

Welcome

to the

SH 66

Planning and Environmental Linkages Study

Public Meeting

APRIL 25 & 26, 2017

Thank you for attending! We are pleased you are here to hear more about the SH 66 Corridor! We are eager to hear your ideas to help shape the future vision for the corridor!

How to get the most out of this meeting:

- View the displays and talk with our project team members to learn more and share your ideas
 - Participate in the interactive activities
- Fill out a project comment card and drop it in the box



COLORADO

Department of
Transportation



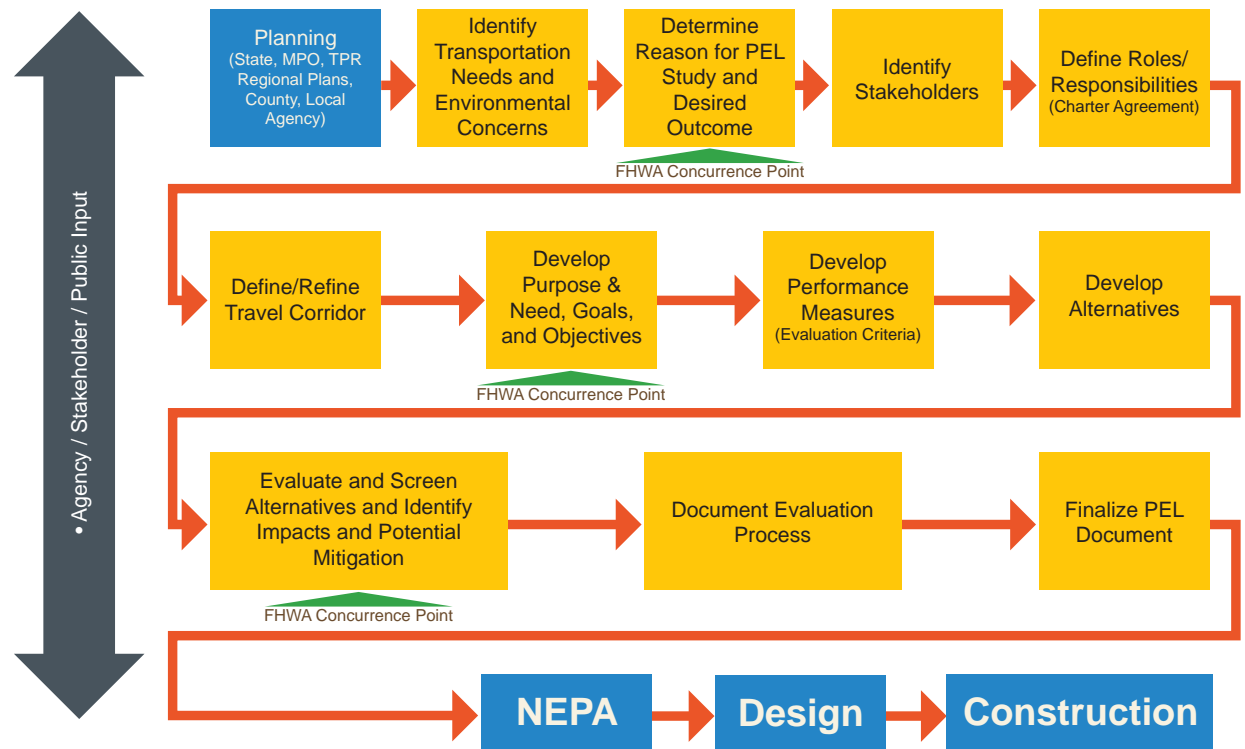


What is a PEL?

A Planning and Environmental Linkages (PEL) study is an approach to transportation decision-making that considers community, environmental and economic goals early in the planning stage and carry them through project development, design, and construction.

A PEL Study:

- Identifies transportation issues and environmental concerns
- Defines a clear purpose and need
- Results in useful information that can be carried forward into the National Environmental Policy Act (NEPA) process



Project Purpose and Need

The SH 66 PEL will identify existing conditions, anticipated problem areas, safety, and operational needs to determine the short-term and long-term transportation priorities.

Purpose The purpose of transportation improvements along the SH 66 corridor is to improve safety, reduce existing and future traffic congestion, provide efficient access for existing and future development, and improve mobility and connectivity for all transportation modes that match the context of the adjacent communities.

Needs

SAFETY PROBLEM The corridor has experienced a number of safety concerns.

VEHICULAR Several intersection and mainline locations along the SH 66 corridor have a high number of crashes, when compared to other similar roadways.

BICYCLE Areas along the corridor have experienced bicycle safety concerns, from recorded incidents, physical characteristics, and cross-street connections.

PEDESTRIAN There are a number of pedestrian destinations in the corridor, which do not have sidewalks connecting them and can cause unsafe pedestrian movements.

MOBILITY PROBLEM The movement of people, goods, and services along the corridor has resulted in a number of mobility problems that can be rooted in various transportation modes.

VEHICULAR Traffic congestion, inadequate intersections that fail to accommodate users' needs, highway design, and unreliable travel times substantially impact the ability of people to move across and along the corridor.

BICYCLE A majority of the SH 66 corridor is a heavily utilized for bicycles (recreational, commuter, and events). There are many areas of the corridor that have insufficient shoulders that can accommodate bicycles or non-advanced riders.

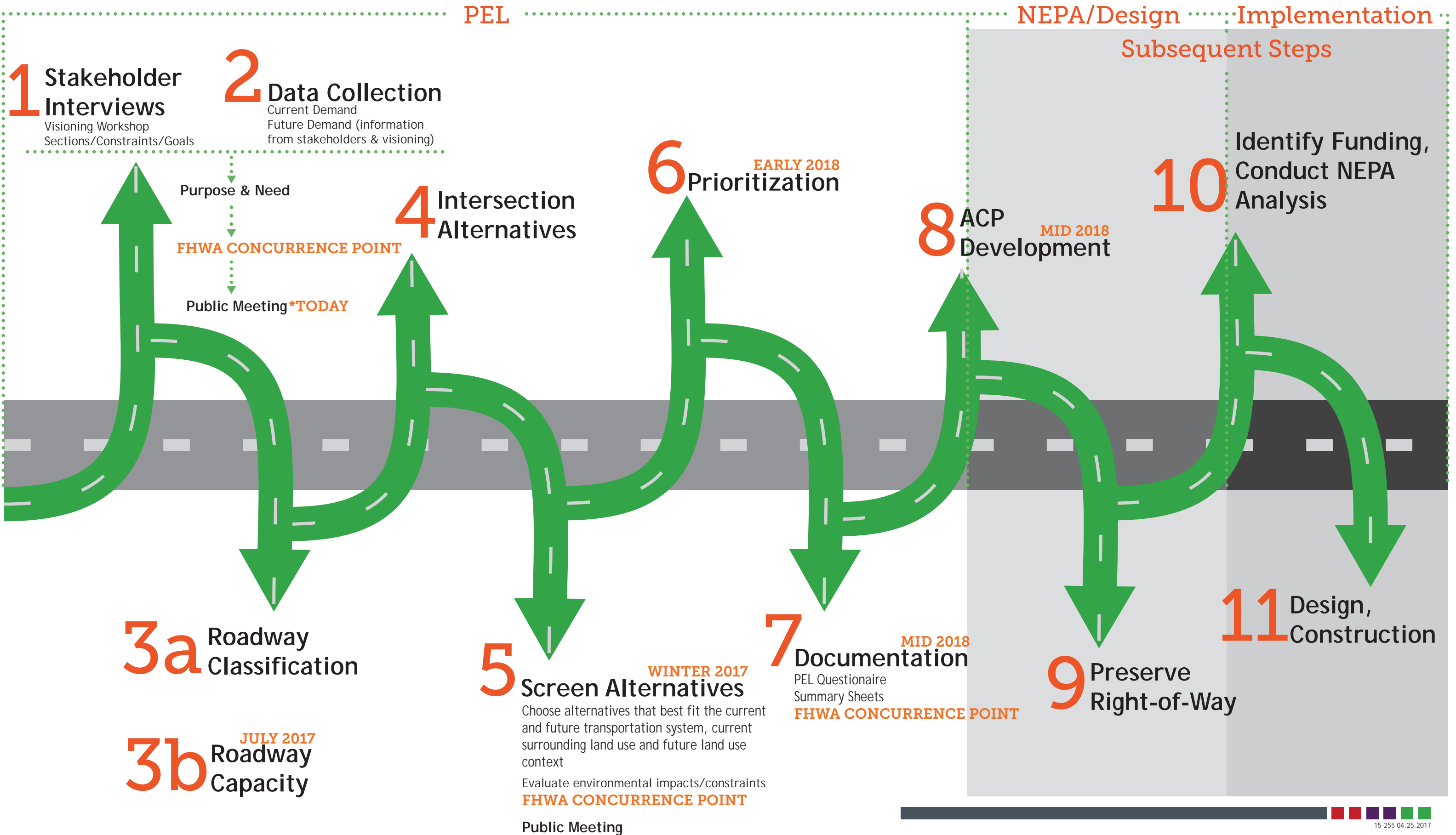
PEDESTRIAN There are a number of pedestrian destinations in the corridor, many of which do not have sidewalks between the destinations.

TRANSIT Transit service in the corridor is primarily focused on north-south connections and not local east-west service. There is currently a non-continuous connection of transit service providers in the corridor.

ACCESS PROBLEM The current number, locations, and design of public roadway accesses have contributed to traffic operational and safety deficiencies along the corridor. There are individual private driveways, business accesses directly onto SH 66, and inconsistent access spacing, which leads to mobility and safety problems.

