Welcome

to the

SH 66

Planning and Environmental Linkages Study and Access Control Plan

Public Meeting

SEPTEMBER 25 & 26, 2019

Thank you for attending! We are pleased you are here to hear more about the SH 66 Corridor! We are eager to share with you 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

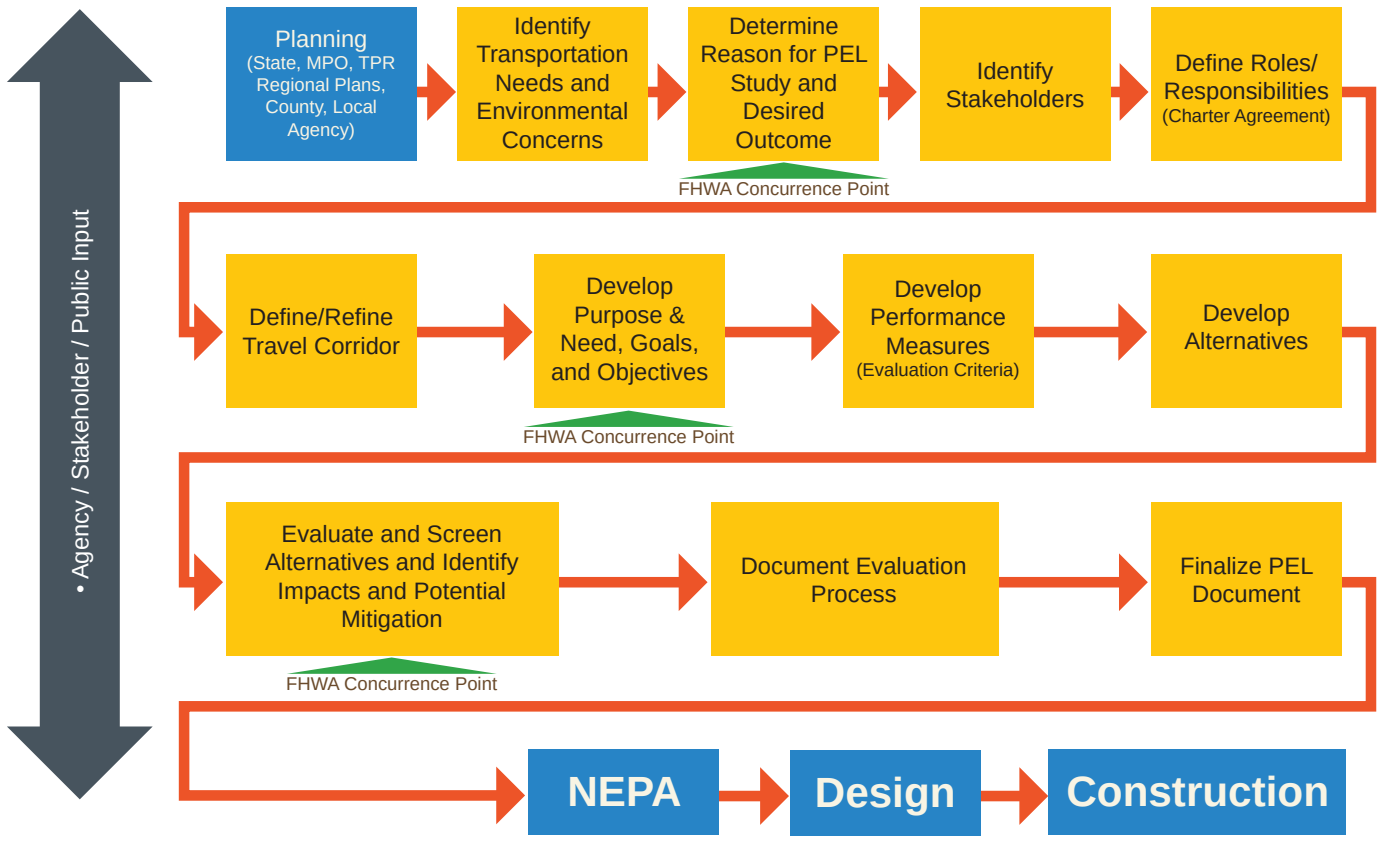
SH 66 Planning and Environmental Linkages Study

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 increase safety; reduce traffic; provide managed access for existing and future development; and improve multimodal mobility of people, goods, and services. The improvements should be resilient, accommodate developing technologies, and strive to complement adjacent community context.

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.

