

## WestConnect Coalition - Technical Working Group Meeting #3

Thursday, May 19, 2016  
8:30 – 10:30 am  
Rocky Mountain Metro Airport

### Agenda

1. Introductions, Agency Updates and Meeting Summary Finalization
2. Administrative Updates
  - Project Directory update
  - Agency coordination
    - » Steering Committee meetings
  - Public involvement
    - » Website status, Video, Q&A's
3. Data Collection and Existing Conditions Analysis Updates
  - Data collection update
  - New traffic counts
  - Safety Assessment
  - Base mapping update
  - Environmental resources
4. Coordination Updates
  - Environmental scoping
  - Coordination with CDOT and FHWA regarding modeling methodology
  - DRCOG 2040 forecast model status
  - Coordination with Jefferson Parkway consultant
5. Next Steps
  - Steering Committee Meeting: May 31, 2016
  - TWG Meeting: June 16, 8:30 – 10:30 am – possible postponement?

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## PEL Study Questions & Answers

*Draft May 18, 2016*

### Q: What is the purpose of the WestConnect Coalition PEL Study?

A: The WestConnect Coalition is conducting an 18-month study to evaluate and develop short term and long term transportation alternatives and to identify proposed improvements along C-470, between Kipling and I-70, and along the US 6/SH 93 corridor between Golden and Boulder. The PEL study will evaluate options to:

- reduce congestion;
- improve operational performance and safety; and
- address future transportation needs.

### Q: What roadways will be studied in the PEL study?

A: The study area for the WestConnect PEL is defined as C-470 from Kipling to I-70/US 6 in south Jefferson County, US 6 from C-470 to SH 58/SH 93 in Golden, and SH 93 from Golden to Marshall Road (SH 170) in Boulder County. Major arterial intersections and interchanges along the corridor will also be included.

### Q: What is a Planning and Environmental Linkages (PEL) study?

A: This transportation study will be conducted using the PEL approach. PEL is a study approach that is used to identify transportation issues and environmental concerns, which can be applied to make planning decisions and for planning analysis. PEL studies link planning to environmental issues and result in useful information that may ultimately be used to prepare a National Environmental Policy Act (NEPA) study and final design, and to help streamline the process.

### Q: What are the major elements of the WestConnect Coalition's PEL study?

A: The key objectives of the PEL study are to:

- Conduct public outreach and coordination with Local, State and Federal Resource agencies
- Identify existing and future issues and problem areas in the corridor from operational, mobility, maintenance, and safety perspectives
- Identify natural resource and/or environmental agency concerns
- Consolidate and address jurisdiction priorities and plans
- Develop alternatives to address the short-term and long-term needs and consider potential funding sources
- Prepare a prioritized list of proposed improvements
- Establish cost estimates for the WestConnect Coalition to use when seeking project funding
- Develop next steps, an implementation plan, and potential funding options

### **Q: How does the WestConnect Coalition PEL Study relate to current and previous studies in the project area?**

A: Individual local jurisdictions and regional agencies along the corridor have previously completed planning and design efforts for some improvements. The PEL study will respect the existing plans of the Coalition agencies within their respective jurisdictional boundaries. However, the Coalition was formed because these agencies desire to formulate a cohesive transportation plan along the regional corridor. New data will be collected for this study and agencies and members of the public will have an opportunity to develop a corridor vision, along with improvement recommendations to achieve that vision for the entire corridor. For example, the City of Golden's Plan for US 6 and SH 93 through Golden will be incorporated into the PEL study analysis. The previous Northwest Corridor Study process was a precursor to the ongoing Jefferson Parkway planning effort, which is separate from the PEL study.

### **Q: What is the role of the Jefferson Parkway in the PEL process?**

A: Members of the WestConnect Coalition have different positions regarding the Jefferson Parkway. Given such differences but a collective desire to ensure effective use of funding, WestConnect Coalition members agreed to not include the Jefferson Parkway in the PEL study. Members agreed that the PEL study will not analyze or recommend alternatives to the Jefferson Parkway. The Jefferson Parkway project will be considered in a separate process from the PEL study.