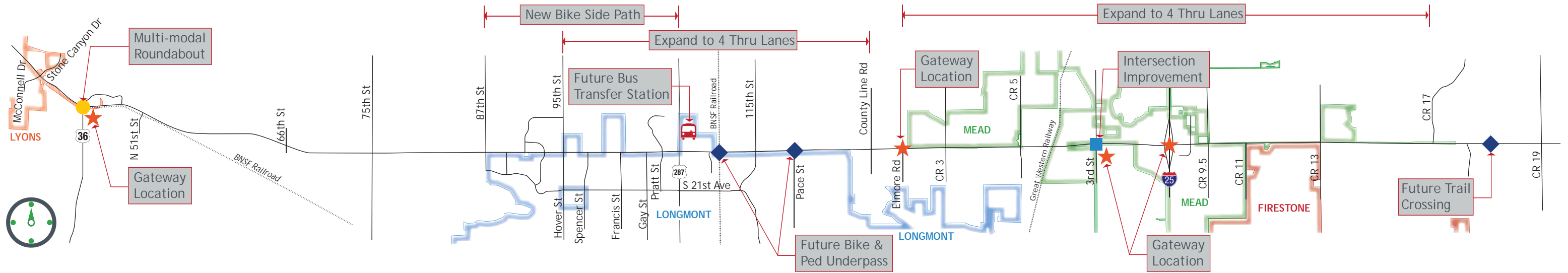


Process Flowchart



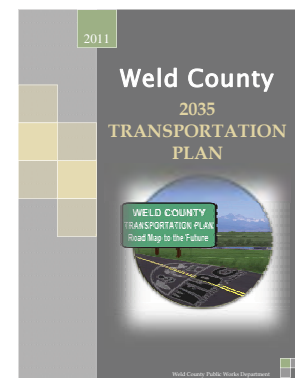
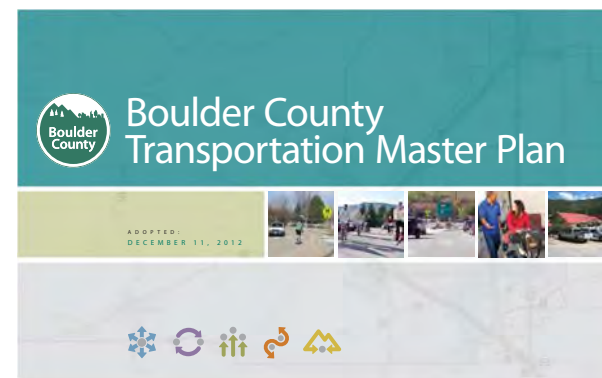
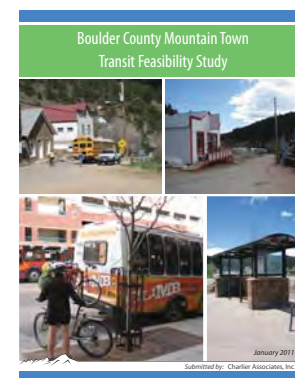
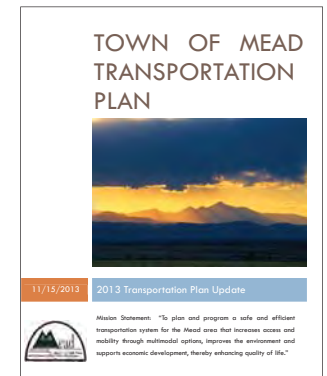
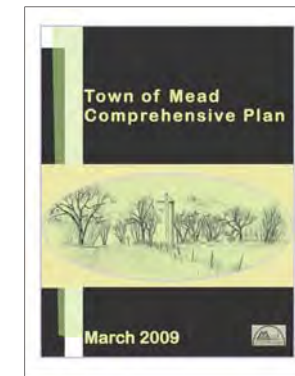


Planning Context & SH 66 Community Values



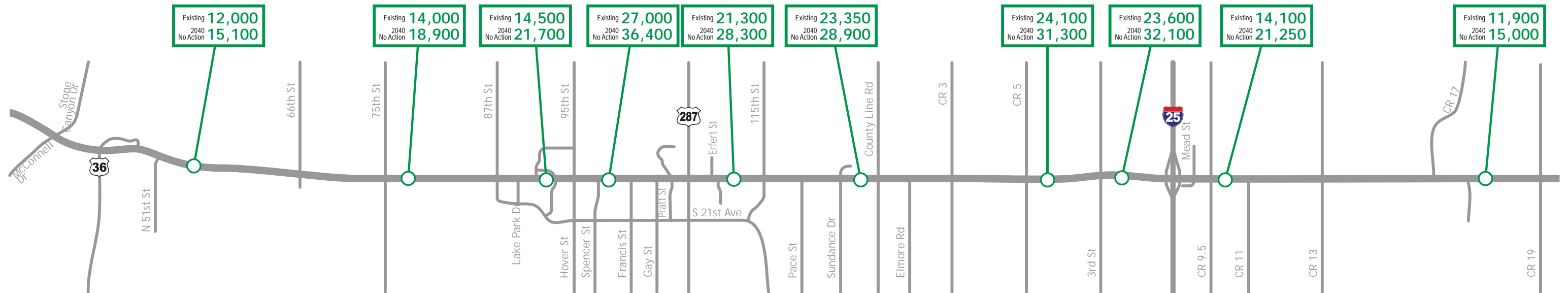
Existing Plans Reviewed in the Context of SH 66 PEL

- Town of Lyons Primary Planning Area Master Plan (2016)
- Town of Lyons Comprehensive Plan (2010)
- City of Longmont Envision Longmont (2015)
- Town of Mead Comprehensive Plan (2009)
- Town of Mead Transportation Plan (2013)
- Carbon Valley Transit Service Feasibility Study (2011)
- Firestone Master Plan (2013)
- Boulder County Transportation Master Plan (2011)
- Boulder County Mountain Town Transit Feasibility Study (2011)
- Weld County Transportation Plan (2011)
- DRCOG Metro Vision Plan (2017)
- CDOT North I-25 Environmental Impact Statement (2011)
- Saint Vrain Trail Master Plan (2004)





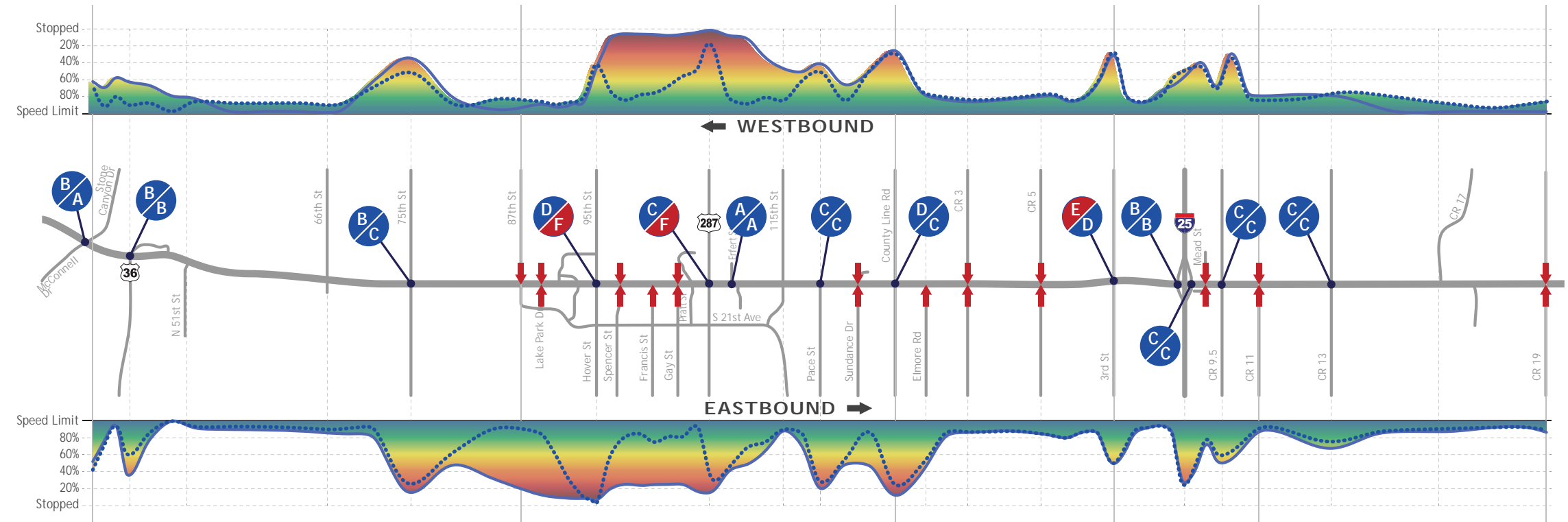
AVERAGE DAILY TRAFFIC Both Directions of Travel





