

APPENDIX C LEVEL 1, 2, 3, AND 4 EVALUATION



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Appendix C Evaluation Criteria and Results

Level 1 Evaluation Results – Purpose and Need

Level 2A Criteria and Evaluation Results – Cross-Section Elements
(Roadway, Transit, Bicycle, and Pedestrian)

Level 2B Criteria and Evaluation Results – Access Categories

Level 3A Criteria, Packages, and Evaluation Results – Cross-Section Packages

Level 3B Criteria and Evaluation Results – Access Categories

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Level 4 Evaluation – Combined Alternative

LEVEL 1 EVALUATION - PURPOSE AND NEED

Element	Purpose and Need				Summary of Results	Notes
	SAFETY: Does the element improve existing and future (2035) conditions that contribute to higher than expected crash rates?	TRAFFIC OPERATIONS: Can the element improve existing and future (2035) traffic operations?	ACCESS: Does the element improve existing access deficiencies and accommodate future (both near term and by (2035) access needs?	ALTERNATIVE TRAVEL MODES: Does the element include infrastructure for alternative travel modes that is consistent with existing and future (2035) needs of the communities?		
<i>No-Action Alternative</i>	NO	NO	NO	NO	Retained	For Baseline Comparison
Roadway						
2 Lanes (plus auxiliary lanes)	NO	NO	NO	NO	Not Recommended	Eliminated in the Level 1 evaluation. This element is not responsive to purpose and need because it would not improve existing conditions and future (2035) that contribute to higher than expected crash rates; would not improve existing and future (2035) traffic operations; would not improve existing access deficiencies and accommodate future (both near-term and by 2035) access needs; and would not include infrastructure for alternative travel modes that is consistent with existing and future (2035) needs of the communities.
2 Lanes (plus auxiliary lanes and painted or raised median)	YES	YES	NO	NO	Retained	Not as a stand-alone improvement
4 Lanes (plus auxiliary lanes and painted or raised median)	YES	YES	NO	NO	Retained	Not as a stand-alone improvement
6 Lanes (plus auxiliary lanes and painted or raised median)	YES	YES	NO	NO	Retained	Not as a stand-alone improvement

Element	Purpose and Need				Summary of Results	Notes
	SAFETY: Does the element improve existing and future (2035) conditions that contribute to higher than expected crash rates?	TRAFFIC OPERATIONS: Can the element improve existing and future (2035) traffic operations?	ACCESS: Does the element improve existing access deficiencies and accommodate future (both near term and by (2035) access needs?	ALTERNATIVE TRAVEL MODES: Does the element include infrastructure for alternative travel modes that is consistent with existing and future (2035) needs of the communities?		
Transit						
Fixed Guideway (Light Rail or Streetcar)	NO	NO	NO	NO	Not Recommended	Eliminated in the Level 1 evaluation. This element is not responsive to the purpose and need because it would not improve existing conditions and future (2035) that contribute to higher than expected crash rates; would not improve existing and future (2035) traffic operations; would not improve existing access deficiencies and accommodate future (both near-term and by 2035) access needs; and would not include infrastructure for alternative travel modes that is consistent with existing and future (2035) needs of the communities.
Bus Only Lane (Assumed to be one in each direction, on the outside of general purpose lanes)	NO	YES	NO	YES	Retained	Not as a stand-alone improvement
Bus/HOV Lane/HOT Lane (Assumed to be one in each direction, on the outside of general purpose lanes)	YES	YES	NO	YES	Retained	Not as a stand-alone improvement
Transit Priority (Queue Jumps, signal priority treatments, etc.)	NO	YES	NO	YES	Retained	Not as a stand-alone improvement
Transit Amenities (bus stops, shelters, pull outs, etc.)	NO	NO	NO	YES	Retained	Not as a stand-alone improvement



Element	Purpose and Need				Summary of Results	Notes
	SAFETY: Does the element improve existing and future (2035) conditions that contribute to higher than expected crash rates?	TRAFFIC OPERATIONS: Can the element improve existing and future (2035) traffic operations?	ACCESS: Does the element improve existing access deficiencies and accommodate future (both near term and by (2035) access needs?	ALTERNATIVE TRAVEL MODES: Does the element include infrastructure for alternative travel modes that is consistent with existing and future (2035) needs of the communities?		
Bicycle Accommodation						
Shoulders	NO	NO	NO	YES	Retained	Not as a stand-alone improvement
Bike Lanes	NO	NO	NO	YES	Retained	Not as a stand-alone improvement
Shared Lanes (“Sharrows”)	NO	NO	NO	YES	Retained	Not as a stand-alone improvement
Cycle Tracks	NO	NO	NO	YES	Retained	Not as a stand-alone improvement
Shared Use Path	NO	NO	NO	YES	Retained	Not as a stand-alone improvement
Intersection Treatments (signing, striping, bike activated signals)	NO	NO	NO	YES	Retained	Not as a stand-alone improvement
Pedestrian Accommodation						
Attached Sidewalk	NO	NO	NO	YES	Retained	Not as a stand-alone improvement
Detached Sidewalk	NO	NO	NO	YES	Retained	Not as a stand-alone improvement
Shared Use Path	NO	NO	NO	YES	Retained	Not as a stand-alone improvement
At-grade Crossing Treatments (Crosswalks, pedestrian activated signals, signing, etc.)	NO	NO	NO	YES	Retained	Not as a stand-alone improvement
Grade Separated Crossing (Underpass or overpass)	NO	NO	NO	YES	Retained	Not as a stand-alone improvement



Element	Purpose and Need				Summary of Results	Notes
	SAFETY: Does the element improve existing and future (2035) conditions that contribute to higher than expected crash rates?	TRAFFIC OPERATIONS: Can the element improve existing and future (2035) traffic operations?	ACCESS: Does the element improve existing access deficiencies and accommodate future (both near term and by (2035) access needs?	ALTERNATIVE TRAVEL MODES: Does the element include infrastructure for alternative travel modes that is consistent with existing and future (2035) needs of the communities?		
Access Categories						
Regional Highway (R-A)	YES	YES	NO	NO	Retained	Not as a stand-alone improvement
Non-Rural Principal Highway (NR-A)	YES	YES	YES	NO	Retained	Not as a stand-alone improvement
Non-Rural Arterial (NR-B)	YES	YES	YES	NO	Retained	Not as a stand-alone improvement
Non-Rural Arterial (NR-C)	NO	NO	NO	NO	Not Recommended	Eliminated in the Level 1 evaluation. This element is not responsive to the purpose and need because it would not improve existing conditions and future (2035) that contribute to higher than expected crash rates; would not improve existing and future (2035) traffic operations; would not improve existing access deficiencies and accommodate future (both near-term and by 2035) access needs; and would not include infrastructure for alternative travel modes that is consistent with existing and future (2035) needs of the communities.
I-25/SH 7 Interchange						
Partial Cloverleaf	YES	YES	NO	YES	Retained	Not as a stand-alone improvement
Diverging Diamond (DDI)	YES	YES	NO	YES	Retained	Not as a stand-alone improvement



Element	Purpose and Need				Summary of Results	Notes
	SAFETY: Does the element improve existing and future (2035) conditions that contribute to higher than expected crash rates?	TRAFFIC OPERATIONS: Can the element improve existing and future (2035) traffic operations?	ACCESS: Does the element improve existing access deficiencies and accommodate future (both near term and by (2035) access needs?	ALTERNATIVE TRAVEL MODES: Does the element include infrastructure for alternative travel modes that is consistent with existing and future (2035) needs of the communities?		
Alternative Alignments						
West End (Northern Alignment)	YES	YES	YES	YES	Retained	Not as a stand-alone improvement
West End (Southern Alignment)	YES	YES	YES	YES	Retained	Not as a stand-alone improvement
East End (Northern Alignment)	YES	YES	YES	YES	Retained	Not as a stand-alone improvement
Other Alternatives						
Intersection Improvements	YES	YES	YES	YES	Retained	Not as a stand-alone improvement
Transportation System Management (Signal timing, etc.)	YES	YES	YES	NO	Retained	Not as a stand-alone improvement
Travel Demand Management (Alt. modes, rideshare programs, etc.)	NO	YES	YES	YES	Retained	Not as a stand-alone improvement



LEVEL 2A CRITERIA AND EVALUATION – CROSS-SECTION ELEMENTS

Roadway

- ▶ **Traffic Operations:** Provide roadway capacity to meet 2035 travel demand (TO-1) based on the ability of the proposed roadway improvements (elements) to meet the forecasted 2035 travel demand (vehicles per day [vpd]) for each corridor segment.
- ▶ **Community:** Minimize impacts on existing residents, businesses, and properties, as well as future planned land use (C-1), based on proximity to the proposed roadway improvements.
- ▶ **Community:** Receive general public support for the transportation improvements (C-5) based on comments received at the June 2012 public meetings, as well as from input received from the local agency staff members at the TWG meetings.
- ▶ **Community:** Minimize properties to be acquired for right-of-way and business and resident displacements and compatibility with future land use (C-7) based on the number of parcels to be partially or fully acquired for right-of-way.
- ▶ **Environmental and Cultural Resources:** Avoid and minimize impacts on environmental and cultural resources (E-1) based on direct impacts of the proposed roadway improvements on parks, open space and trails; previously identified and potentially historic sites; wetlands; and threatened and endangered species habitat.
- ▶ **Implementability:** Match expenditure to be consistent with demand (I-5) based on the approximate expenditure of the roadway improvement compared to the projected 2035 travel demand.

Transit

- ▶ **Traffic Operations:** Improve vehicle or person throughput at intersections during future (2035) peak hours (TO-2) based on the ability of the proposed transit elements to increase person throughput capacity at intersections and to attract transit/HOV ridership.
- ▶ **Alternative Modes:** Provide a balanced multimodal system consistent with future (2035) travel demands (ATM-1) by matching the proposed transit capacity with the forecasted 2035 travel demand for transit.
- ▶ **Community:** Minimize impacts on existing residents, businesses, and properties, as well as future planned land use (C-1), based on proximity to the proposed roadway and intersection improvements related to the transit elements.
- ▶ **Community:** Receive general public support for the transportation improvements (C-5) based on comments received at the June 2012 public meetings, as well as from input received from the local agency staff members at the TWG meetings.



Bicycle

- ▶ **Safety:** Reduce the number of potential conflict points (S-2) based on the number of potential vehicle/bicycle conflict points, such as property accesses and a separate delineated travel way for bicycles.
- ▶ **Alternative Modes:** Provide a balanced multimodal system consistent with future (2035) travel demands (ATM-1) by matching the proposed bicycle capacity with the forecasted 2035 travel demand for bicycle use.
- ▶ **Community:** Minimize impacts on existing residents, businesses, and properties, as well as future planned land use (C-1), based on proximity to the proposed bicycle improvements related to the bicycle elements.
- ▶ **Community:** Receive general public support for the transportation improvements (C-5) based on comments received at the June 2012 public meetings, as well as from input received from the local agency staff members at the TWG meetings.

Pedestrian

- ▶ **Safety:** Reduce the number of potential conflict points (S-2) based on the number of potential vehicle/pedestrian conflict points, such as property accesses and a separate delineated travel way for pedestrians.
- ▶ **Alternative Modes:** Provide a balanced multimodal system consistent with future (2035) travel demands (ATM-1) by matching the proposed pedestrian capacity with the forecasted 2035 travel demand for pedestrians.
- ▶ **Community:** Minimize impacts on existing residents, businesses, and properties, as well as future planned land use (C-1), based on proximity to the proposed pedestrian improvements.
- ▶ **Community:** Receive general public support for the transportation improvements (C-5) based on comments received at the June 2012 public meetings, as well as from input received from the local agency staff members at the TWG meetings.