SH 66 Planning and Environmental Linkages Study

Process Flowchart

PEL

NEPA/Design

Implementation

Subsequent Steps

1 Stakeholder Interviews
Visioning Workshop
Sections/Constraints/Goals

2 Data Collection
Current Demand
Future Demand (information from stakeholders & visioning)

Purpose & Need

FHWA CONCURRENCE POINT

Public Meeting

3a Roadway Classification

3b Roadway Capacity
JULY 2017

4 Intersection Alternatives

5 Screen Alternatives
EARLY SPRING 2019

Choose alternatives that best fit the current and future transportation system, current surrounding land use and future land use context

Evaluate environmental impacts/constraints

FHWA CONCURRENCE POINT

Public Meeting

6 ACP Development
Public Meeting

LATE SPRING 2019

7 Prioritization & Documentation & Draft ACP
SUMMER 2019

PEL Questionaire
Summary Sheets

FHWA CONCURRENCE POINT

We are Here

8 PEL Recommendations, Final ACP
Public Meeting

LATE SUMMER 2019

9 Preserve Right-of-Way

10 Identify Funding, Conduct NEPA Analysis

11 Design, Construction

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SH 66 Planning and Environmental Linkages Study

Alternatives Development and Screening Process

SCREENING LEVEL	ALTERNATIVE DEVELOPMENT	INPUTS/MEASURES	EVALUATION CRITERIA/ SCREENING	OUTCOMES

Purpose & Need Screening

LEVEL 1 GOAL: Recommend alternatives that appropriately & contextually meet purpose & need

1.

Develop Full Range of Alternatives

- **Public, Agency, & Stakeholder Perspectives**
- **Range of Alternatives**
  - Roadway
  - Transit
  - Intelligent Mobility
  - Bicycle & Pedestrian Facilities

Meets Purpose & Need? (Screening)

- **Safety**
- **Mobility**
- **Access**

→ **Alternatives Eliminated that do not Meet Purpose & Need**

→ **Full Range of Alternatives to Advance**

Comparative Screening

LEVEL 2 GOAL: Recommend section-wide alternatives that balance all needs within the corridor context

2.

Evaluate Section Classification

- Expressway
- Rural Highway
- Non-Rural Highway
- Arterial

Evaluate Section Capacity

- 2-Lane
- 4-Lane
- 3-Lane
- 5-Lane
- 6-Lane

- **Public, Agency, & Stakeholder Perspectives**
- **Full Range of Alternatives to Advance**

Maintain Purpose & Need to Define Decisions

- **Safety**
- **Mobility**
- **Access**

→ **Future Operational Classifications of Highway Sections**

→ **Number of Future Through Lanes in Highway Sections**

Detailed Alternative Development & Screening

LEVEL 3 GOAL: Integrate improvements to address all needs and balance context

3.

Evaluate Intersection Options

Evaluate Bicycle, Pedestrian, and Transit Facilities Along Highway Sections and at Intersections

Full Range of Alternatives to Advance

- **Public, Agency, & Stakeholder Perspectives**
- **CAP-X Intersection Options**
- **Bike & Pedestrian Facilities**
- **Transit Facilities**
- **Access Code Criteria & Layouts**
- **Intelligent Mobility**

Consider Context

- **Environmental**
- **Community**
- **Risk**

→ **Potential Intersections Options**

→ **Potential Bicycle, Pedestrian, and Transit Options**

→ **Draft Access Control Plan**

→ **Final Access Control Plan**

→ **Estimated Maximum Footprint of Potential Future Improvements**

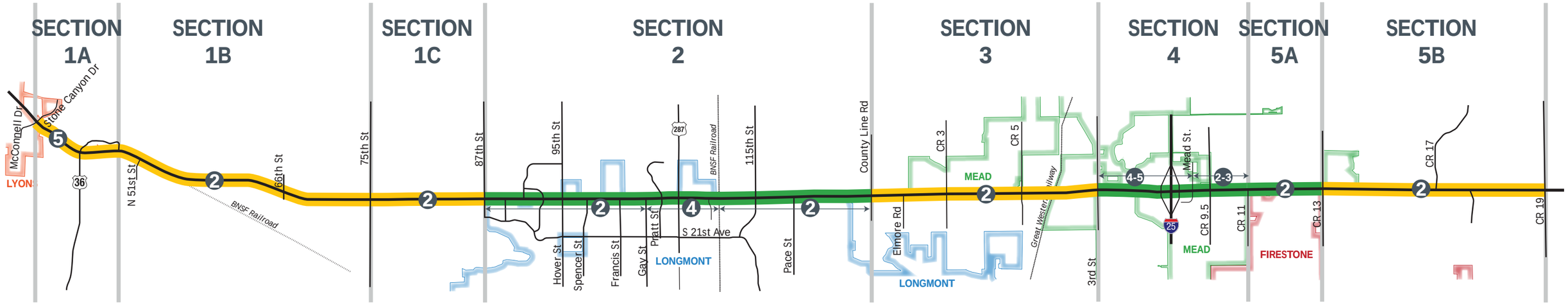
→ **Prioritization** (based on needs)