In order to ensure a comprehensive study, however, the PEL study will still consider the potential traffic implications and impacts to SH 93 if the Jefferson Parkway was constructed. The PEL Study will not study or make recommendations regarding Jefferson Parkway design or funding.

CDOT's 1601 Interchange Approval Policy Directive is a separate process that will address the Jefferson Parkway. The Jefferson Parkway Public Highway Authority has initiated the 1601 application process for the Jefferson Parkway. CDOT is obligated to respond to this application and will require a detailed traffic analysis, as the Jefferson Parkway is planned to connect with the state system at SH 93, and at SH 72 and SH 128.

### **Q: What kinds of improvements will be considered in the PEL study?**

A: This study will consider a wide range of options for study area roadways, intersections and interchanges along the WestConnect corridor, and pedestrian, bicycle, transit and operational improvements. Lower-cost improvements such as signal timing and coordination, turn lanes and signage will be considered, as well as larger-scale improvements such as roadway widening and pedestrian/bicycle facilities. All reasonably feasible improvement suggestions within the study area are welcome and will be considered during alternatives development.

### **Q: How will alternatives be evaluated?**

A: Alternatives will be evaluated for consistency with the corridor vision, using a tiered process. Decision-makers will inherently be faced with considering tradeoffs during the alternatives evaluation process. The detailed alternatives screening process will determine impacts (potentially both adverse and beneficial) of various corridor improvements. Action alternatives will be compared to a No Action alternative. Traffic analysis will consider local agency plans and refined land use projections into year 2040. Public and agency comments will be considered during every step in the study process.

**Q: What will the product of this study be?**

A: This study will develop recommendations to reduce congestion, improve operational performance and safety and address future transportation needs along the study corridor. The study will provide a plan for future short- and long-term improvements, which will be used by CDOT to obtain funding to implement projects.

**Q: What is the schedule for the PEL study, and when will recommendations from this study be constructed?**

The PEL study is expected to last approximately 18 months, and be completed by fall of 2017. 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. It is likely that the improvements would be constructed in phases.

**Q: How can I get involved in the PEL process?**

A: There are many ways to participate in this study and help shape the recommendations:

- Join the study mailing list to receive notices of public meetings and other study updates.
- Attend a public open house, participate in a project telephone town hall meeting, and/or an online public meeting, planned for September 2016.
- Invite project team members to speak with your group (contact [llangerman@deainc.com](mailto:llangerman@deainc.com)).
- Provide comments throughout the study (during meetings, on the project web page, or by contacting a project representative).
- Check the project web page periodically, to view updates at key milestones:

**[www.westconnectcoalition.com](http://www.westconnectcoalition.com)**



## WestConnect PEL Study Safety Assessment

### Preliminary 5 Year Analysis Summary - 2010 to 2014

The safety assessment for the West Connects project is currently underway. It is anticipated that a draft report of the safety assessment will be ready within 8 weeks. The preliminary work that has been completed to date is summarized in the table below. The table identifies the location of key freeway or highway segments included in the analysis, as well as the total number of reported crashes, the level of service of safety (LOSS) and whether any of the crash types are occurring at a higher than expected frequency, which could be indicative of a crash pattern that is susceptible to correction through the installation of targeted countermeasures, such as centerline rumble strips.