Roadway

Element	Traffic Operations: Provide roadway capacity to meet 2035 travel demand (TO-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5) Minimizing properties to be acquired for right-of-way and business and resident displacements (C-7)	Environmental and Cultural Resources: Avoiding and minimizing impacts to environmental and cultural resources (E-1)	Implementability: Matching expenditure to be consistent with demand (I-5)	Recommendation
Segment 1 (US 287 to 119th Street)					
No-Action (3 lanes from US 287 to Public Road, 2 lanes from Public Road to 119th Street)	Forecasted 2035 demand (13,000 – 18,200 [vpd]) exceeds capacity.	No impacts on community.	No impacts on environmental and cultural resources.	No expenditure for capacity improvements.	Retained for further analysis as the No-Action Alternative.
2 Lanes (For Segment 1, this is assumed to be two 12-ft travel lanes with a 12-ft center turn lane/median; and auxiliary shoulders)	Forecasted 2035 travel demand exceeds capacity of 16,000 vpd.	Elimination of tree lawn would remove buffer between roadway and pedestrians, as well as with existing residents and businesses. No right-of-way would be acquired with an assumed roadway cross-section of 36 ft (Existing right-of-way is approximately 40 to 50 ft). NOTE: With an assumed roadway cross-section of 68 ft (2 travel lanes, center left turn lane/median, auxiliary lanes, and standard shoulders), right-of-way would be acquired from approximately 112 parcels.	No impacts on parks and open space, previously identified and potentially historic sites, wetlands, and threatened and endangered species habitat present. Approximately 0.83 acres of parks and open space impacted. Approximately 102 previously identified and potentially historic sites impacted. No wetlands or threatened and endangered species habitat present.	Relatively small expenditure but is not consistent with 2035 travel demand.	Retained for further analysis because this improvement would provide some traffic operational benefits (although would not fully address 2035 travel demand) with fewer impacts on the community and environmental and cultural resources than the 4 Lanes or 6 Lanes alternatives.



Element	Traffic Operations: Provide roadway capacity to meet 2035 travel demand (TO-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5) Minimizing properties to be acquired for right-of-way and business and resident displacements (C-7)	Environmental and Cultural Resources: Avoiding and minimizing impacts to environmental and cultural resources (E-1)	Implementability: Matching expenditure to be consistent with demand (I-5)	Recommendation
4 Lanes (Four 12-ft travel lanes and a 12-ft center turn lane/median and auxiliary lanes)	Forecasted 2035 demand less than capacity of 32,000 vpd.	Would require property acquisitions and would result in substantial impacts to existing residents and businesses. Right-of-way to be acquired from approximately 137 parcels with an assumed roadway cross-section of 116 ft.	Approximately 1.30 acres of parks and open space impacted. Approximately 104 previously identified and potentially historic sites impacted. Large wetland complex at Coal Creek. No threatened and endangered species habitat present.	The expenditure for the improvement is consistent with 2035 travel demand.	Eliminated in the Level 2A evaluation for this segment due to the magnitude of a combination of negative impacts on the community and environmental and cultural resources. This element would require the acquisition of property from 137 parcels and would have an impact on 1.3 acres of parks and open space, 104 previously identified and potentially historic sites, and the large wetland complex at Coal Creek. The combination of these impacts is considered irresolvable for the following reasons, and there is another alternative that meets purpose and need and avoids or minimizes these impacts: <ul style="list-style-type: none"> • The magnitude of negative impact on park and open space land. • The impacts on the previously identified and potentially historic sites would result in negative effects under the Section 106 process. It should be noted that substantial opposition is anticipated from the local community because of the need for extensive acquisition of property for ROW and because of expressed public concerns related to the loss of tree lawns.



Element	Traffic Operations: Provide roadway capacity to meet 2035 travel demand (TO-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5) Minimizing properties to be acquired for right-of-way and business and resident displacements (C-7)	Environmental and Cultural Resources: Avoiding and minimizing impacts to environmental and cultural resources (E-1)	Implementability: Matching expenditure to be consistent with demand (I-5)	Recommendation						
6 lanes (Six 12-ft travel lanes and a 12-ft center turn lane/median and auxiliary lanes)	Forecasted 2035 demand less than capacity of 48,000 vpd.	Would require property acquisitions and would result in substantial impacts on existing residents and businesses. Right-of-way to be acquired from approximately 144 parcels with an assumed roadway cross-section of 140 ft.	Approximately 1.53 acres of parks and open space impacted. Approximately 104 previously identified and potentially historic sites impacted. Large wetland complex at Coal Creek. No threatened and endangered species habitat present.	Relatively large expenditure and is not consistent with 2035 travel demand.	Eliminated in the Level 2A evaluation for this segment due to the magnitude of a combination of negative impacts on the community and environmental and cultural resources. This alternative would require the acquisition of property from 144 parcels and would have an impact on 1.53 acres of parks and open space, 104 previously identified and potentially historic sites, and the large wetland complex at Coal Creek. The combination of these impacts is considered irresolvable for the following reasons, and there is another alternative that meets purpose and need and avoids or minimizes these impacts: <ul style="list-style-type: none"> • The magnitude of negative impact on park and open space land. • The impacts on the previously identified and potentially historic sites would result in negative effects under the Section 106 process. It should be noted that substantial opposition is anticipated from the local community because of the need for extensive acquisition of property for ROW.						
Segment 2 (119th Street to Sheridan Parkway)						No-Action (2 lanes from 119th Street to Lowell Blvd, 3 lanes [2 EB and 1 WB] from Lowell Blvd to Sheridan Pkwy)	Forecasted 2035 demand (25,300 – 26,600 vpd) substantially exceeds capacity.	No impacts on community.	No impacts on environmental and cultural resources.	No expenditure for capacity improvements.	Retained for further analysis as the No-Action Alternative.
No-Action (2 lanes from 119th Street to Lowell Blvd, 3 lanes [2 EB and 1 WB] from Lowell Blvd to Sheridan Pkwy)	Forecasted 2035 demand (25,300 – 26,600 vpd) substantially exceeds capacity.	No impacts on community.	No impacts on environmental and cultural resources.	No expenditure for capacity improvements.	Retained for further analysis as the No-Action Alternative.						



Element	Traffic Operations: Provide roadway capacity to meet 2035 travel demand (TO-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5) Minimizing properties to be acquired for right-of-way and business and resident displacements (C-7)	Environmental and Cultural Resources: Avoiding and minimizing impacts to environmental and cultural resources (E-1)	Implementability: Matching expenditure to be consistent with demand (I-5)	Recommendation
2 Lanes (Two 12-ft travel lanes and a 12-ft center turn lane/median, and auxiliary lanes)	Forecasted 2035 demand exceeds capacity of 16,000 vpd.	No impacts on community. No right-of-way to be acquired with an assumed roadway cross-section of 68 ft.	No parks and open space impacted. One previously identified and potentially historic sites impacted. Approximately 0.02 acres of wetlands impacted. No threatened and endangered species habitat present.	Relatively small expenditure but is not consistent with 2035 travel demand.	Retained for further analysis because this improvement would provide some traffic operational benefits without substantial community or environmental and cultural resource impacts. The improvement would not fully address 2035 travel demand.
4 Lanes (Four 12-ft travel lanes and a 12-ft center turn lane/median and auxiliary lanes)	Forecasted 2035 demand less than capacity of 32,000 vpd.	Minor impacts on adjacent properties. Right-of-way to be acquired from approximately 4 parcels with an assumed roadway cross-section of 116 ft.	Approximately 0.07 acres of parks and open space impacted. One previously identified and potentially historic site impacted. Approximately 0.77 acres of wetlands impacted. No threatened and endangered species habitat present.	The expenditure for the improvement is consistent with 2035 travel demand.	Retained for further analysis because this improvement would provide traffic operational benefits with minimal impacts on the community and environmental and cultural resources.



Element	Traffic Operations: Provide roadway capacity to meet 2035 travel demand (TO-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5) Minimizing properties to be acquired for right-of-way and business and resident displacements (C-7)	Environmental and Cultural Resources: Avoiding and minimizing impacts to environmental and cultural resources (E-1)	Implementability: Matching expenditure to be consistent with demand (I-5)	Recommendation
6 lanes (Six 12-ft travel lanes and a 12-ft center turn lane/median and auxiliary lanes)	Forecasted 2035 demand less than capacity of 48,000 vpd.	Would result in considerable impacts (noise, visual) on adjacent properties. Right-of-way to be acquired from approximately 25 parcels with an assumed roadway cross-section of 140 ft.	Approximately 0.50 acres of parks and open space impacted. One previously identified and potentially historic site impacted. Approximately 1.27 acres of wetlands impacted. No threatened and endangered species habitat present.	Relatively large expenditure and is not consistent with 2035 travel demand.	Not Recommended in the Level 2A evaluation for this segment. The capacity of 6 lanes exceeds the need (the anticipated 2035 travel demand) for this segment; however, the 6 lane element was retained for future consideration when the anticipated travel demand may require this type of facility.
Segment 3 (Sheridan Parkway to York Street)					
No-Action (2 lanes from Sheridan Pkwy to west of I-25 and 164th Ave to York St, 4 lanes from west of I-25 to 164th Ave)	Forecasted 2035 demand (52,000 – 54,400 vpd) substantially exceeds capacity.	No impacts on community.	No impacts on environmental and cultural resources.	No expenditure for capacity improvements.	Retained for further analysis as the No-Action Alternative.
2 Lanes (Two 12-ft travel lanes and a 12-ft center turn lane/median, and auxiliary lanes)	Forecasted 2035 demand substantially exceeds capacity of 16,000 vpd.	No impacts on community. Right-of-way to be acquired from approximately 2 parcels with an assumed roadway cross-section of with an assumed roadway cross-section of 68 ft.	No impacts on parks and open space, historic sites, or wetlands; no threatened or endangered species habitat present.	Relatively small expenditure but is not consistent with 2035 travel demand.	Eliminated in the Level 2A evaluation because this alternative would not address the purpose and need to reduce existing and future (2035) traffic congestion. This element would not improve traffic operations and would not fully address 2035 travel demand.

Element	Traffic Operations: Provide roadway capacity to meet 2035 travel demand (TO-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5) Minimizing properties to be acquired for right-of-way and business and resident displacements (C-7)	Environmental and Cultural Resources: Avoiding and minimizing impacts to environmental and cultural resources (E-1)	Implementability: Matching expenditure to be consistent with demand (I-5)	Recommendation
4 Lanes (Four 12-ft travel lanes and a 12-ft center turn lane/median and auxiliary lanes)	Forecasted 2035 demand exceeds capacity of 32,000 vpd.	Minor impacts on adjacent properties; relatively unconstrained area could accommodate widening. Right-of-way to be acquired from approximately 15 parcels with an assumed roadway cross-section of 116 ft.	No impacts on parks and open space, historic sites, or wetlands; no threatened or endangered species habitat present.	Smaller expenditure compared to 6 lanes but is not consistent with 2035 travel demand.	Retained for further analysis because this improvement would provide some traffic operational benefits without substantial community or environmental and cultural resource impacts
6 lanes (Six 12-ft travel lanes and a 12-ft center turn lane/median and auxiliary lanes)	Forecasted 2035 demand less than capacity of 48,000 vpd.	Minor impacts on adjacent properties; relatively unconstrained area could accommodate widening. Right-of-way to be acquired from approximately 25 parcels with an assumed roadway cross-section of 140 ft.	No impacts on parks and open space, historic sites, or wetlands; no threatened or endangered species habitat present.	Relatively large expenditure and is not consistent with 2035 travel demand.	Retained for further analysis because this improvement is consistent with the forecasted 2035 travel demand and would provide traffic operational benefits with some impacts on the community and environmental and cultural resources.
Segment 4 (York Street to Holly Street)					
No-Action (2 lanes)	Forecasted 2035 demand (25,900 vpd) substantially exceeds capacity.	No impacts on community.	No impacts on environmental and cultural resources.	No expenditure for capacity improvements.	Retained for further analysis as the No-Action Alternative.