Existing and Future Operations

LEVEL OF SERVICE Existing



LEGEND

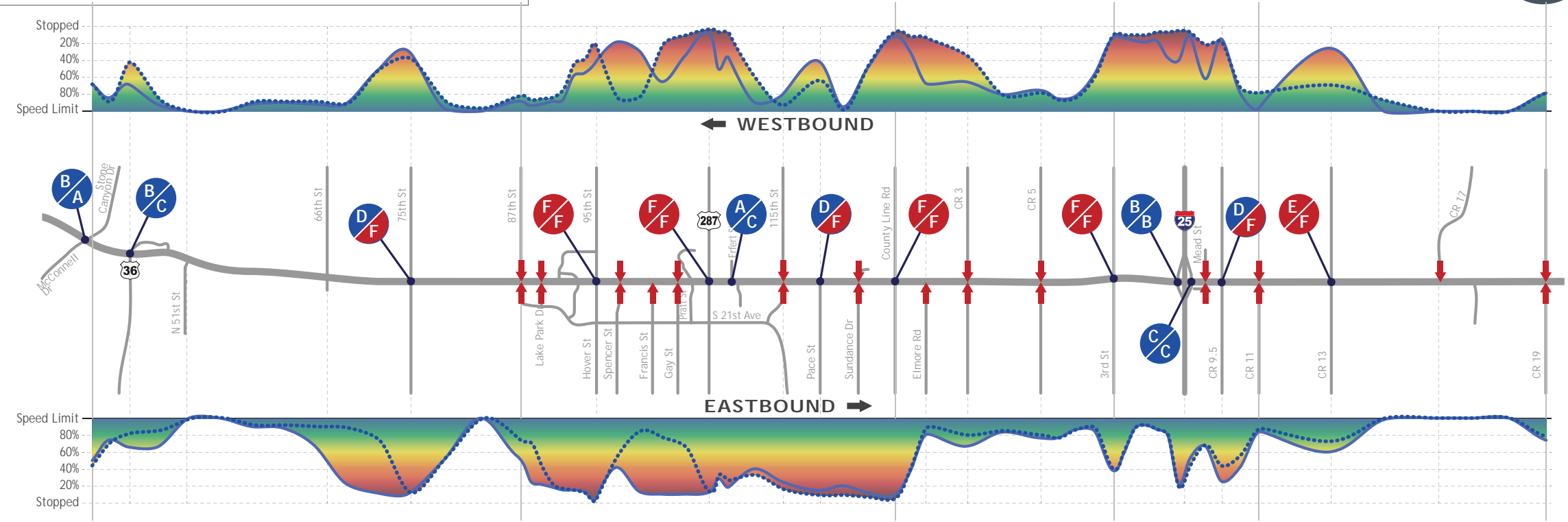
= AM/PM Signalized Intersection LOS

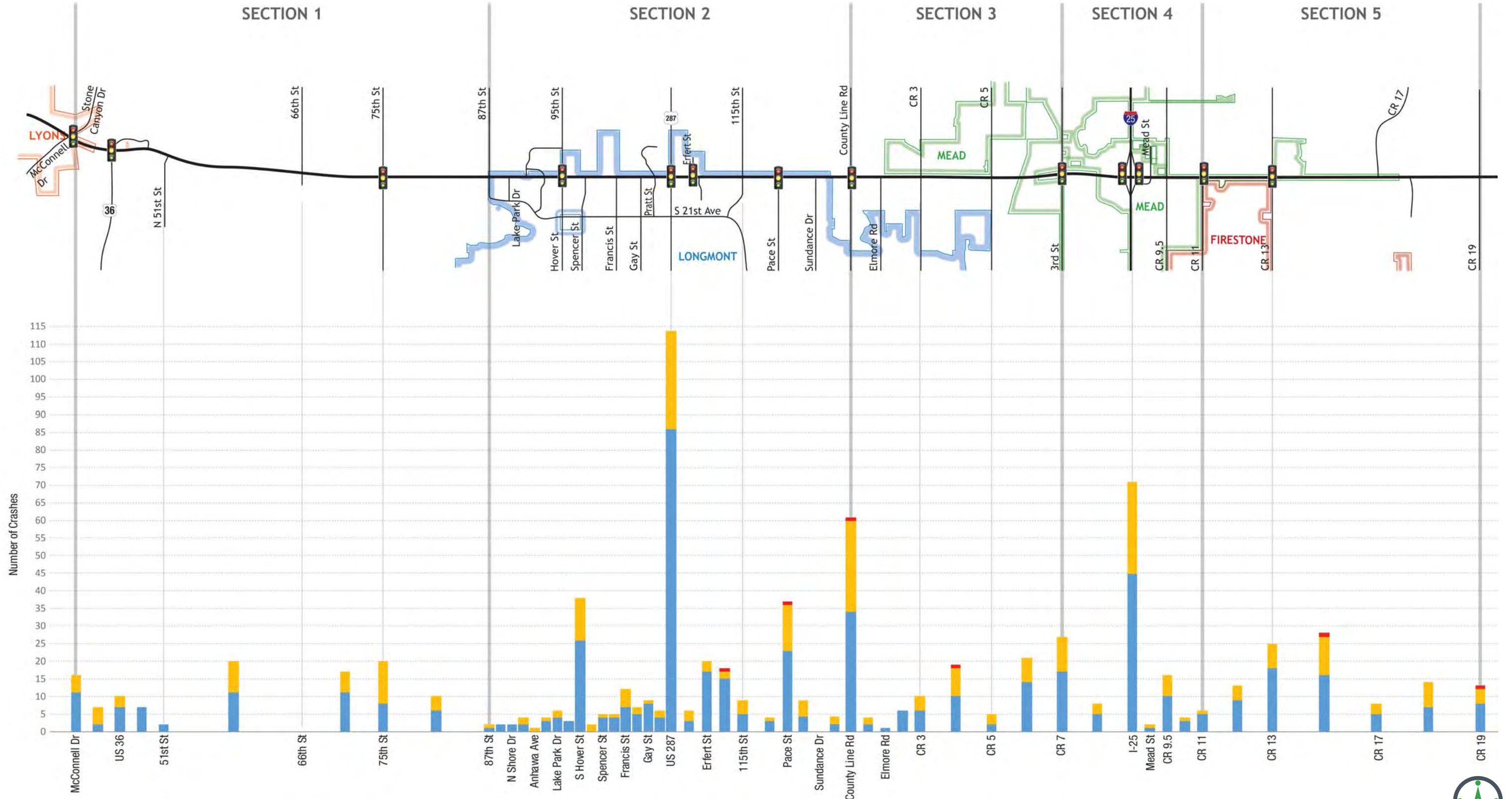
= Stop Controlled approach with LOS of E or F

= AM Peak Hour
 = PM Peak Hour



LEVEL OF SERVICE 2040 No Action

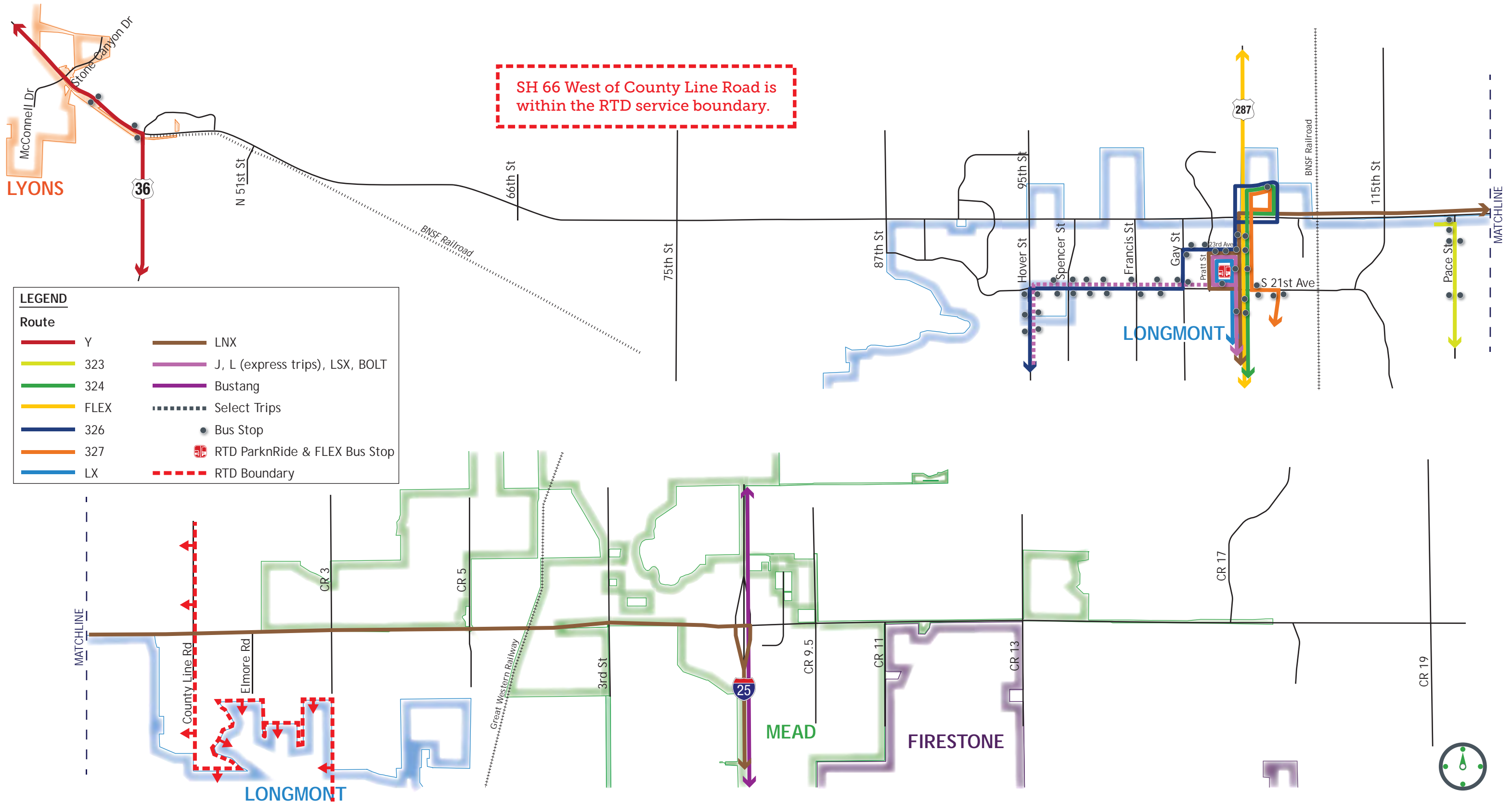




LEGEND

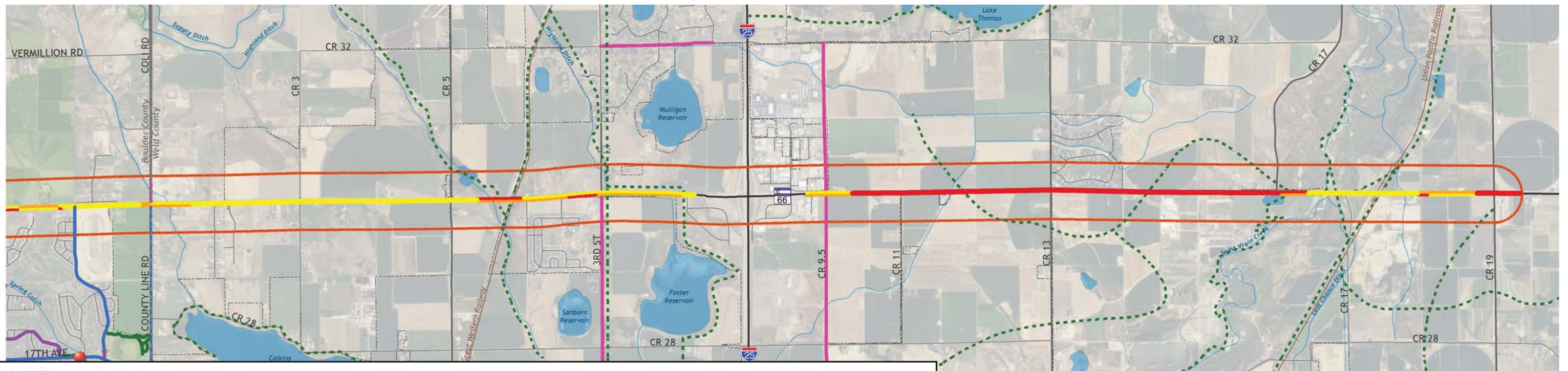
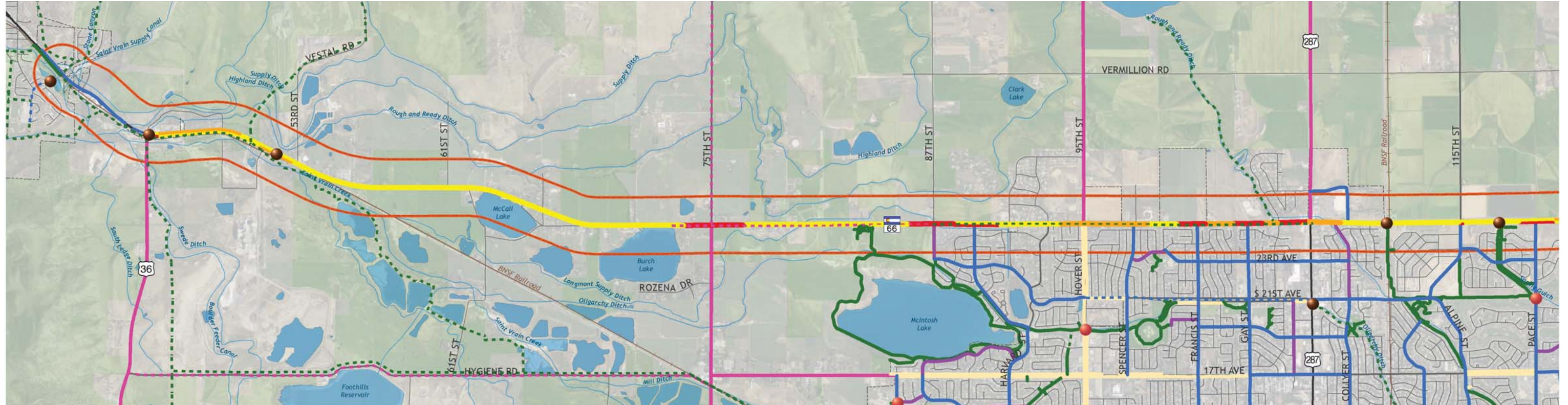
- = Property Damage Only
- = Injury
- = Fatal
- = Signalized Intersection