#### Mainline/Non-Intersection Crash Data Summary

PDO	INJURY	FATAL	TOTAL CRASHES	LOSS TOTAL	LOSS INJ. & FATAL	SIGNIFICANT CRASH TYPES
<b>C 470 – I-70 to Morrison Rd (SH 8) MP 0.00 to 4.25 (Mainline Only)</b>						
354	93	1	448	II	II	Rear End (196); Wild Animal (20); Fixed Object (134); Wind (6); Snowy/Icy Road (87)
<b>C470 – Morrison Rd (SH 8) to Kipling Pkwy MP 4.25 to 12.45 (Mainline Only)</b>						
384	92	1	477	I	I	Rear End (155); Overturning (24); Wild Animal (80); Fixed Object (112); Wind (21); Rain/Wet Road (56)
<b>C-470 – I-70 to US 6 MP 0.00 to 1.21 (Mainline Only)</b>						
28	4	0	32	III	II	Concrete Barrier (13); Fixed Object (20); Snowy/Icy Road (18)
<b>US 6 – SH 93/SH 58 to C-470W (Non-Intersection Crashes Only)</b>						
153	39	2	194	IV	III	Wild Animal (76); Guard Rail (6); Wet Road (18)
<b>SH 93 – US 6/SH 58 to SH 72 MP 0.00 to 7.57 (Non-Intersection Crashes Only)</b>						
245	74	3	322	IV	III	Rear End (146); Overturning (20); Wild Animal (66); Sideswipe (Same) (16); Head On (14); Wind (11); Snow/Sleet/Hail (24)
<b>SH 93 – SH 72 to SH 128 MP 7.57 to 11.78 (Non-Intersection Crashes Only)</b>						
102	44	4	150	IV	IV	Rear End (37); Overturning (14); Head On (16); Wild Animal (21); Fence (23); Fixed Object (46); Wind (13); Snow/Sleet/Hail (45)
<b>SH 93 – SH 128 to SH 170 MP 11.78 to 13.63 (Non-Intersection Crashes Only)</b>						
39	17	1	57	III	IV	Rear End (17); Wild Animal (10); Fixed Object (11); Wind (7); Snow/Sleet/Hail (9)

- LOSS I – Indicates a low potential for crash reduction.
- LOSS II – Indicates a low to moderate potential for crash reduction.
- LOSS III – Indicates a moderate to high potential for crash reduction.
- LOSS IV – Indicates a high potential for crash reductions.

May 18, 2016

The segments of US 6 and SH 93 included in the safety assessment indicate a high potential for crash reduction. In general, C-470 is performing at or better than other freeway facilities of a similar type.

Key crash types that will be explored in more detail along SH 93 include the head on and overturning type crashes because these crashes often result in injury or loss of life. In addition, wild animal crashes occur throughout the corridor on most road segments at a higher than expected frequency. Rear end crashes that appear to be congestion-related occur along C-470 and SH 93 at a higher than expected frequency.

As part of a safety assessment, separate analyses are conducted for intersections and interchange ramps. To date, analyses of the intersections along SH 93 and US 6 has been performed. In general, at each of the signalized intersections along these highways, rear-end crashes, typically concentrated in the AM or PM peak periods, are occurring at a higher than expected rate. The draft safety assessment will provide a more detailed analysis of all intersections, as well as the interchanges along C-470.



## Environmental Resources and Responsibilities

ENVIRONMENTAL RESOURCES	RESPONSIBILITY
Land Use	ArLand
Parks/Trails/4(f)/6(f)	DEA
Bicycle Facilities	Toole
Air Quality	FHU
Noise	FHU
Hazardous Materials	DEA
Historic	Pinyon
Arch/Paleo	Pinyon
Floodways/Floodplains	DEA
Water Quality	DEA
Wells	FHU
Wetlands and Waters of the US	FHU
Wildlife Movement	Eco-resolutions
T&E Species	FHU
Farmlands	FHU
Environmental Justice	FHU
Visual	FHU

## WestConnect Planning and Environmental Linkages (PEL) Study

### Traffic Analysis Tools and Approach

Technical Working Group Meeting

5/19/16

### Project Goals and Objectives

The WestConnect Planning and Environmental Linkages (PEL) Study will develop and evaluate short term and long term alternatives for reducing congestion, improving operational performance, and addressing future transportation needs along C-470 between Kipling and I-70 and along the US 6/ SH 93 corridor between Golden and Boulder.

### Traffic Analysis Approach

Based on the project context, goals, and analysis tools selection, the traffic analysis approach includes the combination of:

- Macroscopic travel demand model for estimates of system and facility demand (DRCOG FOCUS TransCAD Model), including C-470, US 6, SH 93, and the intersecting and parallel arterials
  - » Includes the evaluation of traffic operational impacts with and without the completion of the Jefferson Parkway private tollway from SH 93 to the Northwest Parkway
- Mesoscopic/microscopic model for the Level 1 and Level 2 screening of alternatives (TransModeler), focused on the comparison of corridor-wide benefits and impacts between multiple alternatives
- Potential supplemental microsimulation model for later stages of evaluation at specific locations (TransModeler), if needed to identify more detailed recommendations

This approach to the modeling tools for the project was discussed and agreed upon by CDOT and FHWA representatives in a meeting held May 3, 2016.