Element	Traffic Operations: Provide roadway capacity to meet 2035 travel demand (TO-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5) Minimizing properties to be acquired for right-of-way and business and resident displacements (C-7)	Environmental and Cultural Resources: Avoiding and minimizing impacts to environmental and cultural resources (E-1)	Implementability: Matching expenditure to be consistent with demand (I-5)	Recommendation
2 Lanes (Two 12-ft travel lanes and a 12-ft center turn lane/median, and auxiliary lanes)	Forecasted 2035 demand exceeds capacity of 16,000 vpd.	No impacts on community. No right-of-way to be acquired with an assumed roadway cross-section of 68 ft.	Approximately 0.07 acres of parks and open space impacted. Approximately 3 previously identified and potentially historic sites impacted. Approximately 0.07 acres of wetlands impacted. No threatened and endangered species habitat present.	Relatively small expenditure but is not consistent with 2035 travel demand.	Retained for further analysis because the improvement would provide some traffic operational benefits without substantial community or environmental and cultural resource impacts, although the improvement would not fully address 2035 travel demand.
4 Lanes (Four 12-ft travel lanes and a 12-ft center turn lane/median and auxiliary lanes)	Forecasted 2035 demand less than capacity of 32,000 vpd.	Minor impacts on adjacent properties. Right-of-way to be acquired from approximately 2 parcels with an assumed roadway cross-section of 116 ft.	Approximately 0.19 acres of parks and open space impacted. Approximately 3 previously identified and potentially historic sites impacted. Approximately 0.47 acres of wetlands impacted. No threatened and endangered species habitat present.	The expenditure for the improvement is consistent with 2035 travel demand.	Retained for further analysis because this improvement provides capacity consistent with the forecasted 2035 travel demand and would provide traffic operational benefits with minimal impacts to the community and environmental and cultural resources.



Element	Traffic Operations: Provide roadway capacity to meet 2035 travel demand (TO-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5) Minimizing properties to be acquired for right-of-way and business and resident displacements (C-7)	Environmental and Cultural Resources: Avoiding and minimizing impacts to environmental and cultural resources (E-1)	Implementability: Matching expenditure to be consistent with demand (I-5)	Recommendation
6 lanes (Six 12-ft travel lanes and a 12-ft center turn lane/median and auxiliary lanes)	Forecasted 2035 demand less than capacity of 48,000 vpd.	Would result in considerable impacts (noise, visual) on adjacent properties. Right-of-way to be acquired from approximately 8 parcels with an assumed roadway cross-section of 140 ft.	Approximately 0.23 acres of parks and open space impacted. Approximately 3 previously identified and potentially historic sites impacted. Approximately 0.49 acres of wetlands impacted. No threatened and endangered species habitat present.	Relatively large expenditure and is not consistent with 2035 travel demand.	Not Recommended in the Level 2A evaluation for these segments. The capacity of 6 lanes exceeds the need (the anticipated 2035 travel demand) for these segments; however, the 6 lane element was retained for future consideration when the anticipated travel demand may require this type of facility.
Segment 5 (Holly Street to US 85)					
No-Action (2 lanes from Holly Street to Yosemite Street and Tucson to US 85, 3 lanes [1 EB and 2 WB] from Yosemite Street to Tucson)	Forecasted 2035 demand (19,500 – 25,300 vpd) substantially exceeds capacity.	No impacts on community.	No impacts to environmental and cultural resources.	No expenditure for capacity improvements.	Retained for further analysis as the No-Action Alternative.
2 Lanes (Two 12-ft travel lanes and a 12-ft center turn lane/median, and auxiliary lanes)	Forecasted 2035 demand exceeds capacity of 16,000 vpd.	No impacts on community. Right-of-way to be acquired from approximately 4 parcels with an assumed roadway cross-section of 68 ft.	Approximately 0.23 acres of parks and open space impacted. One previously identified and potentially historic site impacted. No wetlands impacted; no threatened and endangered species habitat present.	Relatively small expenditure but is not consistent with 2035 travel demand.	Retained for further analysis because this improvement would provide some traffic operational benefits without substantial community or environmental and cultural resource impacts. The improvement would not fully address 2035 travel demand.



Element	Traffic Operations: Provide roadway capacity to meet 2035 travel demand (TO-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5) Minimizing properties to be acquired for right-of-way and business and resident displacements (C-7)	Environmental and Cultural Resources: Avoiding and minimizing impacts to environmental and cultural resources (E-1)	Implementability: Matching expenditure to be consistent with demand (I-5)	Recommendation
4 Lanes (Four 12-ft travel lanes and a 12-ft center turn lane/median and auxiliary lanes)	Forecasted 2035 demand less than capacity of 32,000 vpd.	Minor impacts on adjacent properties. Right-of-way to be acquired from approximately 28 parcels with an assumed roadway cross-section of 116 ft.	Approximately 1.14 acres of parks and open space impacted. One previously identified and potentially historic site impacted. Approximately 0.02 acres of wetlands impacted. No threatened and endangered species habitat present.	The expenditure for the improvement is consistent with 2035 travel demand.	Retained for further analysis because this improvement is consistent with the travel demands and would provide traffic operational benefits with some impacts to the community and environmental and cultural resources.
6 lanes (Six 12-ft travel lanes and a 12-ft center turn lane/median and auxiliary lanes)	Forecasted 2035 demand less than capacity of 48,000 vpd.	Would result in considerable impacts (noise, visual) on adjacent properties. Right-of-way to be acquired from approximately 68 parcels with an assumed roadway cross-section of 140 ft.	Approximately 2.06 acres of parks and open space impacted. Two previously identified and potentially historic sites impacted. Approximately 0.09 acres of wetlands impacted. No threatened and endangered species habitat present.	Relatively large expenditure and is not consistent with 2035 travel demand.	Not Recommended in the Level 2A evaluation for these segments. The capacity of 6 lanes exceeds the need (the anticipated 2035 travel demand) for these segments; however, the 6 lane element was retained for future consideration when the anticipated travel demand may require this type of facility.

LEVEL 2A EVALUATION – CROSS-SECTION ELEMENTS

Transit

Element	Traffic Operations: Improving vehicle or person throughput at intersections during future (2035) peak hours (TO-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Segment 1 (US 287 to 119th Street)				
No-Action (No Transit Infrastructure)	No increase in person throughput	Not supportive of anticipated growth in transit demand	Public desire for transit along the corridor	Retained for further analysis as the No-Action Alternative.
Bus Only Lanes (One 12-ft lane in each direction assumed to be on the outside of general purpose lanes)	Separate “fast” lane would attract transit ridership; increasing person throughput capacity	Exceeds the anticipated transit needs along the corridor	Would require major widening, resulting in impacts on the adjacent properties; community support for maintaining existing character	Eliminated in the Level 2A evaluation for this segment due to the magnitude of a combination of negative impacts on the community and environmental and cultural resources. This element would require the acquisition of property from 137 parcels and would have an impact on 1.3 acres of parks and open space, 104 previously identified and potentially historic sites, and the large wetland complex at Coal Creek. The combination of these impacts is considered irresolvable for the following reasons, and there is another alternative that meets purpose and need and avoids or minimizes these impacts: <ul style="list-style-type: none"> • The magnitude of negative impact on park and open space land. • The impacts on the previously identified and potentially historic sites would result in negative effects under the Section 106 process. It should be noted that substantial opposition is anticipated from the local community because of the need for extensive acquisition of property for ROW and because of expressed public concerns related to the loss of tree lawns.



Element	Traffic Operations: Improving vehicle or person throughput at intersections during future (2035) peak hours (TO-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Bus/HOV/HOT Lanes (One 12-ft lane in each direction assumed to be outside general purpose lanes)	Separate “fast” lane would attract transit ridership and carpooling; increasing person throughput capacity	Likely exceeds the anticipated transit and carpool needs along the corridor	Would require major widening, resulting in impacts on the adjacent properties; community support for maintaining existing character	Eliminated in the Level 2A evaluation for this segment due to the magnitude of a combination of negative impacts on the community and environmental and cultural resources. This element would require the acquisition of property from 137 parcels and would have an impact on 1.3 acres of parks and open space, 104 previously identified and potentially historic sites, and the large wetland complex at Coal Creek. The combination of these impacts is considered irresolvable for the following reasons, and there is another alternative that meets purpose and need and avoids or minimizes these impacts: <ul style="list-style-type: none"> • The magnitude of negative impact on park and open space land. • The impacts on the previously identified and potentially historic sites would result in negative effects under the Section 106 process. It should be noted that substantial opposition is anticipated from the local community because of the need for extensive acquisition of property for ROW and because of expressed public concerns related to the loss of tree lawns.
Transit Priority (Queue Jumps, signal priority treatments, etc.)	Would allow for faster transit travel times, which could help to attract transit ridership; increasing person throughput capacity	Supportive of anticipated growth in transit demand	Some transit priority treatments (e.g., queue jump lanes) would require intersection widening, which could result in impacts on adjacent properties	Retained for further analysis because of enhanced transit service and travel times with minimal impacts.
Transit Amenities (Bus stops, shelters, pull outs, etc.)	May help to attract transit ridership; marginally increasing person throughput capacity	Supportive of anticipated growth in transit demand	Public desire for transit along the corridor; amenities would help to support transit service	Retained for further analysis because of enhanced transit service with minimal impacts.

Element	Traffic Operations: Improving vehicle or person throughput at intersections during future (2035) peak hours (TO-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Segment 2 (119th Street to Sheridan Parkway)				
No-Action (No Transit Infrastructure)	No increase in person throughput	Not supportive of anticipated growth in transit demand	Public desire for transit along the corridor	Retained for further analysis as the No-Action Alternative.
Bus Only Lanes (One 12-ft lane in each direction assumed to be on the outside of general purpose lanes)	Separate “fast” lane would attract transit ridership; increasing person throughput capacity	Exceeds the anticipated transit needs along the corridor	Level of investment required is not commensurate with public desire for transit	Not Recommended in the Level 2A evaluation for these segments. The capacity of bus-only lanes exceeds the need (the anticipated 2035 transit demand) for these segments; however, the bus-only lanes were retained for future consideration when the anticipated transit demand (post-2035) may require this type of facility.
Bus/HOV/HOT Lanes (One 12-ft lane in each direction assumed to be outside general purpose lanes)	Separate “fast” lane would attract transit ridership and carpooling; increasing person throughput capacity	Likely exceeds the anticipated transit and carpool needs along the corridor	Level of investment required is not commensurate with public desire for transit and carpooling	Retained for further analysis because of enhanced transit service and travel times, and use of lane by HOVs/HOTs provides better justification for expenditure compared to Bus Only Lanes.
Transit Priority (Queue Jumps, signal priority treatments, etc.)	Would allow for faster transit travel times, which could help to attract transit ridership; increasing person throughput capacity	Supportive of anticipated growth in transit demand	Public desire for transit along the corridor; priority treatments would help to support transit service	Retained for further analysis because of enhanced transit service and travel times with minimal impacts.
Transit Amenities (Bus stops, shelters, pull outs, etc.)	May help to attract transit ridership; marginally increasing person throughput capacity	Supportive of anticipated growth in transit demand	Public desire for transit along the corridor; amenities would help to support transit service	Retained for further analysis because of enhanced transit service with minimal impacts.