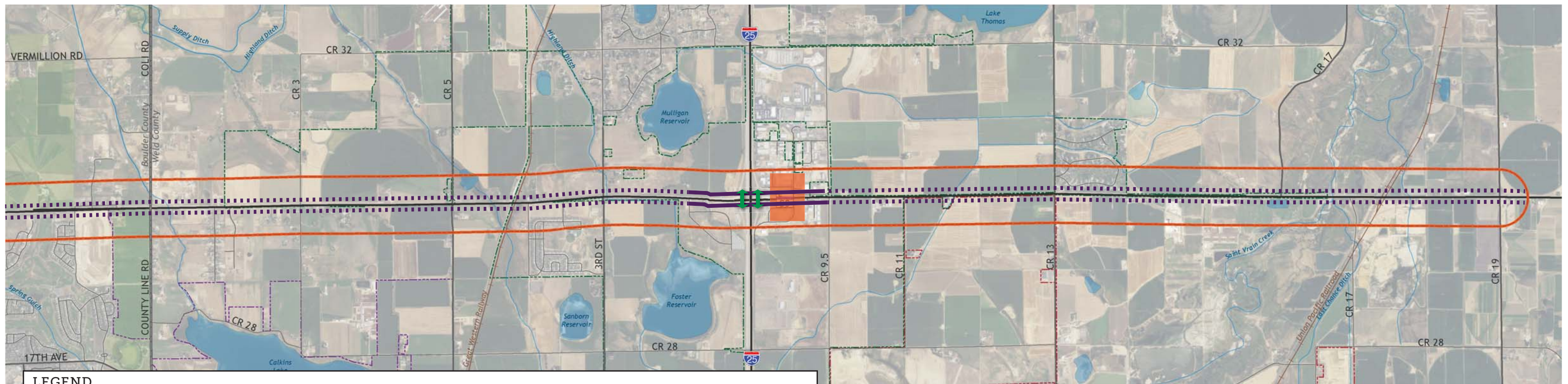
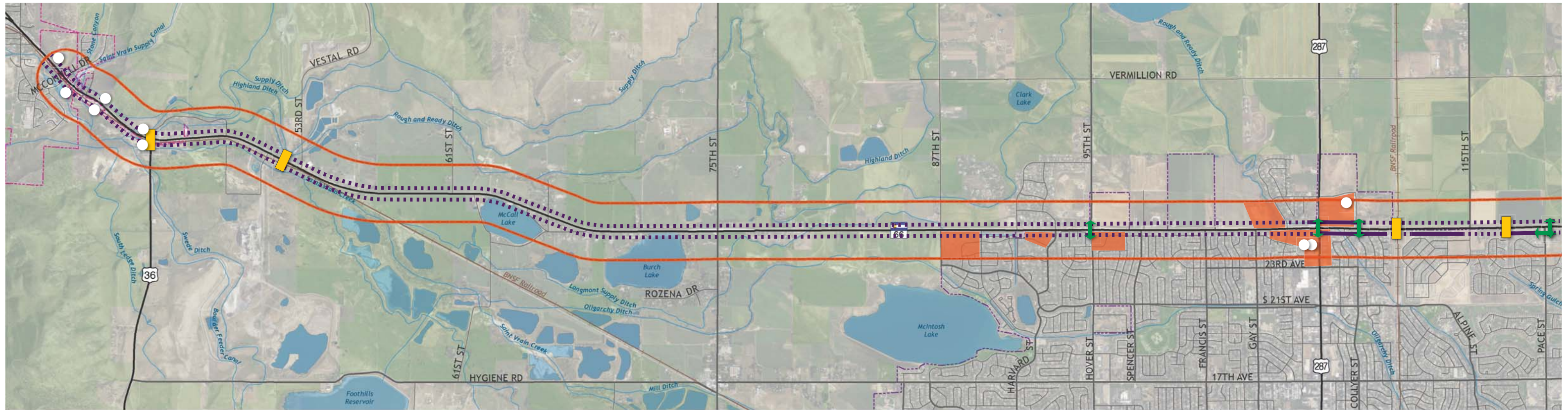


Existing and Planned Bike Network



| Grade-Separated Crossing | | Bicycle Facilities | | Other | |
|--------------------------|----------|--------------------|--------------------------|-------|-------------------------|
| | Existing | | Existing Multi-Use Trail | | Proposed Bike Lane |
| | Proposed | | Proposed Multi-Use Trail | | Existing Bike Route |
| | | | Existing Bike Lanes | | Existing Sidewalk Route |
| | | | Paved Shoulder 10+ Feet | | Paved Shoulder 5+ Feet |
| | | | Paved Shoulder <5 Feet | | Other Paved Shoulder |
| | | | Railroad | | Lakes/Reservoirs |
| | | | Rivers/Streams | | Parks & Open Space |
| | | | City Boundaries | | Study Area |



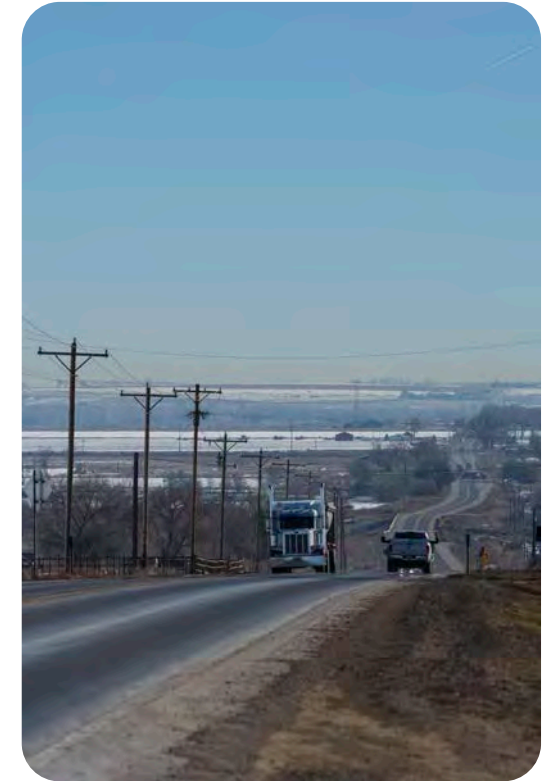
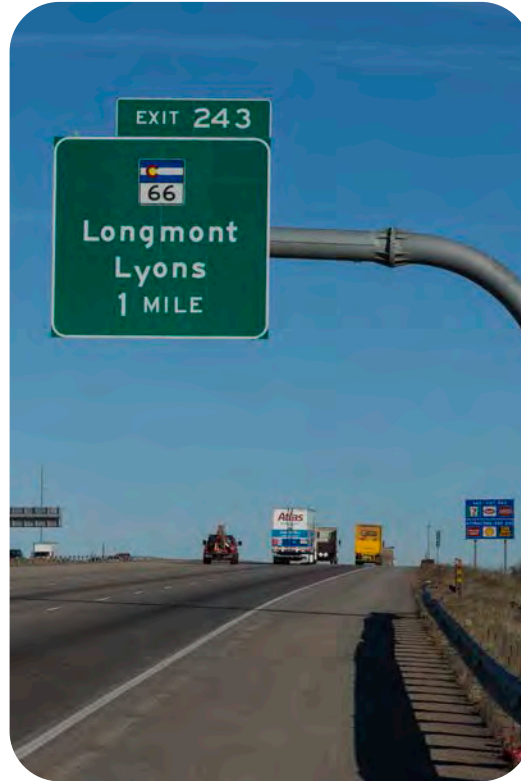
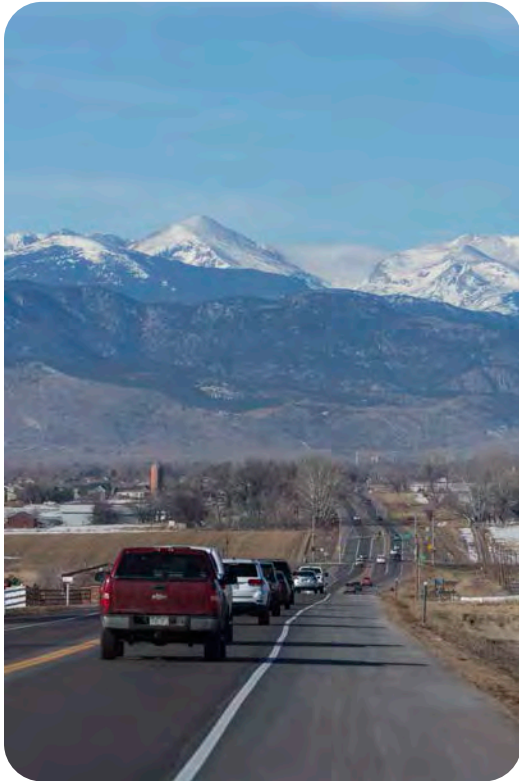


LEGEND

- = No Sidewalk
- = Existing Sidewalk
- = Proposed Grade Separated Crossing
- = Bus Stop
- = Pedestrian Destinations (includes commercial areas, public facilities, & multifamily housing)
- = Pedestrian Intersection Crossing



SH 66 Planning and Environmental Linkages Study



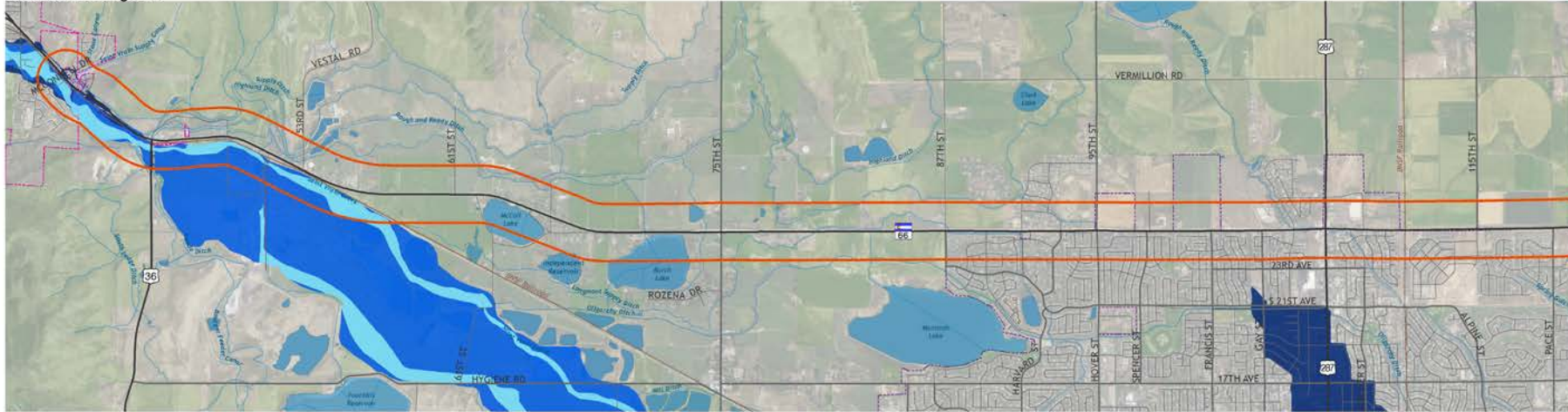
Environmental Resources and Other Context