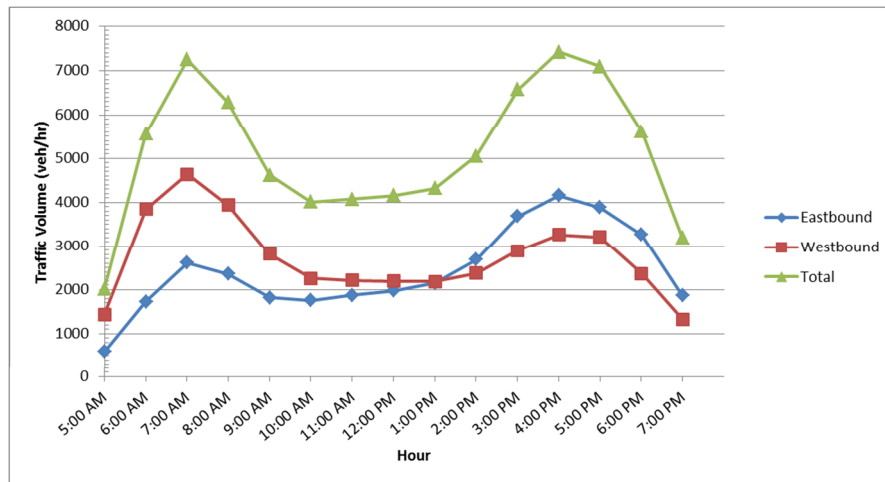
### Analysis Years/Periods

Traffic operational analyses will be conducted for both the AM and PM peak periods for the:

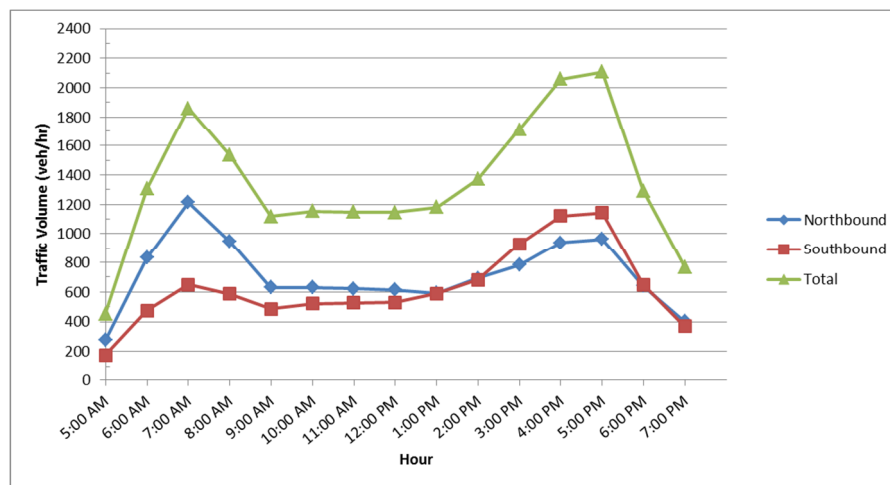
- 2015 existing year
- 2040 horizon year

Roadway system performance in the study area will be analyzed for the AM peak period, 7:00 to 9:00 am, and the PM peak period, 4:00 to 6:00 pm. These analysis periods are based on the approximate peak travel periods along the study corridor, based on traffic counts compiled for the study, as illustrated with available hourly traffic counts along the study corridor.