Element	Traffic Operations: Improving vehicle or person throughput at intersections during future (2035) peak hours (TO-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Segment 3 (Sheridan Parkway to York Street)				
No-Action (No Transit Infrastructure)	No increase in person throughput	Not supportive of anticipated growth in transit demand	Public desire for transit along the corridor	Retained for further analysis as the No Action Alternative.
Bus Only Lanes (One 12-ft lane in each direction assumed to be on the outside of general purpose lanes)	Separate “fast” lane would attract transit ridership; increasing person throughput capacity	Exceeds the anticipated transit needs along the corridor	Level of investment required is not commensurate with public desire for transit	Not Recommended in the Level 2A evaluation for these segments. The capacity of bus-only lanes exceeds the need (the anticipated 2035 transit demand) for these segments; however, the bus-only lanes were retained for future consideration when the anticipated transit demand (post-2035) may require this type of facility.
Bus/HOV/HOT Lanes (One 12-ft lane in each direction assumed to be outside general purpose lanes)	Separate “fast” lane would attract transit ridership and carpooling; increasing person throughput capacity	Likely exceeds the anticipated transit and carpool needs along the corridor	Level of investment required is not commensurate with public desire for transit and carpooling	Retained for further analysis because of enhanced transit service and travel times, and use of lane by HOVs/HOTs provides better justification for expenditure compared to Bus Only Lanes.
Transit Priority (Queue Jumps, signal priority treatments, etc.)	Would allow for faster transit travel times, which could help to attract transit ridership; increasing person throughput capacity	Supportive of anticipated growth in transit demand	Public desire for transit along the corridor; priority treatments would help to support transit service	Retained for further analysis because of enhanced transit service and travel times with minimal impacts.
Transit Amenities (Bus stops, shelters, pull outs, etc.)	May help to attract transit ridership; marginally increasing person throughput capacity	Supportive of anticipated growth in transit demand	Public desire for transit along the corridor; amenities would help to support transit service	Retained for further analysis because of enhanced transit service with minimal impacts.



Element	Traffic Operations: Improving vehicle or person throughput at intersections during future (2035) peak hours (TO-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Segment 4 (York Street to Holly Street)				
No-Action (No Transit Infrastructure)	No increase in person throughput	Not supportive of anticipated growth in transit demand	Public desire for transit along the corridor	Retained for further analysis as the No-Action Alternative.
Bus Only Lanes (One 12-ft lane in each direction assumed to be on the outside of general purpose lanes)	Separate “fast” lane would attract transit ridership; increasing person throughput capacity	Exceeds the anticipated transit needs along the corridor	Level of investment required is not commensurate with public desire for transit	Not Recommended in the Level 2A evaluation for these segments. The capacity of bus-only lanes exceeds the need (the anticipated 2035 transit demand) for these segments; however, the bus-only lanes were retained for future consideration when the anticipated transit demand (post-2035) may require this type of facility.
Bus/HOV/HOT Lanes (One 12-ft lane in each direction assumed to be outside general purpose lanes)	Separate “fast” lane would attract transit ridership and carpooling; increasing person throughput capacity	Likely exceeds the anticipated transit and carpool needs along the corridor	Level of investment required is not commensurate with public desire for transit and carpooling	Retained for further analysis because of enhanced transit service and travel times, and use of lane by HOVs/HOTs provides better justification for expenditure compared to Bus Only Lanes.
Transit Priority (Queue Jumps, signal priority treatments, etc.)	Would allow for faster transit travel times, which could help to attract transit ridership; increasing person throughput capacity	Supportive of anticipated growth in transit demand	Public desire for transit along the corridor; priority treatments would help to support transit service	Retained for further analysis because of enhanced transit service and travel times with minimal impacts.
Transit Amenities (Bus stops, shelters, pull outs, etc.)	May help to attract transit ridership; marginally increasing person throughput capacity	Supportive of anticipated growth in transit demand	Public desire for transit along the corridor; amenities would help to support transit service	Retained for further analysis because of enhanced transit service with minimal impacts.



Element	Traffic Operations: Improving vehicle or person throughput at intersections during future (2035) peak hours (TO-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Segment 5 (Holly Street to US 85)				
No-Action (No Transit Infrastructure)	No increase in person throughput	Not supportive of anticipated growth in transit demand	Public desire for transit along the corridor	Retained for further analysis as the No-Action Alternative.
Bus Only Lanes (One 12-ft lane in each direction assumed to be on the outside of general purpose lanes)	Separate “fast” lane would attract transit ridership; increasing person throughput capacity	Exceeds the anticipated transit needs along the corridor	Level of investment required is not commensurate with public desire for transit	Not Recommended in the Level 2A evaluation for these segments. The capacity of bus-only lanes exceeds the need (the anticipated 2035 transit demand) for these segments; however, the bus-only lanes were retained for future consideration when the anticipated transit demand (post-2035) may require this type of facility.
Bus/HOV/HOT Lanes (One 12-ft lane in each direction assumed to be outside general purpose lanes)	Separate “fast” lane would attract transit ridership and carpooling; increasing person throughput capacity	Likely exceeds the anticipated transit and carpool needs along the corridor	Level of investment required is not commensurate with public desire for transit and carpooling	Retained for further analysis because of enhanced transit service and travel times, and use of lane by HOVs/HOTs provides better justification for expenditure compared to Bus Only Lanes.
Transit Priority (Queue Jumps, signal priority treatments, etc.)	Would allow for faster transit travel times, which could help to attract transit ridership; increasing person throughput capacity	Supportive of anticipated growth in transit demand	Public desire for transit along the corridor; priority treatments would help to support transit service	Retained for further analysis because of enhanced transit service and travel times with minimal impacts.
Transit Amenities (Bus stops, shelters, pull outs, etc.)	May help to attract transit ridership; marginally increasing person throughput capacity	Supportive of anticipated growth in transit demand	Public desire for transit along the corridor; amenities would help to support transit service	Retained for further analysis because of enhanced transit service with minimal impacts.

LEVEL 2A EVALUATION – CROSS-SECTION ELEMENTS

Bicycle

Element	Safety: Reducing the number of potential conflict points (S-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Segment 1 (US 287 to 119th Street)				
No-Action (No bicycle accommodation)	Bicyclists required to ride in travel lane	No bicycle accommodation	Public desire for bicycling along the corridor	Retained for further analysis as the No-Action Alternative.
Shoulders (Two 10-ft shoulders)	Would provide a separate space for bicyclists	Supportive of continuing growth in bicycling demand; but not suitable for urban/suburban setting	Would require widening, resulting in impacts on the adjacent properties; community support for maintaining existing character	Not Recommended in the Level 2A evaluation for this segment due to the magnitude of negative impacts on the community. This element would require acquisition of property from adjacent properties and would not support the community's desire to maintain the existing character of the community. Most of the residences along SH 7 in Lafayette are situated approximately 15 to 20 feet from the edge of the ROW line. The acquisition of property from these parcels would place the edge of ROW within 5 to 10 feet of the residences, substantially affecting the residents and potentially requiring full acquisition of the property for ROW.
Bike Lanes (Two 5-ft bike lanes located on the shoulders)	Would help to delineate space for preferential use by bicyclists and increase motorists' awareness	Supportive of continuing growth in bicycling demand	Would require major widening, resulting in impacts on the adjacent properties; community support for maintaining existing character	Retained for further analysis because this improvement would provide safety benefits for bicyclists with little impact on the community.
Shared Lanes ("Sharrows" bicycle markings indicating a shared use located in the right travel lane)	Speeds and volumes appropriate for safe application; would help to delineate space for bicyclists and increase motorists' awareness	Would accommodate biking without major investment	Would support public desire for bicycling along the corridor	Retained for further analysis because this improvement would provide some safety benefits for bicyclists with much less impact on the community compared to other bike alternatives; should be paired with bicycle intersection treatments.



Element	Safety: Reducing the number of potential conflict points (S-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Cycle Tracks (Two 6-ft one-way cycle tracks with a 4-ft buffer)	Many existing access points conflict with safe application	Exceeds the anticipated bicycling needs along the corridor	Would require major widening, resulting in impacts on the adjacent properties; community support for maintaining existing character	Not Recommended in the Level 2A evaluation for this segment due to the magnitude of negative impacts on the community. This element would require acquisition of property from adjacent properties and would not support the community's desire to maintain the existing character of the community. Most of the residences along SH 7 in Lafayette are situated approximately 15 to 20 feet from the edge of the ROW line. The acquisition of property from these parcels would place the edge of ROW within 5 to 10 feet of the residences, substantially affecting the residents and potentially requiring full acquisition of the property for ROW.
Shared Use Path (Two 10-ft paths and 5-ft tree lawns/buffer)	Many existing access points conflict with safe application	Supportive of continuing growth in bicycling demand	Would require major widening, resulting in impacts on the adjacent properties; community support for maintaining existing character	Not Recommended in the Level 2A evaluation for this segment due to the magnitude of negative impacts on the community. This element would require acquisition of property from adjacent properties and would not support the community's desire to maintain the existing character of the community. Most of the residences along SH 7 in Lafayette are situated approximately 15 to 20 feet from the edge of the ROW line. The acquisition of property from these parcels would place the edge of ROW within 5 to 10 feet of the residences, substantially affecting the residents and potentially requiring full acquisition of the property for ROW.
Intersection Treatments (signing, striping, bike activated signals)	Would help to define where bicyclists should be positioned at intersections and increase motorists' awareness	Supportive of continuing growth in bicycling demand	Would support public desire for bicycling along the corridor	Retained for further analysis because this improvement would provide some safety benefits for bicyclists with much less impact on the community compared to other bike alternatives.