→ **PEL Study Recommendations**

SH 66 Planning and Environmental Linkages Study

Level 2 Screening Operational Classification

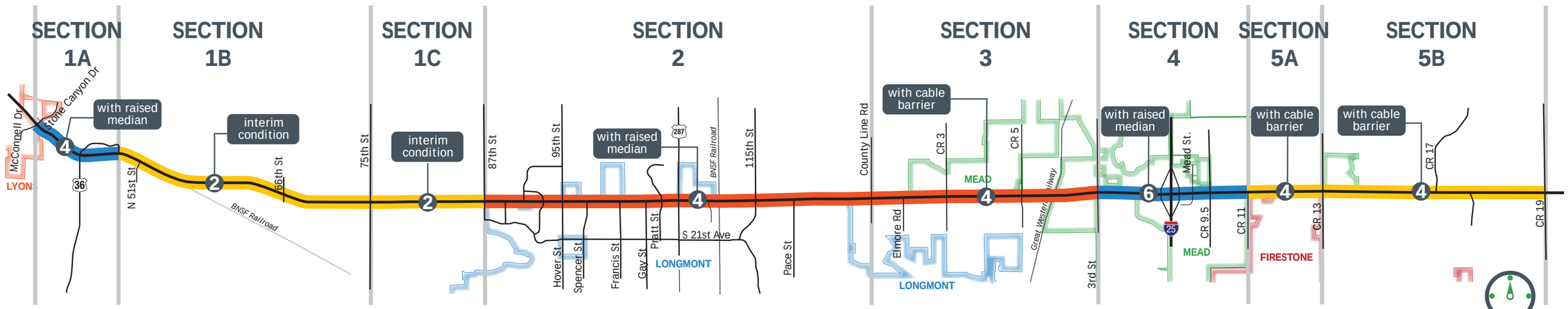
Existing



LEGEND

- Expressway
- Non-Rural Principal Highway
- Rural/Regional Highway
- Arterial
- (X) Number of Thru Lanes

Future



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SH 66 Planning and Environmental Linkages Study

Existing Conditions & Level 2 Screening Corridor Visualizations

Section 1A

Existing | Proposed

Center left turn lane

Raised median with left turn lanes and bike lanes

Section 1B

Existing | Interim

No median separation or left turn lanes

Two through lanes and access road with advisory shoulders; with turn lanes at intersections

Section 1C

Existing | Interim

No median separation or left turn lanes

Two through lanes, wide shoulders, and side path; with turn lanes at intersections

Section 2

Existing | Proposed

No median separation or left turn lanes

Raised median with side path

Section 3

Existing | Proposed

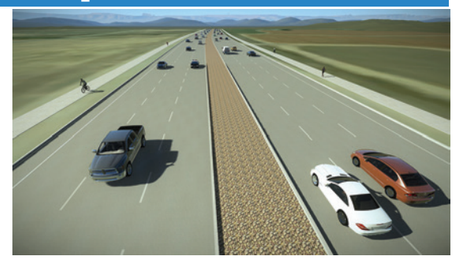
No median separation or left turn lanes

Cable barrier/grassy median with side path

Section 4

Existing | Proposed

Striped median separation



Raised medians with side paths

Section 5A

Existing | Proposed

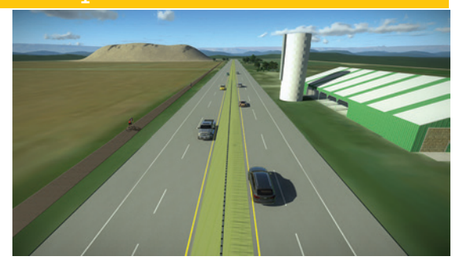
No median separation or left turn lanes

Cable barrier/grassy median with side path

Section 5B

Existing | Proposed

No median separation or left turn lanes



Cable barrier/grassy median with side path