



TELEPHONE TOWN HALL #2 QUESTIONS AND ANSWERS

May 22, 2017

WestConnect Coalition PEL

Q: The corridor being studied has a lot of accidents, safety issues and potentially a high fatality rate. What is planned to improve safety along this corridor?

Improving operational performance and safety is a consideration in alternatives evaluation and is always a priority for any CDOT project. The PEL study identified existing safety issues and will recommend alternatives to improve highway safety.

Q: What bicycle improvements are included in this study?

This study is considering a wide range of options for study area roadways, intersections and interchanges along the WestConnect corridor, and pedestrian, bicycle, transit and operational improvements are included in those considerations.

Along CO 93, CDOT is considering improvements such as shoulder widening and the addition of a separate bike path between Golden and Boulder. In addition, CDOT is considering signage and wayfinding improvements along the C-470 trail, improved crossings for pedestrians and bikes at local streets and ramps, and possibly pedestrian and bike grade separation improvements at the Kipling and Bowles interchanges.

Q: How will expanding the highway impact traffic congestion?

Reducing congestion is an identified project need. Each alternative's potential to reduce congestion is a consideration in alternatives evaluation. The PEL study identified areas of heavy congestion and forecasted traffic volumes to the year 2040, in order to develop alternatives that have the potential to reduce congestion in the short- and long-term.

Q: If you expand the highway, what types of development and how much development can you anticipate in this area?

As part of the study, the potential for and magnitude of development is being considered, including looking at the parcels already slated for development. The attached future land use map shows the areas of preserved open space and potential development, based on zoning.

Q: Does the study take into account future traffic volumes?

Yes, the traffic projections used in this study go through the year 2040 based on information and models from the Denver Regional Council of Government (DRCOG). The PEL study and recommended alternatives will take into account those traffic predictions.

Q: Why hasn't CO 93 already been expanded since it is already congested?

In a previous study which ended in 2008, WestConnect Coalition members were unable to reach agreement on a proposed solution for transportation needs along the corridor. The current PEL study is a renewed attempt to address congestion and other issues in the corridor through mutually agreed-upon solutions.

Q: Is the expansion going to be a toll lane?

One option that the WestConnect Coalition and CDOT is considering is adding managed lanes (Express Lanes) along C-470 between Wadsworth and I-70. If this alternative moves forward, the details of how this lane would be managed (toll, high-occupancy vehicle, etc.) would be determined in a subsequent study.

Q: What is the timeframe for this study and construction of these improvements?

The PEL study is expected to last approximately two years and be completed in early 2018. This study is expected to make both short- and long-term improvement recommendations. A subsequent NEPA study will be required for ultimate improvements. The timeline for improvements is dependent on funding availability. Construction funding has yet to be identified. It is likely that the improvements would be constructed in phases.

Q: CO 93 is one of the most scenic highways in Colorado. Are the views being considered in this study? If so, how will they be maintained?

An Environmental Scan Report was completed during this study, which includes an extensive visual analysis and assessment of the visual quality along the corridor. CDOT recognizes that this is a unique highway segment in Colorado and the report addresses the visual character and other considerations. The report is available here:

<https://www.codot.gov/library/studies/westconnect-coalition-pel-study/final-reports>

Q: Is a park-n-Ride being considered at CO 93 and Hwy 72?

Yes, a park-n-Ride is being considered at this intersection.

Q: Why is Golden involved if this is a CDOT highway?

This study is being led by CDOT and the WestConnect Corridor Coalition of agencies. Coalition agencies include CDOT, the Federal Highway Administration, Jefferson and Boulder Counties, and cities and towns of Arvada, Boulder, Broomfield, Golden, Lakewood, Superior and Westminster. The Coalition agencies all recognized the need for a cohesive transportation plan along the WestConnect corridor and initiated the PEL process in coordination with CDOT to facilitate development of this plan.