Element	Safety: Reducing the number of potential conflict points (S-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Segment 2 (119th Street to Sheridan Parkway)				
No-Action (Intermittent shoulder/shared use path)	Shoulders often used for auxiliary lanes; resulting in lack of accommodation at intersections (conflict points)	Existing shoulders accommodate biking, but inconsistently along corridor	Public desire for improved bike accommodation	Retained for further analysis as the No-Action Alternative.
Shoulders (Two 10-ft shoulders)	Would provide a separate space for bicyclists	Supportive of continuing growth in bicycling demand; but not suitable for urban/suburban setting	Public desire for improved bike accommodation; likely would only slightly increase biking activity	Retained for further analysis because this alternative would provide a designated space for bicyclists. This alternative should be paired with bicycle intersection treatments.
Bike Lanes (Two 5-ft bikes lanes located on the shoulders)	Would help to delineate space for preferential use by bicyclists and increase motorists' awareness	Supportive of continuing growth in bicycling demand	Would support public desire for bicycling along the corridor; favors commuter use over recreational	Retained for further analysis because this alternative would provide a designated space for bicyclists and is suitable for the suburban setting. This alternative should be paired with bicycle intersection treatments.
Shared Lanes ("Sharrows" bicycle markings indicating a shared use located in the right travel lane)	Speeds and volumes too high for safe application	Would accommodate biking, but use expected to be low because of safety concerns	Public desire for improved bike accommodation; likely would not increase biking activity	Eliminated in the Level 2A evaluation in this segment because this element would not address the purpose and need to improve safety along the corridor because the traffic speeds and volumes are too high for safe application of this element.
Cycle Tracks (Two 6-ft one-way cycle tracks with a 4-ft buffer)	Buffer between cycle track and travel lanes would reduce bike/auto conflicts	Exceeds the anticipated bicycling needs along the corridor	Would support public desire for bicycling along the corridor	Not Recommended in Level 2A for this segment. The capacity of cycle tracks exceeds the need (the anticipated 2035 bicycling demand) for these segments; however, the cycle tracks were retained for future consideration when the anticipated bicycling demand (post-2035) may require this type of facility.
Shared Use Path (Two 10-ft paths and 5-ft tree lawns/buffer)	Buffer between path and travel lanes would reduce bike/auto conflicts; bike/pedestrian conflicts would exist	Supportive of continuing growth in bicycling demand	Would support public desire for bicycling along the corridor; favors recreational use over commuter	Retained for further analysis because this alternative would provide a designated space for bicyclists. This alternative should be paired with bicycle intersection treatments and with limited number of vehicular access points for safety.

Element	Safety: Reducing the number of potential conflict points (S-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Intersection Treatments (signing, striping, bike activated signals)	Would help to define where bicyclists should be positioned at intersections and increase motorists' awareness	Supportive of continuing growth in bicycling demand	Public desire for bicycling along the corridor	Retained for further analysis because this improvement would provide some safety benefits for bicyclists and would support bicycle travel.
Segment 3 (Sheridan Parkway to York Street)				
No-Action (Intermittent shoulder)	Shoulders often used for auxiliary lanes; resulting in lack of accommodation at intersections (conflict points)	Existing shoulders accommodate biking, but inconsistently along corridor	Public desire for improved bike accommodation	Retained for further analysis as the No-Action Alternative.
Shoulders (Two 10-ft shoulders)	Would provide a separate space for bicyclists	Supportive of continuing growth in bicycling demand; but not suitable for urban/suburban setting	Public desire for improved bike accommodation; likely would only slightly increase biking activity	Retained for further analysis because this alternative would provide a designated space for bicyclists. This alternative should be paired with bicycle intersection treatments.
Bike Lanes (Two 5-ft bikes lanes located on the shoulders)	Would help to delineate space for preferential use by bicyclists and increase motorists' awareness	Supportive of continuing growth in bicycling demand	Would support public desire for bicycling along the corridor; favors commuter use over recreational	Retained for further analysis because this alternative would provide a designated space for bicyclists and is suitable for the suburban setting. This alternative should be paired with bicycle intersection treatments.
Shared Lanes (“Sharrows” bicycle markings indicating a shared use located in the right travel lane)	Speeds and volumes too high for safe application	Would accommodate biking, but use expected to be low because of safety concerns	Public desire for improved bike accommodation; likely would not increase biking activity	Eliminated in the Level 2A evaluation in this segment because this element would not address the purpose and need to improve safety along the corridor because the traffic speeds and volumes are too high for safe application of this element.
Cycle Tracks (Two 6-ft one-way cycle tracks with a 4-ft buffer)	Buffer between cycle track and travel lanes would reduce bike/auto conflicts	Exceeds the anticipated bicycling needs along the corridor	Would support public desire for bicycling along the corridor	Not Recommended in Level 2A for this segment. The capacity of cycle tracks exceeds the need (the anticipated 2035 bicycling demand) for these segments; however, the cycle tracks were retained for future consideration when the anticipated bicycling demand (post-2035) may require this type of facility.

Element	Safety: Reducing the number of potential conflict points (S-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Shared Use Path (Two 10-ft paths and 5-ft tree lawns/buffer)	Buffer between path and travel lanes would reduce bike/auto conflicts; bike/pedestrian conflicts would exist	Supportive of continuing growth in bicycling demand	Would support public desire for bicycling along the corridor; favors recreational use over commuter	Retained for further analysis because this alternative would provide a designated space for bicyclists. This alternative should be paired with bicycle intersection treatments and with limited number of vehicular access points for safety.
Intersection Treatments (signing, striping, bike activated signals)	Would help to define where bicyclists should be positioned at intersections and increase motorists' awareness	Supportive of continuing growth in bicycling demand	Public desire for bicycling along the corridor	Retained for further analysis because this improvement would provide some safety benefits for bicyclists and would support bicycle travel.
Segment 4 (York Street to Holly Street)				
No-Action (Intermittent shoulder)	Shoulders often used for auxiliary lanes; resulting in lack of accommodation at intersections (conflict points)	Existing shoulders accommodate biking, but inconsistently along corridor	Public desire for improved bike accommodation	Retained for further analysis as the No-Action Alternative.
Shoulders (Two 10-ft shoulders)	Would provide a separate space for bicyclists	Supportive of continuing growth in bicycling demand; but not suitable for urban/suburban setting	Public desire for improved bike accommodation; likely would only slightly increase biking activity	Retained for further analysis because this alternative would provide a designated space for bicyclists. This alternative should be paired with bicycle intersection treatments.
Bike Lanes (Two 5-ft bikes lanes located on the shoulders)	Would help to delineate space for preferential use by bicyclists and increase motorists' awareness	Supportive of continuing growth in bicycling demand	Would support public desire for bicycling along the corridor; favors commuter use over recreational	Retained for further analysis because this alternative would provide a designated space for bicyclists and is suitable for the suburban setting. This alternative should be paired with bicycle intersection treatments.
Shared Lanes ("Sharrows" bicycle markings indicating a shared use located in the right travel lane)	Speeds and volumes too high for safe application	Would accommodate biking, but use expected to be low because of safety concerns	Public desire for improved bike accommodation; likely would not increase biking activity	Eliminated in the Level 2A evaluation in this segment because this element would not address the purpose and need to improve safety along the corridor because the traffic speeds and volumes are too high for safe application of this element.

Element	Safety: Reducing the number of potential conflict points (S-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Cycle Tracks (Two 6-ft one-way cycle tracks with a 4-ft buffer)	Buffer between cycle track and travel lanes would reduce bike/auto conflicts	Exceeds the anticipated bicycling needs along the corridor	Would support public desire for bicycling along the corridor	Not Recommended in Level 2A for this segment. The capacity of cycle tracks exceeds the need (the anticipated 2035 bicycling demand) for these segments; however, the cycle tracks were retained for future consideration when the anticipated bicycling demand (post-2035) may require this type of facility.
Shared Use Path (Two 10-ft paths and 5-ft tree lawns/buffer)	Buffer between path and travel lanes would reduce bike/auto conflicts; bike/pedestrian conflicts would exist	Supportive of continuing growth in bicycling demand	Would support public desire for bicycling along the corridor; favors recreational use over commuter	Retained for further analysis because this alternative would provide a designated space for bicyclists. This alternative should be paired with bicycle intersection treatments and with a limited number of vehicular access points for safety.
Intersection Treatments (signing, striping, bike activated signals)	Would help to define where bicyclists should be positioned at intersections and increase motorists' awareness	Supportive of continuing growth in bicycling demand	Public desire for bicycling along the corridor	Retained for further analysis because this improvement would provide some safety benefits for bicyclists and would support bicycle travel.
Segment 5 (Holly Street to US 85)				
No-Action (Intermittent shoulder)	Shoulders often used for auxiliary lanes; resulting in lack of accommodation at intersections (conflict points)	Existing shoulders accommodate biking, but inconsistently along corridor	Public desire for improved bike accommodation	Retained for further analysis as the No-Action Alternative.
Shoulders (Two 10-ft shoulders)	Would provide a separate space for bicyclists	Supportive of continuing growth in bicycling demand; but not suitable for urban/suburban setting	Public desire for improved bike accommodation; likely would only slightly increase biking activity	Retained for further analysis because this alternative would provide a designated space for bicyclists. This alternative should be paired with bicycle intersection treatments.
Bike Lanes (Two 5-ft bikes lanes located on the shoulders)	Would help to delineate space for preferential use by bicyclists and increase motorists' awareness	Supportive of continuing growth in bicycling demand	Would support public desire for bicycling along the corridor; favors commuter use over recreational	Retained for further analysis because this alternative would provide a designated space for bicyclists and is suitable for the suburban setting. This alternative should be paired with bicycle intersection treatments.



Element	Safety: Reducing the number of potential conflict points (S-2)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Shared Lanes (“Sharrows” bicycle markings indicating a shared use located in the right travel lane)	Speeds and volumes too high for safe application	Would accommodate biking, but use expected to be low because of safety concerns	Public desire for improved bike accommodation; likely would not increase biking activity	Eliminated in the Level 2A evaluation in this segment because this element would not address the purpose and need to improve safety along the corridor because the traffic speeds and volumes are too high for safe application of this element.
Cycle Tracks (Two 6-ft one-way cycle tracks with a 4-ft buffer)	Buffer between cycle track and travel lanes would reduce bike/auto conflicts	Exceeds the anticipated bicycling needs along the corridor	Would support public desire for bicycling along the corridor	Not Recommended in Level 2A for this segment. The capacity of cycle tracks exceeds the need (the anticipated 2035 bicycling demand) for these segments; however, the cycle tracks were retained for future consideration when the anticipated bicycling demand (post-2035) may require this type of facility.
Shared Use Path (Two 10-ft paths and 5-ft tree lawns/buffer)	Buffer between path and travel lanes would reduce bike/auto conflicts; bike/pedestrian conflicts would exist	Supportive of continuing growth in bicycling demand	Would support public desire for bicycling along the corridor; favors recreational use over commuter	Retained for further analysis because this alternative would provide a designated space for bicyclists. This alternative should be paired with bicycle intersection treatments and with a limited number of vehicular access points for safety.
Intersection Treatments (signing, striping, bike activated signals)	Would help to define where bicyclists should be positioned at intersections and increase motorists’ awareness	Supportive of continuing growth in bicycling demand	Public desire for bicycling along the corridor	Retained for further analysis because this improvement would provide some safety benefits for bicyclists and would support bicycle travel.

LEVEL 2A EVALUATION – CROSS-SECTION ELEMENTS

Pedestrian

Element	Safety: Reducing the number of potential conflict points (S-1)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Segment 1 (US 287 to 119th Street)				
No-Action (Intermittent sidewalk)	Some missing segments of sidewalk force pedestrians to walk close to autos	Some stretches with no pedestrian accommodation	Public desire for walkable, downtown feel	Retained for further analysis as the No-Action Alternative.
Attached Sidewalk (Two 5-ft attached sidewalks)	Would provide consistent designated space for pedestrians, but close to autos	Would somewhat encourage pedestrian activity; does not meet CDOT standards, but may be applicable in this constrained area	Public desire for walkable downtown feel; would provide pedestrian accommodation with minimal impact to constrained area	Retained for further analysis because although not to CDOT’s standard, attached sidewalks would provide continuous pedestrian accommodation with much less impact on the community than other pedestrian alternatives.
Detached Sidewalk (Two 5-ft sidewalks and 6-ft tree lawns)	Buffer between sidewalk and travel lanes would reduce pedestrian/auto conflicts	Would encourage pedestrian activity; high pedestrian activity centers	Would require widening, resulting in impacts on the adjacent properties; community support for maintaining existing character	Not Recommended in the Level 2A evaluation for this segment due to the magnitude of negative impacts on the community. This element would require acquisition of property from adjacent properties and would not support the community’s desire to maintain the existing character of the community. Most of the residences along SH 7 in Lafayette are situated approximately 15 to 20 feet from the edge of the ROW line. The acquisition of property from these parcels would place the edge of ROW within 5 to 10 feet of the residences, substantially affecting the residents and potentially requiring full acquisition of the property for ROW.