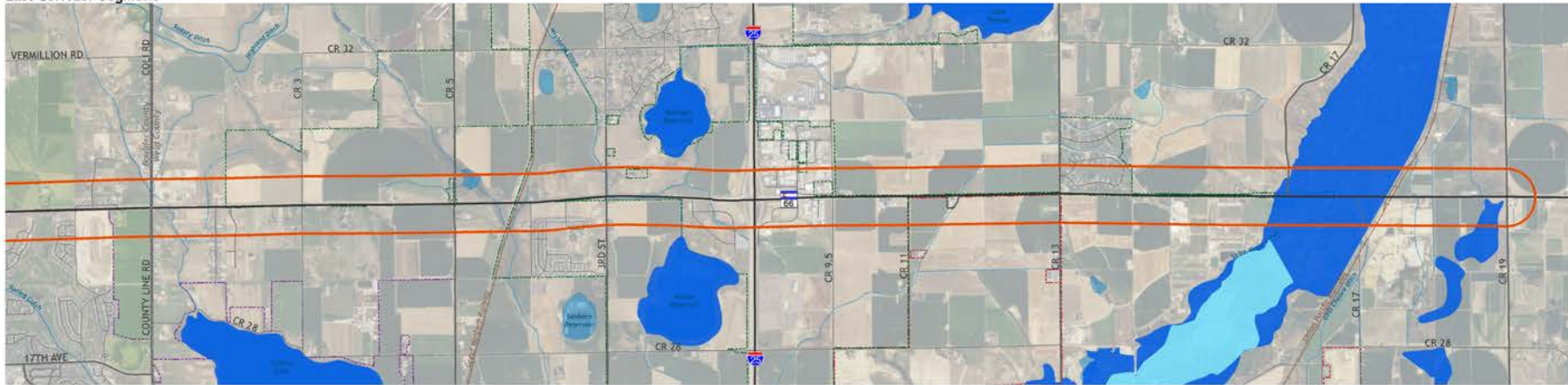
Existing Floodplains and Floodways



West Corridor Segment

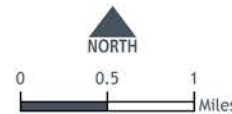


East Corridor Segment



Legend

- U.S./State Highway
- Major Roads
- Local Roads
- Railroad
- Rivers/Streams
- Lakes/Reservoirs
- Floodway
- 100-Year Floodplain
- 500-Year Floodplain
- County Boundary
- Study Area
- Town Of Firestone
- City Of Longmont
- Town Of Lyons
- Town Of Mead

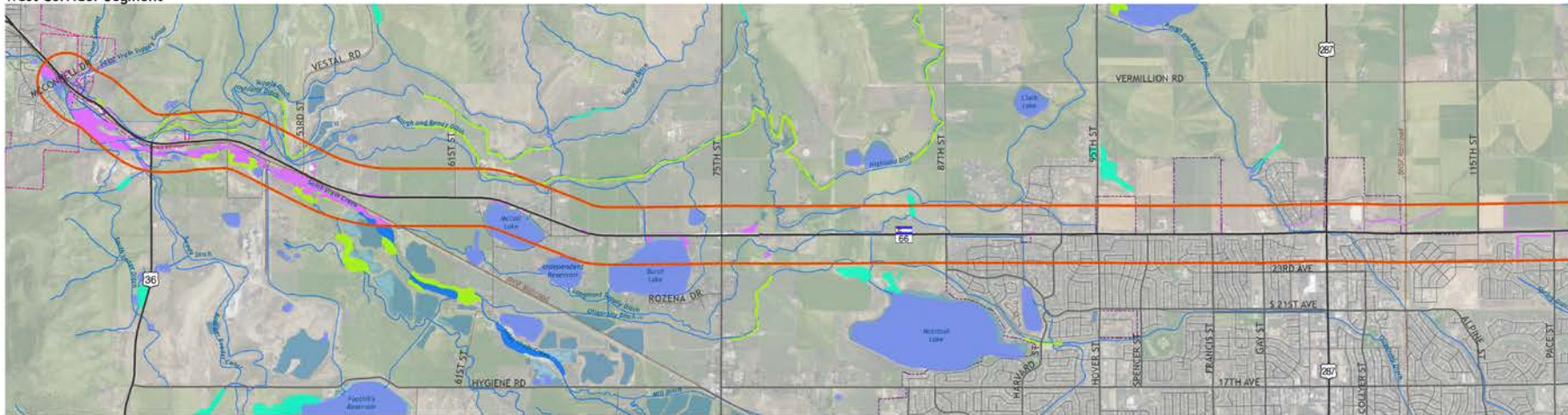




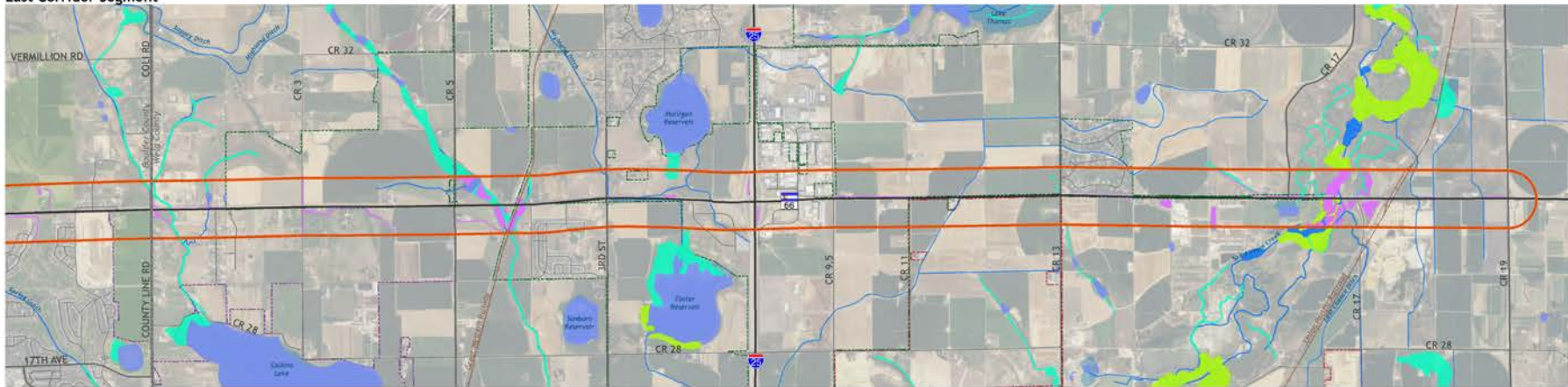
Existing Wetlands and Waters of the US



West Corridor Segment

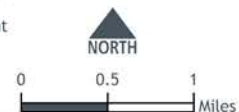


East Corridor Segment



Legend

- U.S./State Highway
- Major Roads
- Local Roads
- Railroad
- Rivers/Streams
- Lakes/Reservoirs
- Potential Wetlands
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond/Lake
- Riverine
- County Boundary
- Study Area
- Town Of Firestone
- City Of Longmont
- Town Of Lyons
- Town Of Mead

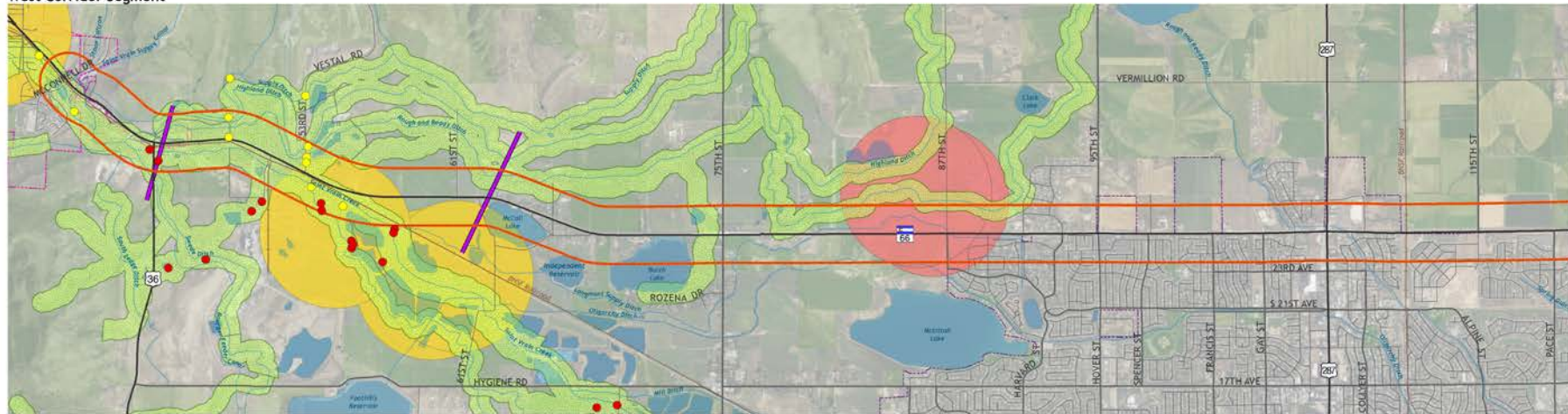




Existing Wildlife Resources



West Corridor Segment



East Corridor Segment



Legend

Preble's Trapping

- Trapped - Found
- Trapped - Not Found

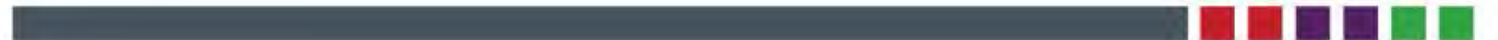
- ~ Overland Habitat Connector
- Active Bald Eagle Nest Site
- Undetermined/Unknown Bald Eagle Nest Site

- Preble's Meadow Jumping Mouse Habitat
- U.S./State Highway
- Major Roads
- Railroad