**C-470 North of SH 8/Morrison Road (weekdays - May 2014)**



**US 93 South of SH 72/Coal Creek Road (weekdays - August 2014)**



## Analysis Scenarios

The following travel demand forecasting scenarios will be developed for the PEL study:

- Existing – 2015 (for model calibration)
- Without Jefferson Parkway – 2040 (Horizon Year)
- With Jefferson Parkway – 2040 (Horizon Year)
- High Growth with Jefferson Parkway – 2040 (Horizon Year)
  - » Considers higher growth than included in DRCOG land use to test sensitivity of recommended alternatives
- Interim (if needed) – year to be determined with alternatives (Opening Year)

The following operational analysis scenarios will be evaluated for the PEL study:

- Existing – 2015 (for model calibration)
- No Action without Jefferson Parkway – 2040 (Horizon Year)
- No Action with Jefferson Parkway – 2040 (Horizon Year)
- Alternatives developed and screened through the study process – 2040 (Horizon Year)
- High Growth – 2040 (Horizon Year)
- Interim (if needed) – year to be determined with alternatives (Opening Year)

## Preliminary Measures of Effectiveness (MOEs)

At this project stage, the objective is to develop design concepts in sufficient detail to enable comparison of benefits and impacts of alternatives. The WestConnect PEL Study process includes extensive communication of results with decisionmakers and stakeholders, as well as the general public. Therefore, MOEs need to facilitate this communication and make it readily apparent to the non-technical person whether the performance will be acceptable or not.

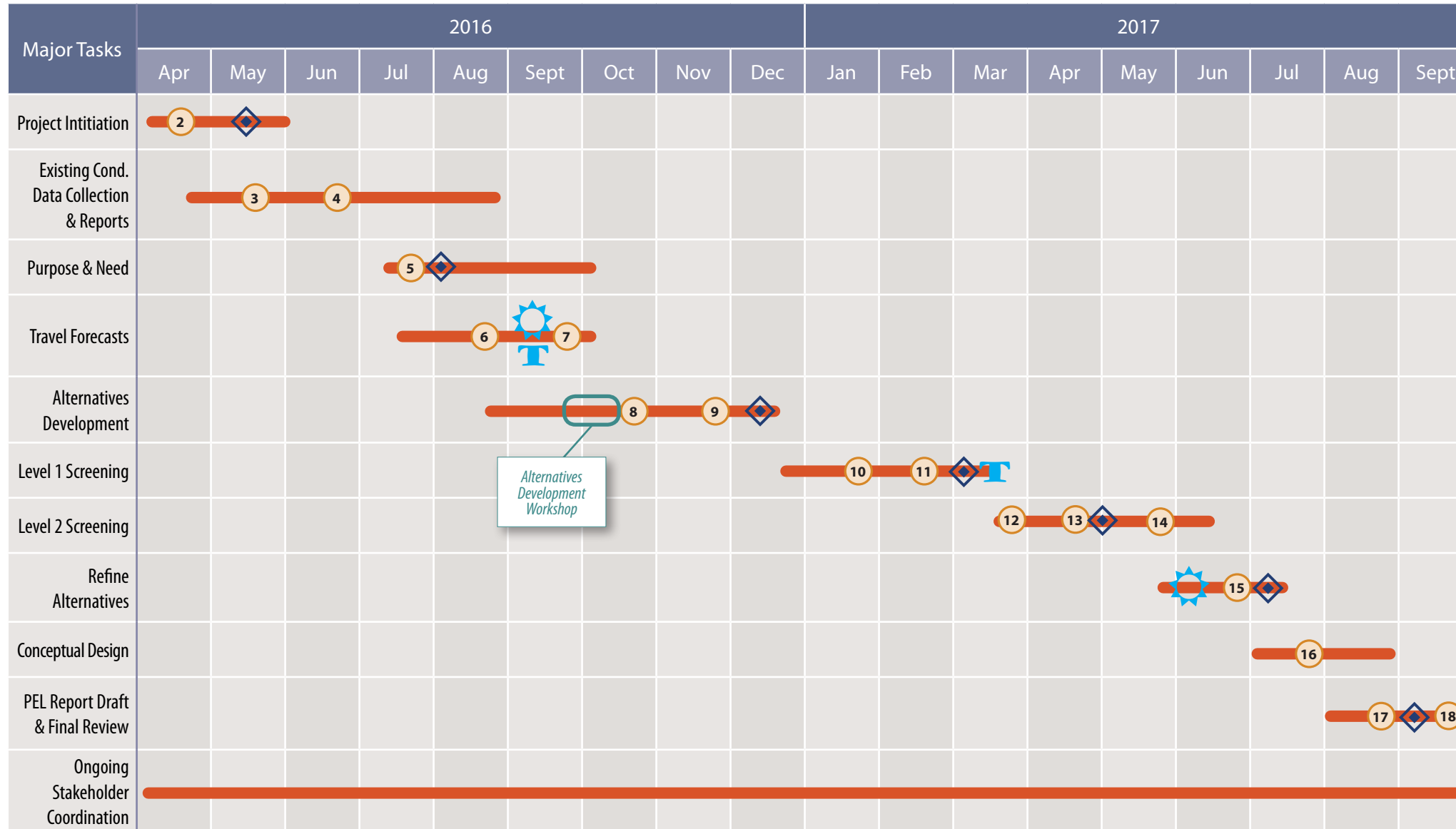
The MOEs for the study will consider easily obtainable output from the model as well as DRCOG TIP application factors to assist with short term and long term project submittals for TIP funding.