Element	Safety: Reducing the number of potential conflict points (S-1)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Shared Use Path (Two 10-ft paths and 5-ft tree lawns)	Buffer between path and travel lanes would reduce pedestrian/auto conflicts; bike/pedestrian conflicts would exist	Would encourage pedestrian activity; high pedestrian activity centers	Would require widening, resulting in impacts on the adjacent properties; community support for maintaining existing character	Not Recommended in the Level 2A evaluation for this segment due to the magnitude of negative impacts on the community. This element would require acquisition of property from adjacent properties and would not support the community's desire to maintain the existing character of the community. Most of the residences along SH 7 in Lafayette are situated approximately 15 to 20 feet from the edge of the ROW line. The acquisition of property from these parcels would place the edge of ROW within 5 to 10 feet of the residences, substantially affecting the residents and potentially requiring full acquisition of the property for ROW.
At-grade Crossing Treatments (Crosswalks, pedestrian activated signals, signing, etc.)	Would help to define where pedestrians should cross and increase motorists' awareness	Would encourage pedestrian activity; high pedestrian activity centers	Public desire for walkable, downtown feel	Retained for further analysis because this improvement would provide some safety benefits for pedestrians with much less impact on the community compared to other pedestrian alternatives.



Element	Safety: Reducing the number of potential conflict points (S-1)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Grade Separated Crossing (Underpass or overpass)	Would eliminate crossing conflict point	Not suitable treatment for low speed, downtown feel of this segment	Would detract from pedestrian interaction with adjacent land uses; undesirable	Eliminated in the Level 2A evaluation for this segment because of the magnitude of negative impacts on the community, and there is another alternative that meets purpose and need and avoids or minimizes these impacts. This element would require acquisition of property from adjacent properties in downtown Lafayette and would not support the community's desire to maintain the existing character of the community. Most of the residences and commercial properties along SH 7 in Lafayette are situated approximately 15 to 20 feet from the edge of the ROW line. The construction of grade separated crossings (underpass or overpass) would potentially require full acquisition of properties on the north/south streets, such as 111 th Street and Public Road, and the displacement of the residents and businesses.
Segment 2 (119th Street to Sheridan Parkway)				
No-Action (Intermittent sidewalk/shared use path)	Some missing segments of sidewalk force pedestrians to walk in shoulder	Many stretches with no pedestrian accommodation	Does not support public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis as the No-Action Alternative.
Attached Sidewalk (Two 5-ft attached sidewalks)	Would provide consistent designated space for pedestrians, but close to autos	Would somewhat encourage pedestrian activity; does not meet CDOT standards	Marginally supports public desire for pedestrian access to activity centers and recreational trails	Eliminated in the Level 2A evaluation because the alternative does not address the purpose and need to improve safety along the corridor. The CDOT standard for sidewalks requires a minimum 5-ft buffer between the sidewalk and the roadway. There is sufficient space to construct other pedestrian alternatives without major community impacts.



Element	Safety: Reducing the number of potential conflict points (S-1)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Detached Sidewalk (Two 5-ft sidewalks and 6-ft tree lawns)	Buffer between sidewalk and travel lanes would reduce pedestrian/auto conflicts	Would encourage pedestrian activity	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this alternative would provide a designated space for pedestrians. This alternative should be paired with pedestrian intersection treatments.
Shared Use Path (Two 10-ft paths and 5-ft tree lawns)	Buffer between path and travel lanes would reduce pedestrian/auto conflicts; bike/pedestrian conflicts would exist	Would encourage pedestrian activity	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this alternative would provide a designated space for pedestrians. This alternative should be paired with pedestrian intersection treatments and with a limited number of vehicular access points for safety.
At-grade Crossing Treatments (Crosswalks, pedestrian activated signals, signing, etc.)	Would help to define where pedestrians should cross and increase motorists' awareness	Would encourage pedestrian activity; fewer pedestrian activity centers in this segment than others	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this improvement would provide some safety benefits for pedestrians and would support walkability.
Grade Separated Crossing (Underpass or overpass)	Would eliminate crossing conflict point	Would encourage pedestrian activity; fewer pedestrian activity centers in this segment than others	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this alternative would eliminate crossing conflict points for bikes/pedestrians; should be located to connect activity centers and/or recreational trails.
Segment 3 (Sheridan Parkway to York Street)				
No-Action (Intermittent sidewalk)	Some missing segments of sidewalk force pedestrians to walk in shoulder	Many stretches with no pedestrian accommodation	Does not support public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis as the No-Action Alternative.
Attached Sidewalk (Two 5-ft attached sidewalks)	Would provide consistent designated space for pedestrians, but close to autos	Would somewhat encourage pedestrian activity; does not meet CDOT standards	Marginally supports public desire for pedestrian access to activity centers and recreational trails	Eliminated in the Level 2A evaluation because the alternative does not address the purpose and need to improve safety along the corridor. The CDOT standard for sidewalks requires a minimum 5-ft buffer between the sidewalk and the roadway. There is sufficient space to construct other pedestrian alternatives without major community impacts.



Element	Safety: Reducing the number of potential conflict points (S-1)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Detached Sidewalk (Two 5-ft sidewalks and 6-ft tree lawns)	Buffer between sidewalk and travel lanes would reduce pedestrian/auto conflicts	Would encourage pedestrian activity; high pedestrian activity centers	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this alternative would provide a designated space for pedestrians. This alternative should be paired with pedestrian intersection treatments.
Shared Use Path (Two 10-ft paths and 5-ft tree lawns)	Buffer between path and travel lanes would reduce pedestrian/auto conflicts; bike/pedestrian conflicts would exist	Would encourage pedestrian activity; high pedestrian activity centers	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this alternative would provide a designated space for pedestrians. This alternative should be paired with pedestrian intersection treatments and with a limited number of vehicular access points for safety.
At-grade Crossing Treatments (Crosswalks, pedestrian activated signals, signing, etc.)	Would help to define where pedestrians should cross and increase motorists' awareness	Would encourage pedestrian activity; high pedestrian activity centers	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this improvement would provide some safety benefits for pedestrians and would support walkability.
Grade Separated Crossing (Underpass or overpass)	Would eliminate crossing conflict point	Would encourage pedestrian activity; high pedestrian activity centers	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this alternative would eliminate crossing conflict points for bikes/pedestrians; should be located to connect activity centers and/or recreational trails.
Segment 4 (York Street to Holly Street)				
No-Action (No sidewalk)	No sidewalks – force pedestrians to walk in shoulder	No pedestrian accommodation	Does not support public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis as the No-Action Alternative.
Attached Sidewalk (Two 5-ft attached sidewalks)	Would provide consistent designated space for pedestrians, but close to autos	Would somewhat encourage pedestrian activity; does not meet CDOT standards	Marginally supports public desire for pedestrian access to activity centers and recreational trails	Eliminated in the Level 2A evaluation because the alternative does not address the purpose and need to improve safety along the corridor. The CDOT standard for sidewalks requires a minimum 5-ft buffer between the sidewalk and the roadway. There is sufficient space to construct other pedestrian alternatives without major community impacts.



Element	Safety: Reducing the number of potential conflict points (S-1)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Detached Sidewalk (Two 5-ft sidewalks and 6-ft tree lawns)	Buffer between sidewalk and travel lanes would reduce pedestrian/auto conflicts	Would encourage pedestrian activity; high pedestrian activity centers	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this alternative would provide a designated space for pedestrians. This alternative should be paired with pedestrian intersection treatments.
Shared Use Path (Two 10-ft paths and 5-ft tree lawns)	Buffer between path and travel lanes would reduce pedestrian/auto conflicts; bike/pedestrian conflicts would exist	Would encourage pedestrian activity; high pedestrian activity centers	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this alternative would provide a designated space for pedestrians. This alternative should be paired with pedestrian intersection treatments and with a limited number of vehicular access points for safety
At-grade Crossing Treatments (Crosswalks, pedestrian activated signals, signing, etc.)	Would help to define where pedestrians should cross and increase motorists' awareness	Would encourage pedestrian activity; high pedestrian activity centers	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this improvement would provide some safety benefits for pedestrians and would support walkability.
Grade Separated Crossing (Underpass or overpass)	Would eliminate crossing conflict point	Would encourage pedestrian activity; high pedestrian activity centers	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this alternative would eliminate crossing conflict points for bikes/pedestrians; should be located to connect activity centers and/or recreational trails.
Segment 5 (Holly Street to US 85)				
No-Action (Intermittent sidewalk)	Mostly missing segments of sidewalk force pedestrians to walk in shoulder	Many stretches with no pedestrian accommodation	Does not support public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis as the No-Action Alternative.
Attached Sidewalk (Two 5-ft attached sidewalks)	Would provide consistent designated space for pedestrians, but close to autos	Would somewhat encourage pedestrian activity; does not meet CDOT standards	Marginally supports public desire for pedestrian access to activity centers and recreational trails	Eliminated in the Level 2A evaluation because the alternative does not address the purpose and need to improve safety along the corridor. The CDOT standard for sidewalks requires a minimum 5-ft buffer between the sidewalk and the roadway. There is sufficient space to construct other pedestrian alternatives without major community impacts.



Element	Safety: Reducing the number of potential conflict points (S-1)	Alternative Modes: Providing a balanced multimodal system consistent with future (2035) travel demands (ATM-1)	Community: Minimizing impacts on existing residents, businesses, and properties, as well as future planned land use (C-1) Receiving general public support for the transportation improvements (C-5)	Recommendation
Detached Sidewalk (Two 5-ft sidewalks and 6-ft tree lawns)	Buffer between sidewalk and travel lanes would reduce pedestrian/auto conflicts	Would encourage pedestrian activity	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this alternative would provide a designated space for pedestrians. This alternative should be paired with pedestrian intersection treatments.
Shared Use Path (Two 10-ft paths and 5-ft tree lawns)	Buffer between path and travel lanes would reduce pedestrian/auto conflicts; bike/pedestrian conflicts would exist	Would encourage pedestrian activity	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this alternative would provide a designated space for pedestrians. This alternative should be paired with pedestrian intersection treatments and with a limited number of vehicular access points for safety.
At-grade Crossing Treatments (Crosswalks, pedestrian activated signals, signing, etc.)	Would help to define where pedestrians should cross and increase motorists' awareness	Would encourage pedestrian activity; fewer pedestrian activity centers in this segment than others	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this improvement would provide some safety benefits for pedestrians and would support walkability.
Grade Separated Crossing (Underpass or overpass)	Would eliminate crossing conflict point	Would encourage pedestrian activity; fewer pedestrian activity centers in this segment than others	Public desire for pedestrian access to activity centers and recreational trails	Retained for further analysis because this alternative would eliminate crossing conflict points for bikes/pedestrians; should be located to connect activity centers and/or recreational trails.