- ~ Rivers/Streams
- Lakes/Reservoirs
- Parks & Open Space
- County Boundary

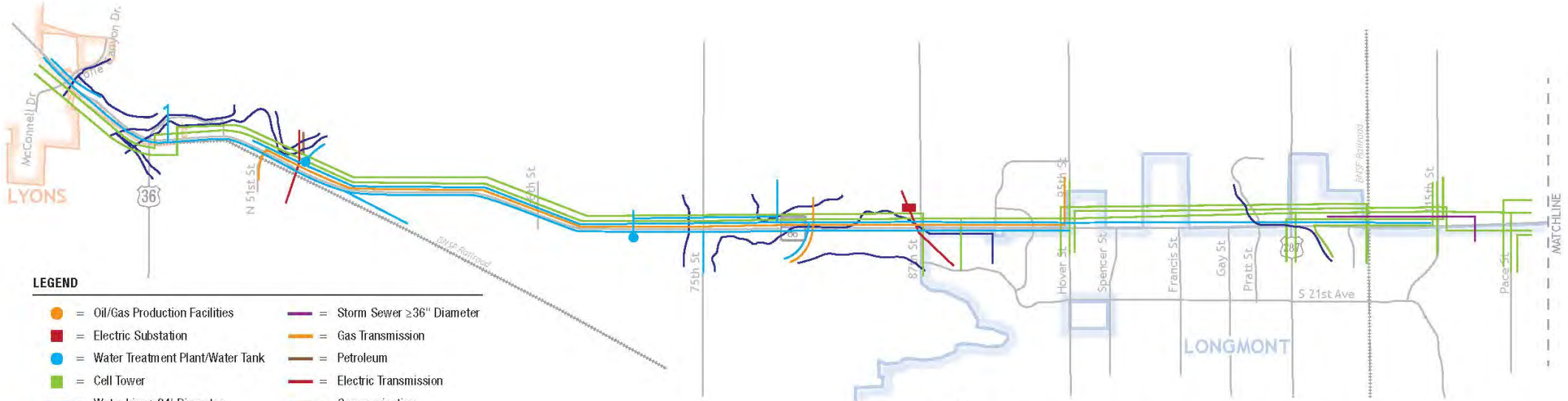
- Study Area
- Town Of Firestone
- City Of Longmont

- Town Of Lyons
- Town Of Mead





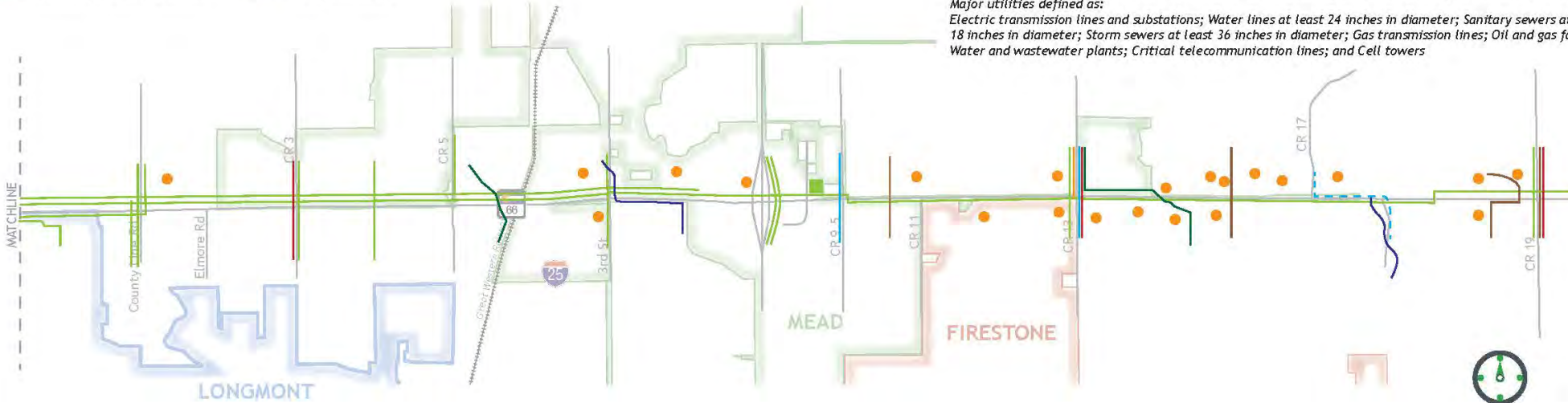
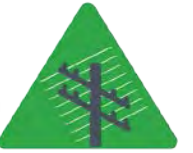
Existing Major Utilities



LEGEND

- = Oil/Gas Production Facilities
- = Electric Substation
- = Water Treatment Plant/Water Tank
- = Cell Tower
- = Water Line ≥24' Diameter
- = Sanitary Sewer ≥18" Diameter
- = Storm Sewer ≥36" Diameter
- = Gas Transmission
- = Petroleum
- = Electric Transmission
- = Communication
- = Irrigation Ditches

NOTE:
 Data shown is schematic and based on field observations and data provided by utility owners and public sources. Major utilities defined as:
 Electric transmission lines and substations; Water lines at least 24 inches in diameter; Sanitary sewers at least 18 inches in diameter; Storm sewers at least 36 inches in diameter; Gas transmission lines; Oil and gas facilities; Water and wastewater plants; Critical telecommunication lines; and Cell towers

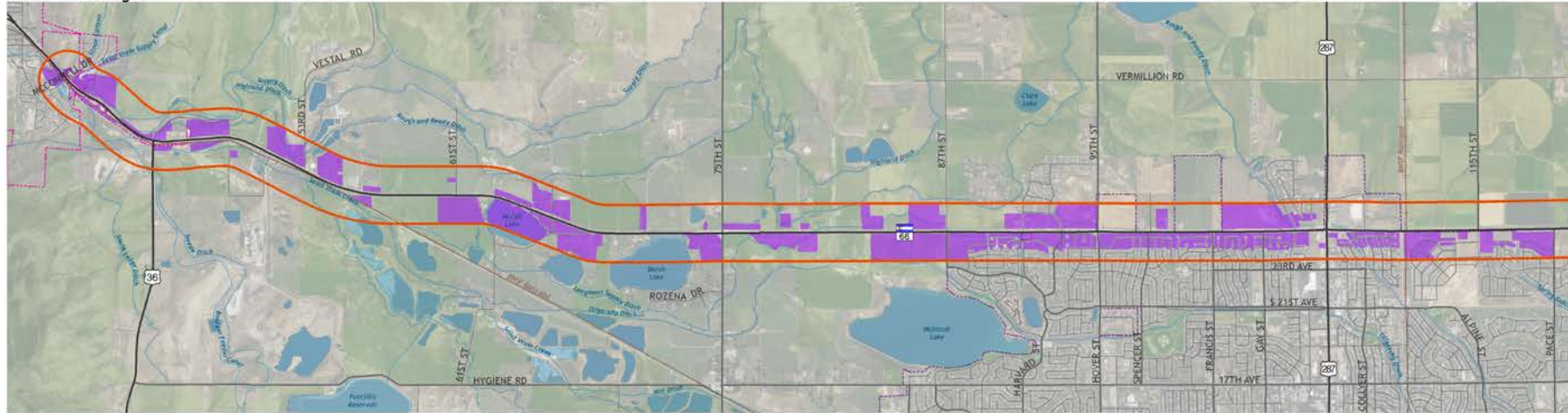




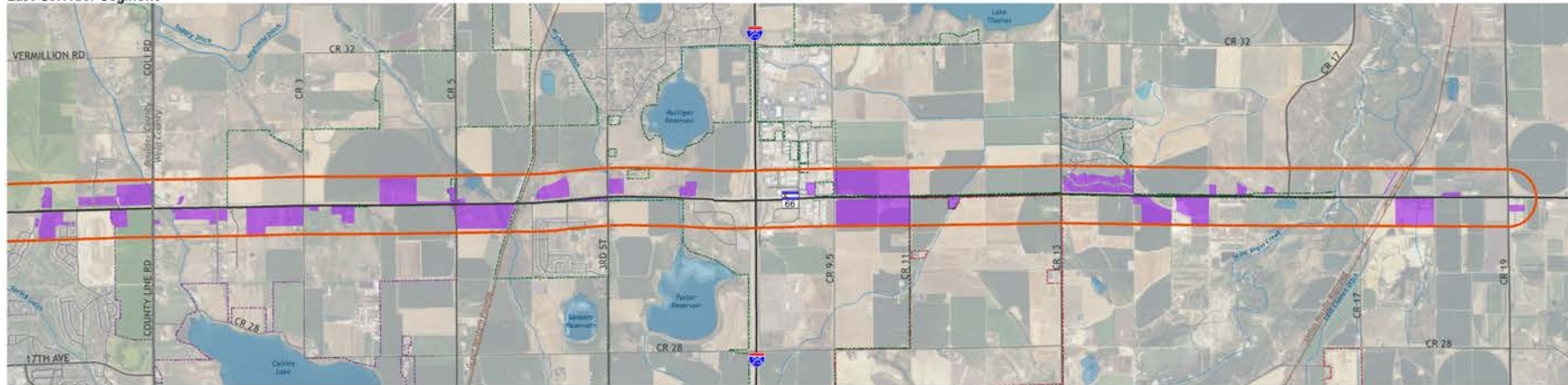
Traffic Noise Sensitive Areas



West Corridor Segment

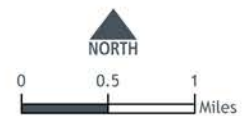


East Corridor Segment



Legend

- Noise Sensitive Areas
- U.S./State Highway
- Major Roads
- Local Roads
- Railroad
- Rivers/Streams
- Lakes/Reservoirs
- Parks & Open Space
- County Boundary
- Study Area
- Town Of Firestone
- City Of Longmont
- Town Of Lyons
- Town Of Mead

