of 69 percent, a 73 percent increase in employment, and an 83 percent increase in households within the corridor. Travel demand is projected to increase 51 percent from 2005 to 2035.
[As the Congestion Management System performance data only reports data for existing roadways, no Table 1 is provided here.]

Selected Environmental Resources:

1. Land Use-Existing and Future

Table 1 lists the existing urbanization and projected future urbanization in the corridor.

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Counties</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Boulder*</td>
<td>Broomfield</td>
</tr>
<tr>
<td>Within UGB--Expected to be urbanized by 2035</td>
<td>1,160</td>
<td>2,326</td>
</tr>
<tr>
<td>--Currently Urbanized</td>
<td>1,004</td>
<td>2,269</td>
</tr>
<tr>
<td>--Currently Non-Urbanized</td>
<td>156</td>
<td>57</td>
</tr>
<tr>
<td>Not proposed to be urbanized by 2035 (outside UGB)</td>
<td>935</td>
<td>1,020</td>
</tr>
<tr>
<td>Total Corridor Area</td>
<td>2,095</td>
<td>3,346</td>
</tr>
</tbody>
</table>

*Includes approximate UGB allocation of 81.5 acres to Boulder County.
**Includes approximate UGB allocation of 130 acres to Jefferson County.

The corridor contains no urban centers.

Figure 1 shows predominately residential and open space uses are anticipated in the corridor, based on county and municipal land use plans—as of 2004.
2. Environmental Justice

DRCOG’s assessment of Environmental Justice areas for the DRCOG region shows that four of the 560 overall EJ traffic analysis zones (TAZs) in the region fall within the corridor. Of these four zones, two TAZs are only “minority-concentrated” and two are only “low-income-concentrated”. The Northwest Corridor EIS March 29, 2005 Technical Support Committee (TSC) Meeting Summary also provides some discussion on potential impacts to EJ areas within its study area.

3. Parks and Recreation Areas

Approximately 40.2 percent of the total existing acreage, or 10,532 out of 26,196 acres within the corridor, consists of parks and open space. The largest park/open space area is The Rocky Flats National Wildlife Refuge, located in Jefferson County. The Northwest Corridor EIS October 14, 2005 Technical Support Committee (TSC) Meeting Summary, (as well as others), also provides some discussion on potential impacts to park and recreation areas within its study area.

4. Hazardous Materials

An initial analysis the corridor reveals no National Priority List (NPL) sites within the corridor. Fifty-eight Underground Storage Tanks (USTs) lie within the corridor. The Northwest Corridor EIS March 29, 2005 Technical Support Committee Meeting Summary also provides some discussion on hazardous waste sites within its study area.

5. Water Resources

Three features of water resources are described here:

**Watersheds.** The corridor crosses four different watersheds (from south to north): the South Platte Urban, the Upper Clear Creek, the South Platte Urban (again), the Big Dry, and the St. Vrain.

**Wetlands.** Several different types of wetlands exist along the corridor.

**Flood Hazard Areas.** Several flood hazard areas, corresponding to FEMA Zones A and AE flood hazard zone designations intersect the corridor—41 TAZs out of a total of 83 within the corridor include at least a portion of a flood hazard area. The Northwest Corridor EIS September 28, 2004 Technical Support Committee (TSC) Meeting Summary also provides some discussion on potential impacts to wetlands and other water resources within its study area.

6. Wildlife

The corridor encompasses the habitat of numerous Federal Threatened and Endangered Species and State of Colorado Species of Special Concern. These species include the habitats of the Preble’s Meadow Jumping Mouse, the Whooping Crane, and part of the winter range of the Bald Eagle. The Northwest Corridor EIS September 28, 2004 Technical Support Committee Meeting
Summary also provides some discussion on potential impacts to wildlife habitat within its study area.

7. Historic and Archaeological Resources

Six historic districts are located within the study area. The largest historic district is the Churches Ranch—Long Lake Ranch Park, located in Arvada. The second largest is the Lariat Trail Scenic Mountain Drive/Lariat Loop Road/Lookout Mountain Road, located in Golden. The Northwest Corridor EIS October 14, 2005 Technical Support Committee (TSC) Meeting Summary, (as well as others), also provides some discussion on historic/archaeological resources and potential impacts within its study area.

**Primary Strategies:**

Chapter 2 describes common strategies for all corridors. Strategies that are part of a project receiving federal funding or subject to federal action must go through environmental (NEPA) analyses prior to final definition of specific project attributes.

**Roadway Capacity and Major Capital Projects**

- Construct new access controlled highway – *ongoing EIS to determine alignment and design characteristics*;
- Widen portions of SH-93, SH-72, SH-128, McIntyre Street, Indiana Street, and 96th Street within the corridor area; and
- Construct new interchanges or grade separations where recommended by Northwest Corridor EIS.

**Transit**

- Preserve right-of-way for future rapid transit implementation in the corridor; and
- *Provide feeder bus service to Gold Line and US-36 Corridor rapid transit lines.*

**Bicycle/Pedestrian**

- Provide pedestrian connections across SH-93 in Golden;
- Complete bicycle corridor improvements along SH-93; and
- Consider new bicycle corridor along any new roadway that is constructed.

**System Management**

- Construct hill-climbing lanes and shoulder improvements on existing arterials in the corridor;
- Implement intersection improvements (e.g. turn lanes, acceleration/deceleration lanes) at existing signalized intersections as appropriate;
- Operate arterial corridor signals using traffic-responsive control; implement needed system detection;
- Implement network surveillance at key points throughout entire corridor;
- Implement/use DMSs to disseminate real-time weather condition and closure information from regional ATIS; and
- Adhere to access category EX or FW for new highway strictly regulating access from adjacent development.

**Travel Demand Management**

- *36 Commuting Solutions* TMO facilitates subarea specific TDM activities; and
- *Target efforts to increase transit use of US-36, Gold Line, and West Corridor rapid transit lines.*

**Preservation and Safety**

- Make safety improvements along SH-93; and
- *Implement measures to reduce the number and severity of traffic crashes at identified locations on corridor arterials with a potential for crash reductions.*

**Other**

- Provide wildlife crossings where applicable;
- New capacity may warrant consideration as toll facility or managed lanes; and
- Ongoing EIS will determine preferred alternative and environmental mitigation measures such as noise abatement.