Potential MOE's related to traffic operations applicable to this study include:

- Average travel speed by segment
- Percent of segment miles meeting LOS criteria
- Vehicle hours of travel
- Peak hour signalized intersection LOS and delay
- Peak hour queue lengths
- Travel time by segment

Additional MOE's related to potential safety, multimodal, environmental, community, and fiscal benefits and impacts, will also be considered, as coordinated and reviewed by project stakeholders through the PEL study process.

## WESTCONNECT PEL STUDY SCHEDULE



- LEGEND**
- Public Meeting
  - Telephone Town Hall
  - TWG Meeting Number
  - WestConnect Coalition/Steering Committee Presentation

### WESTCONNECT COALITION/STEERING COMMITTEE PRESENTATIONS

SCHEDULE	TOPICS	SCHEDULE	TOPICS
Meeting #1 May 2016	» Study overview » Public involvement plans	Meetings #4 March 2017	» Results from Level 1 screening
Meeting #2 August 2016	» Existing conditions » Draft Purpose and Need » Public Meeting #1 presentation review	Meeting #5 April 2017	» Draft Level 2 screening » Public Meeting #2 presentation review » Input/comments from public and stakeholders
Meetings #3 December 2016	» Forecasted conditions » Input/comments from public and stakeholders » Results of alternatives development	Meeting #6 July 2017	» Draft improvement recommendations
		Meetings #7 September 2017	» Prioritization of improvements » Draft PEL Report

### TECHNICAL WORKING GROUP (TWG) MEETINGS

SCHEDULE	TOPICS
Meeting #1 February 2016	» Project team and project overview
Meeting #2 April 2016	» Study overview » Data collection
Meeting #3 May 2016	» Traffic data and operational assessments » Safety assessment
Meeting #4 June 2016	» Environmental overview » Travel demand forecasts
Meeting #5 July 2016	» Initial findings of existing conditions » Study Area Vision/Draft Purpose and Need » Info from resource agency coordination (Round 1)
Meeting #6 August 2016	» Public Meeting #1 presentation review
Meeting #7 September 2016	» Input/comments from Public Meeting » Purpose and Need finalized » Draft evaluation criteria
Meeting #8 October 2016	» Draft alternatives development » Evaluation criteria finalized
Meeting #9 November 2016	» Results of alternatives development
Meeting #10 January 2017	» Draft Level 1 screening
Meeting #11 February 2017	» Results of Level 1 screening
Meeting #12 March 2017	» Level 2 evaluation criteria
Meeting #13 April 2017	» Draft Level 2 screening
Meeting #14 May 2017	» Public Meeting #2 presentation info review
Meeting #15 June 2017	» Input/comments from Public Meeting #2 » Results of Level 2 screening » Alternatives refinement
Meeting #16 July 2017	» Info from resource agency coordination (Round 2) » Draft improvement recommendations
Meeting #17 August 2017	» Funding and prioritization of improvements
Meeting #18 September 2017	» Draft PEL Report comments » Final PEL Report

### PEL FHWA Coordination Points

At the following points throughout the project, coordination with FHWA will be necessary.

- » Project Initiation
- » Existing Conditions/Purpose and Need Development
- » Alternatives Evaluation
- » PEL Document and Questionnaire