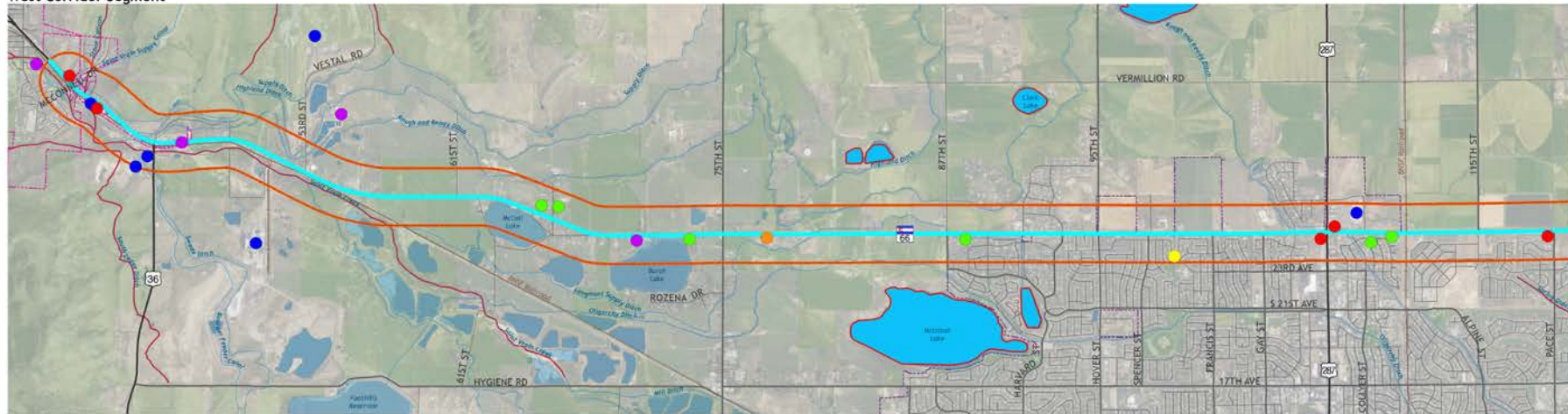




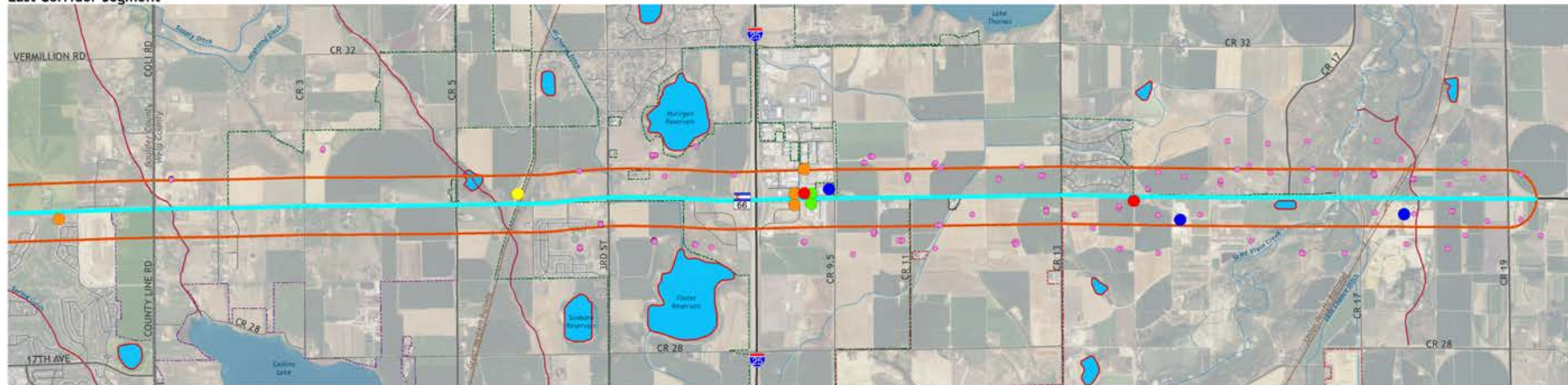
Hazardous Material Concerns



West Corridor Segment

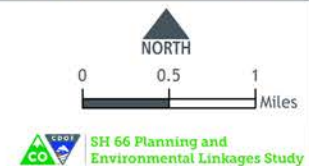


East Corridor Segment



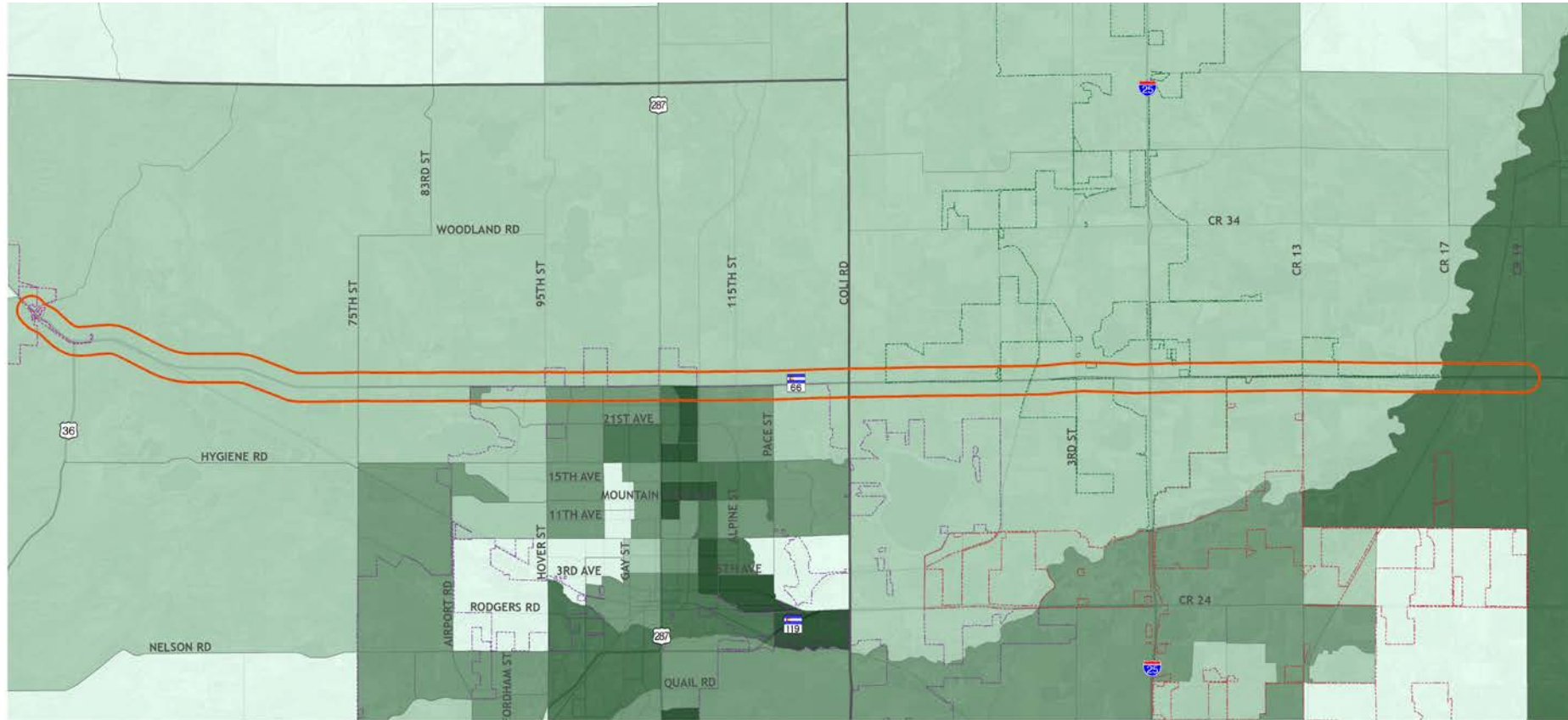
Legend

| | | | | | | |
|-----------------|--------------------------|-----------------------|--------------------|------------------|--------------------|-------------------|
| Historic Auto | Registered AST/UST Site | Power Line | U.S./State Highway | Railroad | Parks & Open Space | Town Of Firestone |
| Industrial Site | SEMS (Superfund Site) | 303(d) Rivers/Streams | Major Roads | Rivers/Streams | County Boundary | City Of Longmont |
| LUST Site | Water Treatment Facility | 303(d) Waterbody | Local Roads | Lakes/Reservoirs | Town Of Lyons | Town Of Mead |
| Oil & Gas Well | | | | | | |





Minority Population Percentage



Legend

| | | | | |
|------------------------------------|--|----------------------|-------------------|---------------------|
| Percent Minority Population | | — U.S./State Highway | □ County Boundary | ⊕ Town Of Firestone |
| □ 0% - 10% Minority Population | ■ 21% - 40% Minority Population | — Major Roads | □ Study Area | ⊕ City Of Longmont |
| ■ 11% - 20% Minority Population | ■ 41% - 60% Minority Population | — Railroad | | ⊕ Town Of Lyons |
| | ■ Greater Than 60% Minority Population | | | ⊕ Town Of Mead |

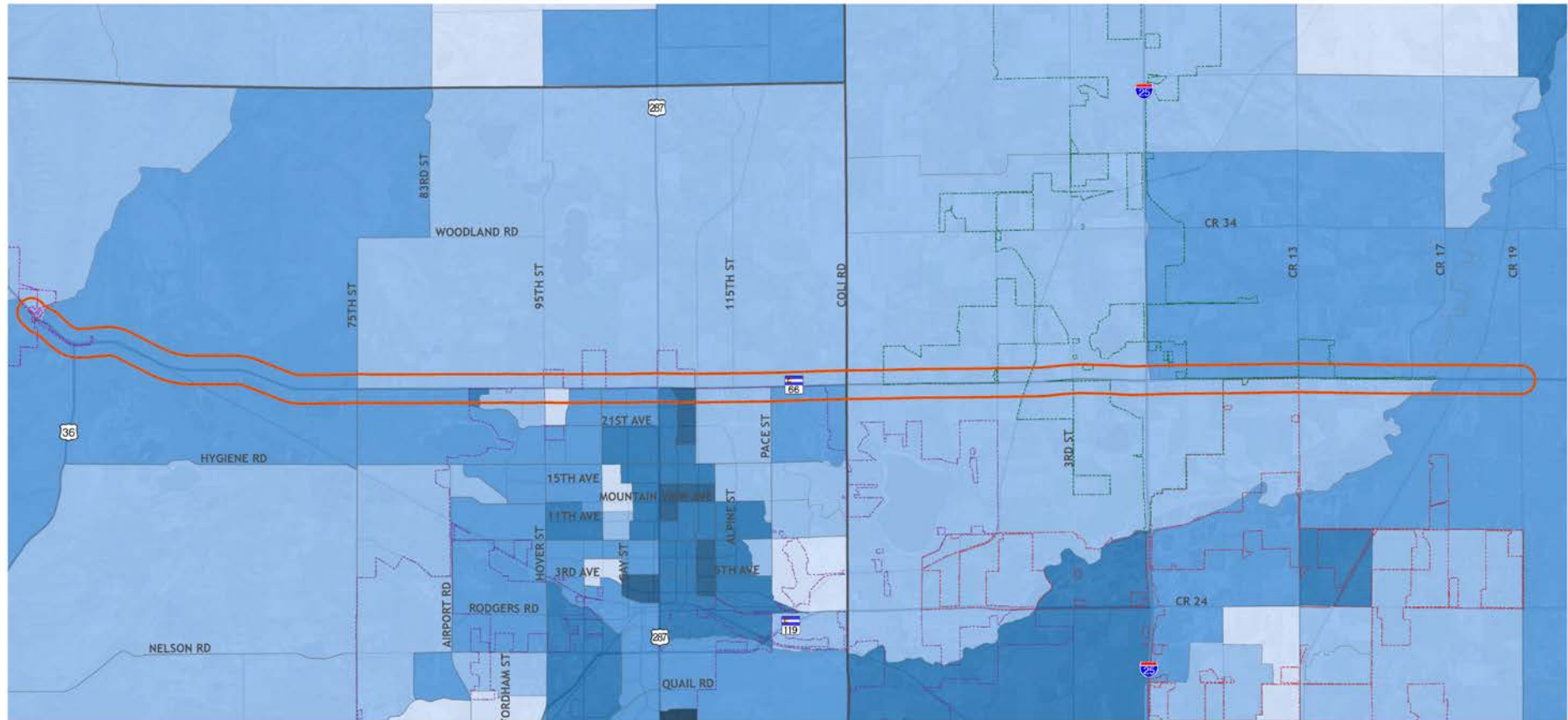
NORTH

0 1.5 Miles

SH 66 Planning and Environmental Linkages Study



Low-Income Population Percentage



Legend

| | | | | |
|---------------------------|-----------------------------|--------------------|-----------------|-------------------|
| Percent Low Income | 41% - 60% Low Income | U.S./State Highway | County Boundary | Town Of Firestone |
| 0% - 10% Low Income | 61% - 80% Low Income | Major Roads | Study Area | City Of Longmont |
| 11% - 20% Low Income | Greater Than 80% Low Income | Railroad | | Town Of Lyons |
| 21% - 40% Low Income | | | | Town Of Mead |