LEVEL 2B CRITERIA AND EVALUATION – ACCESS CATEGORIES

- ▶ **Safety:** Reduce the number of potential conflict points (S-1) by the spacing and type (full or partial movement) of access points.
- ▶ **Traffic Operations:** Improve future (2035) travel time along the corridor (TO-4) by making through travel the priority movement.
- ▶ **Access:** Provide reasonable access that adequately supports local land use planning (A-2) by the spacing and required type (full or partial movement) of access points necessary based on existing land use.
- ▶ **Community:** Receive general public support for the transportation improvements (C-5) based on comments received at the June 2012 public meetings, as well as from input received from the local agency staff members at the TWG meetings.



Alternative	Safety: Reducing the number of potential conflict points (S-1)	Traffic Operations: Improving future (2035) travel time along the corridor (TO-4)	Access: Providing reasonable access that adequately supports local land use planning (A-2)	Community: Receiving general public support for the transportation improvements (C-5)	Recommendation
Segment 1 (US 287 to 119th Street)					
Regional Highway (R-A)	Access points allowed only at ½ mile spacing; lowest number of conflict points	Through travel is the priority movement, resulting in lower corridor travel times	½ mile spacing with limited exceptions; conflicts with existing residential and commercial uses fronting SH 7	Community support for maintaining existing character (and associated access); would require significant change	Eliminated because this element would not address the project purpose and need to meet existing or future planned development access requirements. The restrictions associated with this access category would require substantial changes to existing accesses and would not support the urban residential and commercial land uses in this segment.
Non-Rural Principal Highway (NR-A)	Access points allowed only at ½ mile spacing with some additional ¼ and RIRO access; low number of conflict points	Through travel is the priority movement, resulting in lower corridor travel times	½ mile spacing with some additional allowance for ¼ and RIRO access; conflicts with existing residential and commercial uses fronting SH 7	Community support for maintaining existing character (and associated access); would require significant change	Eliminated because this element would not address the project purpose and need to meet existing or future planned development access requirements. The restrictions associated with this access category would require substantial changes to existing accesses and would not support the urban residential and commercial land uses in this segment.
Non-Rural Arterial (NR-B)	½ mile spacing exceptions moderate and one RIRO or ¼ access allowed per parcel; moderate number of conflict points	Through travel is served with more direct access, resulting in moderate corridor travel times	½ mile spacing with additional allowance for ¼ and RIRO access; inconsistent with existing residential and commercial uses fronting SH 7	Community support for maintaining existing character (and associated access); would require some change	Eliminated because this element would not address the project purpose and need to meet existing or future planned development access requirements. The restrictions associated with this access category would require substantial changes to existing accesses and would not support the urban residential and commercial land uses in this segment.



Alternative	Safety: Reducing the number of potential conflict points (S-1)	Traffic Operations: Improving future (2035) travel time along the corridor (TO-4)	Access: Providing reasonable access that adequately supports local land use planning (A-2)	Community: Receiving general public support for the transportation improvements (C-5)	Recommendation
Non-Rural Arterial (NR-C) – No-Action	One full movement access allowed per parcel (with potential additional access); high number of conflict points	Balance between direct access and mobility, resulting in higher corridor travel times	One full movement access allowed per parcel (with potential additional access); supports existing land uses	Community support for maintaining existing character (and associated access)	Retained for further analysis because this alternative would maintain existing character and access to existing land uses.
Segment 2 (119th Street to Sheridan Parkway)					
Regional Highway (R-A)	Access points allowed only at ½ mile spacing; lowest number of conflict points	Through travel is the priority movement, resulting in lower corridor travel times	½ mile spacing with limited exceptions; conflicts with planned residential/ mixed use development	Community support for transitioning away from rural character	Eliminated in the Level 2B evaluation because this alternative would not address the project purpose and need to meet existing and future planned development (both near-term and by 2035) access requirements due to the community desire to transition away from rural character and would conflict with planned future land use.
Non-Rural Principal Highway (NR-A) – No-Action	Access points allowed only at ½ mile spacing with some additional ¾ and RIRO access; low number of conflict points	Through travel is the priority movement, resulting in lower corridor travel times	½ mile spacing with some additional allowance for ¾ and RIRO access; consistent with planned residential/mixed use development	Community support for additional access to support development plans	Retained for further analysis because this alternative would maintain mobility and is consistent with community desire to transition away from rural character.
Non-Rural Arterial (NR-B)	½ mile spacing exceptions moderate and one RIRO or ¾ access allowed per parcel; moderate number of conflict points	Through travel is served with more direct access, resulting in moderate corridor travel times	½ mile spacing with additional allowance for ¾ and RIRO access; consistent with planned residential/mixed use development	Community support for additional access to support development plans	Retained for further analysis because although this alternative would detract from mobility, it would support community desire for additional access.



Alternative	Safety: Reducing the number of potential conflict points (S-1)	Traffic Operations: Improving future (2035) travel time along the corridor (TO-4)	Access: Providing reasonable access that adequately supports local land use planning (A-2)	Community: Receiving general public support for the transportation improvements (C-5)	Recommendation
Segment 3 (Sheridan Parkway to York Street)					
Regional Highway (R-A) – No-Action east of 168 th Avenue	Access points allowed only at ½ mile spacing; lowest number of conflict points	Through travel is the priority movement, resulting in lower corridor travel times	½ mile spacing with limited exceptions; conflicts with planned mixed use development	Community support for transitioning away from rural character	Retained for further analysis as the No-Action Alternative.
Non-Rural Principal Highway (NR-A) – No-Action from Sheridan Parkway to 168 th Avenue	Access points allowed only at ½ mile spacing with some additional ¼ and RIRO access; low number of conflict points	Through travel is the priority movement, resulting in lower corridor travel times	½ mile spacing with some additional allowance for ¼ and RIRO access; inconsistent with planned mixed use development	Community support for additional access to support development plans	Retained for further analysis because this alternative would maintain mobility and is consistent with community desire to transition away from rural character.
Non-Rural Arterial (NR-B)	½ mile spacing exceptions moderate and one RIRO or ¼ access allowed per parcel; moderate number of conflict points	Through travel is served with more direct access, resulting in moderate corridor travel times	½ mile spacing with additional allowance for ¼ and RIRO access; consistent with planned mixed use development	Community support for additional access to support development plans	Retained for further analysis because although this alternative would detract from mobility, it would support community desire for additional access.
Segment 4 (York Street to Holly Street)					
Regional Highway (R-A) – No-Action	Access points allowed only at ½ mile spacing; lowest number of conflict points	Through travel is the priority movement, resulting in lower corridor travel times	½ mile spacing with limited exceptions; conflicts with planned residential/ mixed use development	Community support for transitioning away from rural character	Retained for further analysis as the No-Action Alternative.
Non-Rural Principal Highway (NR-A)	Access points allowed only at ½ mile spacing with some additional ¼ and RIRO access; low number of conflict points	Through travel is the priority movement, resulting in lower corridor travel times	½ mile spacing with some additional allowance for ¼ and RIRO access; consistent with planned residential/mixed use development	Community support for additional access to support development plans	Retained for further analysis because this alternative would maintain mobility and is consistent with community desire to transition away from rural character.
Non-Rural Arterial (NR-B)	½ mile spacing exceptions moderate and one RIRO or ¼ access allowed per parcel; moderate number of conflict points	Through travel is served with more direct access, resulting in moderate corridor travel times	½ mile spacing with additional allowance for ¼ and RIRO access; consistent with planned residential/mixed use development	Community support for additional access to support development plans	Retained for further analysis because although this alternative would detract from mobility, it would support community desire for additional access.



Alternative	Safety: Reducing the number of potential conflict points (S-1)	Traffic Operations: Improving future (2035) travel time along the corridor (TO-4)	Access: Providing reasonable access that adequately supports local land use planning (A-2)	Community: Receiving general public support for the transportation improvements (C-5)	Recommendation
Segment 5 (Holly Street to US 85)					
Regional Highway (R-A) – No-Action from Holly Street to McCann Ditch	Access points allowed only at ½ mile spacing; lowest number of conflict points	Through travel is the priority movement, resulting in lower corridor travel times	½ mile spacing with limited exceptions; conflicts with planned residential development	Community support for transitioning away from rural character	Retained for further analysis as the No-Action Alternative west of McCann Ditch.
Non-Rural Principal Highway (NR-A)	Access points allowed only at ½ mile spacing with some additional ¾ and RIRO access; low number of conflict points	Through travel is the priority movement, resulting in lower corridor travel times	½ mile spacing with some additional allowance for ¾ and RIRO access; consistent with planned residential use development	Community support for transitioning away from rural character while maintaining strict access control	Retained for further analysis because this alternative would maintain mobility and is consistent with community desire to transition away from rural character.
Non-Rural Arterial (NR-B) – No-Action from McCann Ditch to US 85 (0.3 miles)	½ mile spacing exceptions moderate and one RIRO or ¾ access allowed per parcel; moderate number of conflict points	Through travel is served with more direct access, resulting in moderate corridor travel times	½ mile spacing with additional allowance for ¾ and RIRO access; consistent with planned residential/mixed use development	Community support for support for transitioning away from rural character; but more restrictive access	Retained for further analysis as the No-Action Alternative east of McCann Ditch.

LEVEL 3A CRITERIA, PACKAGES AND EVALUATION – CROSS-SECTION PACKAGES

- ▶ **Safety:** Reduce the number of potential conflict points (S-2) based on potential areas of conflict between vehicles, bicyclists, and pedestrians.
- ▶ **Traffic Operations:** Allow intersections to operate at LOS D or better during future peak hours (TO-3) based on an analysis of key intersections based on operations.
- ▶ **Alternative Travel Modes:** Enhance regional multimodal transportation options by providing infrastructure or operational improvements for transit, pedestrians, and bicyclists (ATM-2) as a separate delineated travel way.
- ▶ **Alternative Travel Modes:** Improve the ability of the transportation system to effectively move people (ATM-4) by corridor segment.
- ▶ **Community:** Minimize impacts on existing residents, businesses, and properties, as well as future planned land use (C-1), based on proximity to the proposed packages.
- ▶ **Community:** Minimize impacts on or improve the ability of local residents to access community facilities and businesses both across (north to south) and along (east to west) SH 7 (C-3) at SH 7/119th Street/120th Street, SH 7/Coal Creek Trail, SH 7/Lowell Boulevard, SH 7/RTD park-n-Ride access, SH 7/Colorado Boulevard, and SH 7/South Platte River Trail.
- ▶ **Community:** Receive general public support for the transportation improvements (C-5) based on comments received at the June 2012 public meetings, as well as from input received from the local agency staff members at the TWG meetings.
- ▶ **Community:** Minimize properties to be acquired for right-of-way and business and resident displacements (C-7) based on the number of parcels to be partially or fully acquired for right-of-way.
- ▶ **Environmental and Cultural Resources:** Avoid and minimize impacts on environmental and cultural resources (E-1) based on direct impacts of the proposed package cross-sections on parks, open space and trails; previously identified and potentially historic sites; wetlands; and threatened and endangered species habitat.
- ▶ **Implementability:** Maximize the use of existing infrastructure (I-1) by maximizing existing roadway infrastructure within existing right-of-way.
- ▶ **Implementability:** Match expenditure to be consistent with demand (I-5) based on the approximate expenditure of the roadway improvement compared to the projected 2035 travel demand.