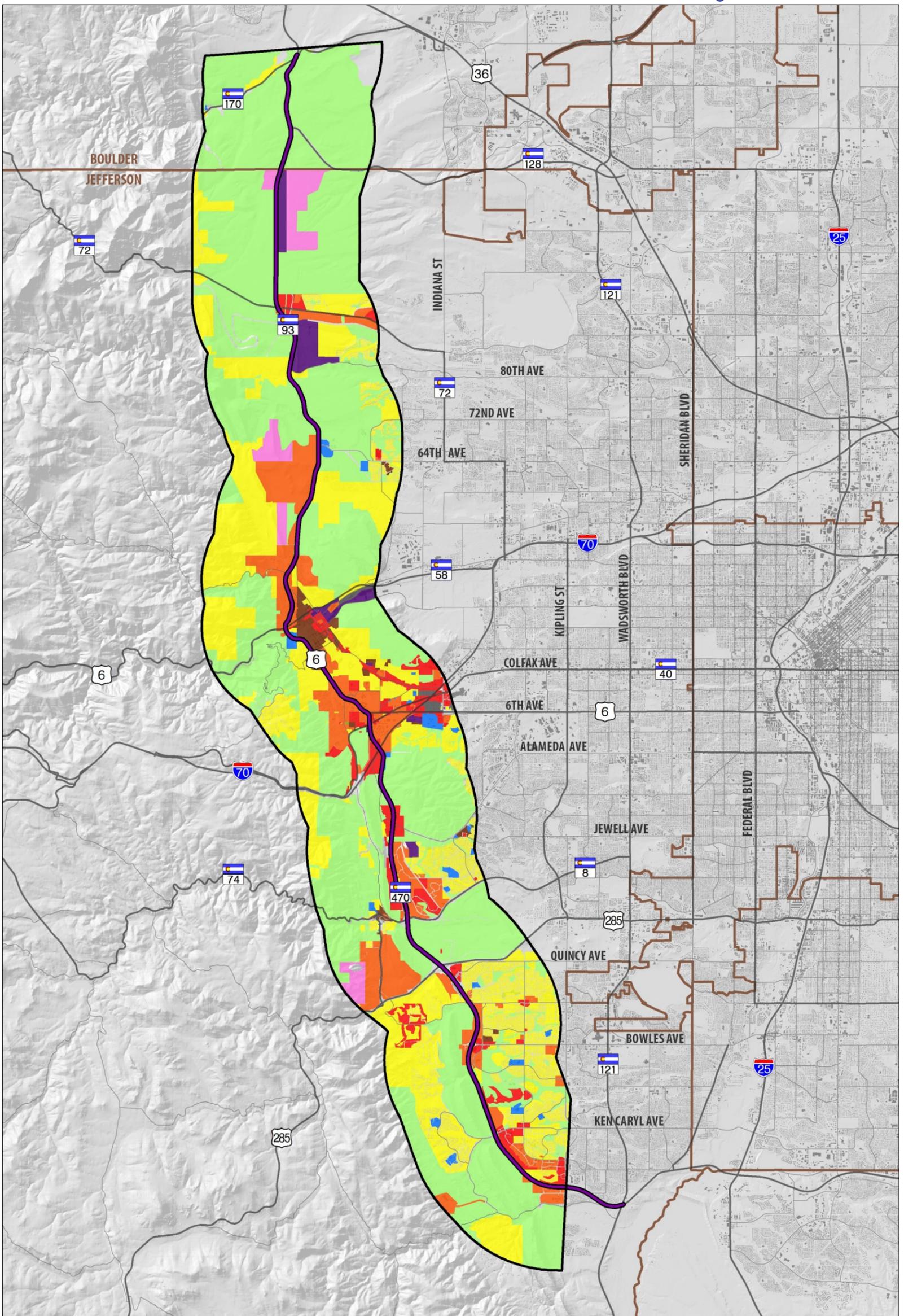
Q: How is noise being evaluated and what sound mitigation will be included in this project?

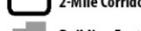
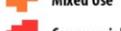
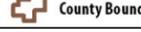
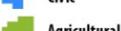
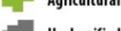
As the project moves into the NEPA process and final design (a step anticipated following the PEL study), CDOT will begin a far more involved noise study and would install noise mitigation in locations where it is found to be required.

Q: Have you considered leaving CO 93 as is and building a beltway around the area instead?

At a minimum, safety improvements are needed along the CO 93 corridor segment. The Jefferson Parkway Public Highway Authority is considering construction of the Jefferson Parkway and the PEL study is considering implications to CO 93 traffic operations with and without the Parkway.

Figure 3: Future Land Use



Legend		Future Land Use WestConnect PEL Boulder and Jefferson Counties, CO	
Land Use Type			C470 Corridor
	Open Space		Highways
	Residential - Low		Major Roads
	Residential - Medium/High		2-Mile Corridor Buffer
	Mixed Use		Building Footprints
	Commercial		County Boundaries
	Industrial		
	Natural Resource		
	Civic		
	Agricultural		
	Unclassified		



0 2.5 Miles

NORTH