0 1.5 Miles

NORTH

SH 66 Planning and Environmental Linkages Study



Visual Resources



West Corridor Segment



East Corridor Segment



Legend

| | | | | | |
|-----------------------|------------|---------------------------------------|---------------------------------|----------------------------------|--|
| Historic Sites | Open Space | SH66 Landscape Character Types | Rural Agrarian Viewshed | St Vrain Corridor - Gateway | Area of Visual Effect/ Landscape Units (LU-#) |
| Residential Buildings | Parks | Commercial/Interchange | Rural Residential | St Vrain Corridor Bridge | 0 0.5 1 Mile |
| Trails | | Lyons - Gateway | Rural Tree Lined Pastures/Lakes | Urban Residential/Landscape Edge | Tree Canopy |

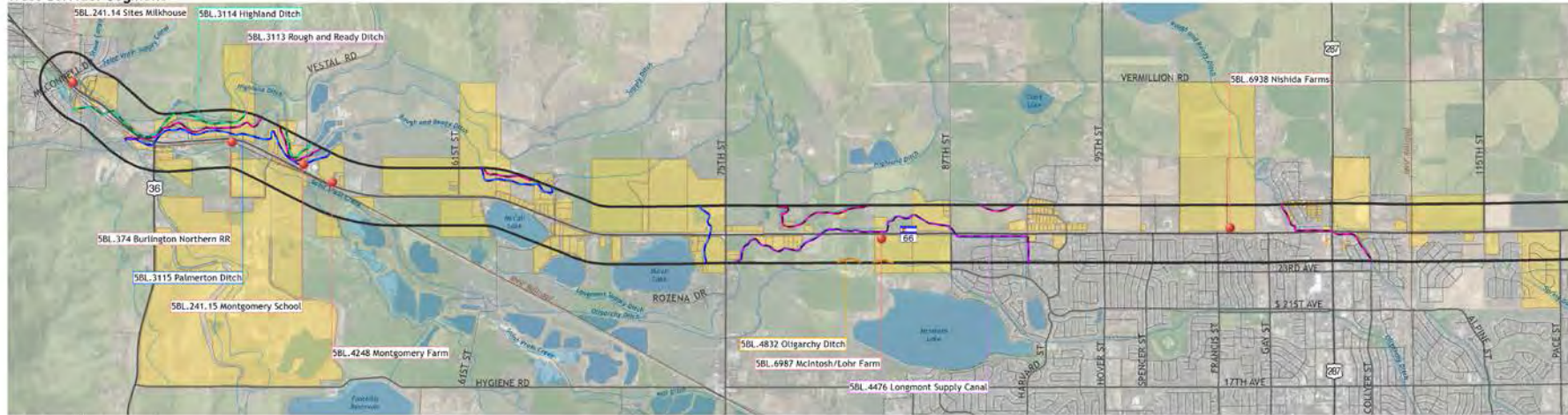




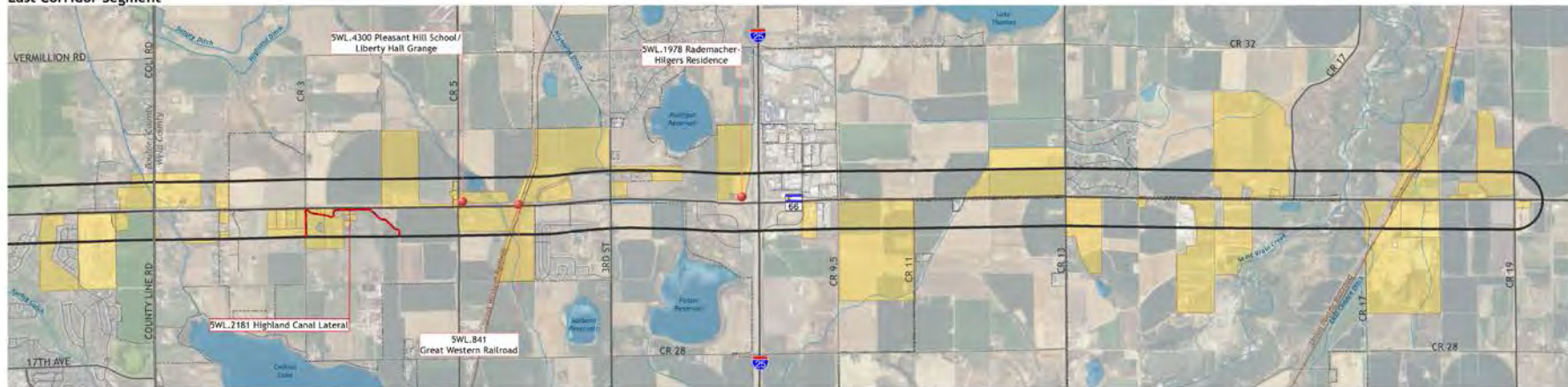
Existing and Potential Historic Resources



West Corridor Segment



East Corridor Segment



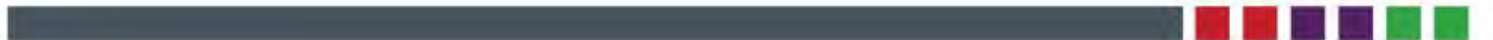
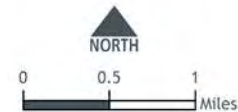
Legend

Historic Ditches

- Highland Canal Lateral
- Highland Ditch
- Longmont Supply Ditch
- Oligarchy Ditch
- Palmerton Ditch
- Rough and Ready Ditch
- Historic Site

- Railroad
- Rivers/Streams
- Lakes/Reservoirs

- Property Exceeds 45 Years Of Age
- Parks & Open Space
- City Boundaries
- County Boundary
- Study Area

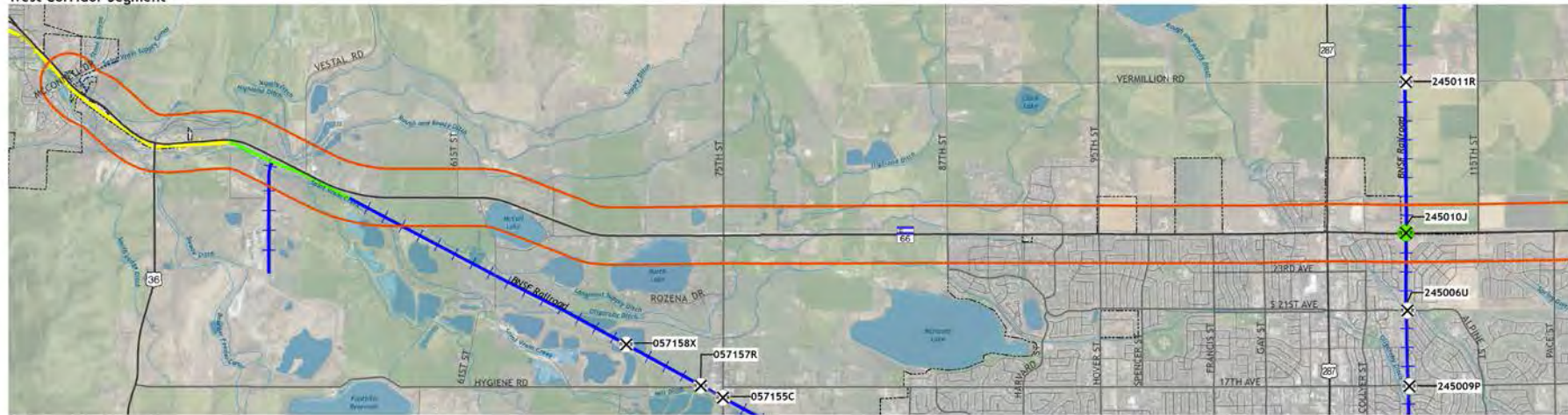




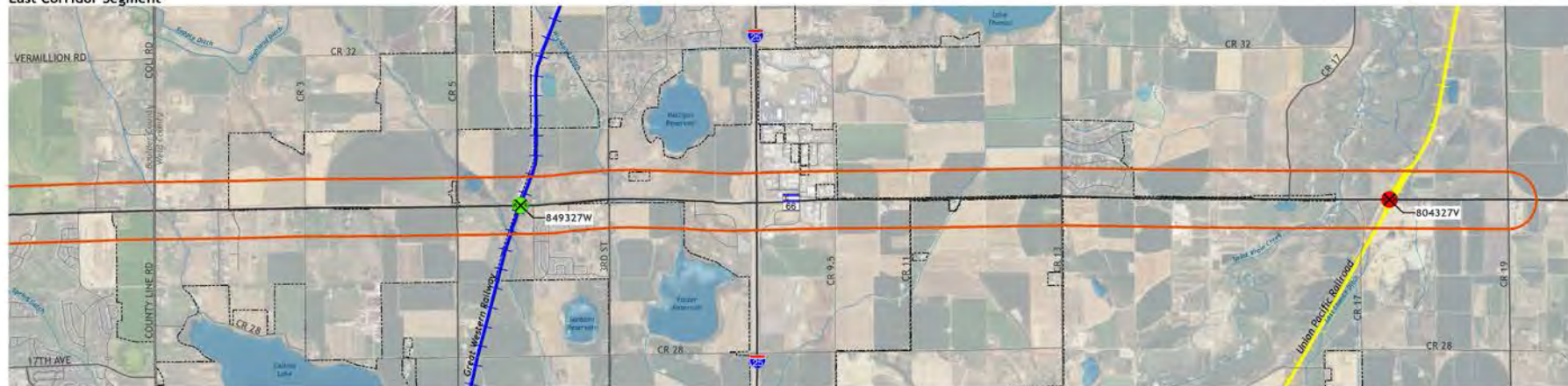
Railroads



West Corridor Segment



East Corridor Segment



Legend

- | | | | | |
|--|--------------------------------|--------------------|--------------------|-----------------|
| At-grade Railroad Crossing (In Project Corridor) | Railroad ROW Parallel to SH 66 | U.S./State Highway | Rivers/Streams | City Boundaries |
| At-grade Railroad Crossing | Existing Railroad | Major Roads | Lakes/Reservoirs | County Boundary |
| Closed Railroad Crossing | Abandoned Railroad | Local Roads | Parks & Open Space | Study Area |