Package: Meet Basic Needs

This package is aimed at providing the most economical and readily implemented cross-sections to meet the 2035 travel demands and accommodate bicycle, pedestrian, and transit travel modes.

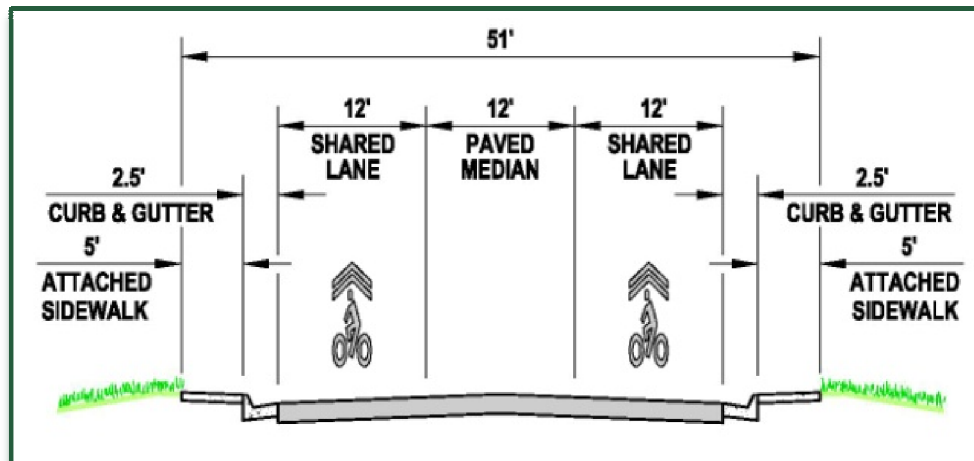
Corridor-wide Elements

- ▶ Transit Amenities (bus stops, shelters, etc.)
- ▶ Bicycle Intersection Treatments (signing, striping, signal activation, etc.)
- ▶ Pedestrian At-Grade Crossing Treatments (cross-walks, signing, pedestrian activated signals, etc.)

Segment 1 (US 287 to 119th Street) (Figure C1):

- ▶ 2 General Purpose Lanes with a paved median
- ▶ Shared lanes for bicycling
- ▶ Attached sidewalks

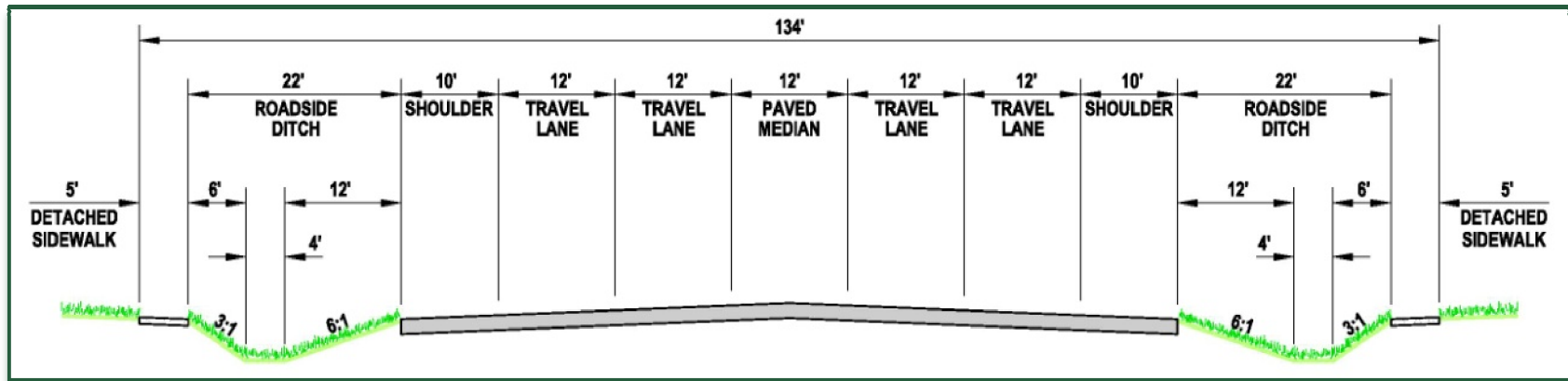
Figure C1 Meet Basic Needs package - Segment 1 (US 287 to 119th Street) Cross-Section



Segment 2 (119th Street to Sheridan Parkway) and Segments 4 & 5 (York Street to US 85) (Figure C2):

- ▶ 4 General Purpose Lanes with paved median and roadside ditches
- ▶ Shoulder for bicycling
- ▶ Detached sidewalk

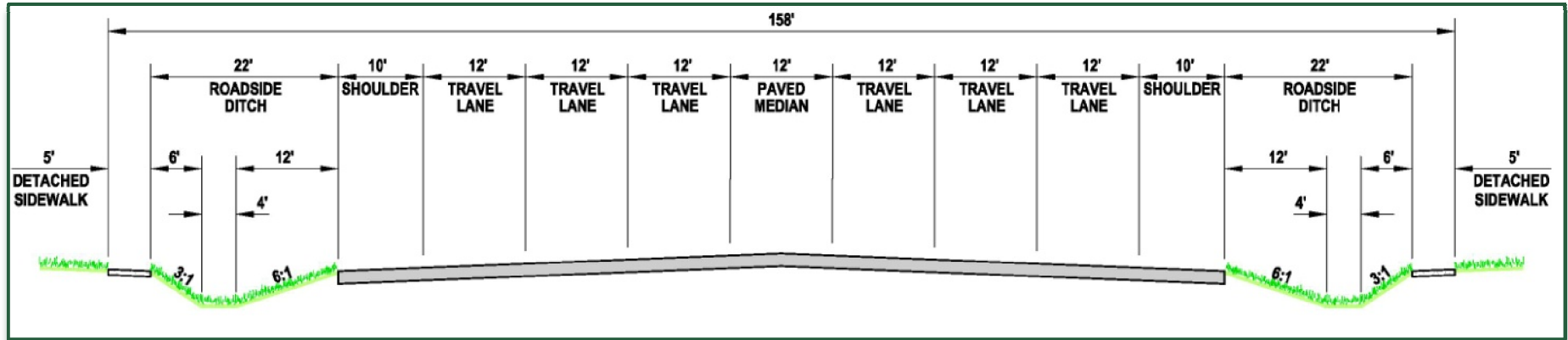
Figure C2 Meet Basic Needs package - Segment 2 (119th Street to Sheridan Parkway) and Segments 4 & 5 (York Street to US 85) Cross-Section



Segment 3 (Sheridan Parkway to York Street) (Figure C3)

- ▶ 6 General Purpose Lanes with paved median and roadside ditches
- ▶ Shoulder for bicycling
- ▶ Detached sidewalk

Figure C 3 Meet Basic Needs package – Segment 3 (Sheridan Parkway to York Street) Cross-Section



Package: Maximize Mobility/Flexibility

This package is aimed at providing cross-sections that maximize the mobility for all travel modes while providing flexibility to transform the corridor in response to evolving travel demands.

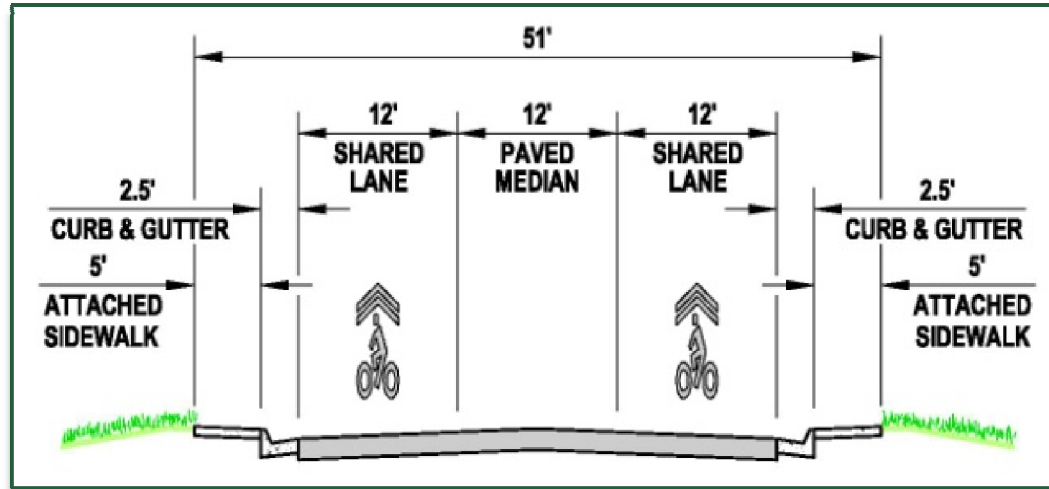
Corridor-wide Elements

- ▶ Transit Amenities (bus stops, shelters, etc.)
- ▶ Bicycle Intersection Treatments (signing, striping, signal activation, etc.)
- ▶ Pedestrian At-Grade Crossing Treatments (cross-walks, signing, pedestrian activated signals, etc.)

Segment 1 (US 287 to 119th Street) (Figure C4):

- ▶ 2 General Purpose Lanes with a paved median
- ▶ Transit Priority Treatments (queue jumps, signal priority)
- ▶ Shared lanes
- ▶ Attached sidewalks

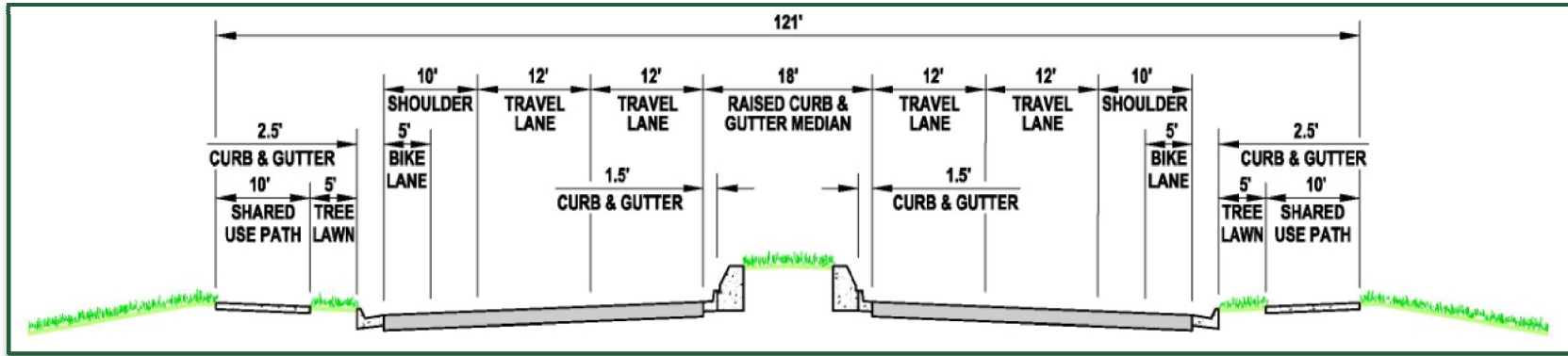
Figure C4 Maximize Mobility/Flexibility package – Segment 1 (US 287 to 119th Street) Cross-Section



Segment 2 (119th Street to Sheridan Parkway) and Segments 4 & 5 (York Street to US 85) (FigureC5):

- ▶ 4 General Purpose Lanes with raised median and curb & gutter
- ▶ Transit Priority Treatments (queue jumps, signal priority)
- ▶ Bike lanes
- ▶ Shared Use Paths with potential grade separated bike/pedestrian crossing

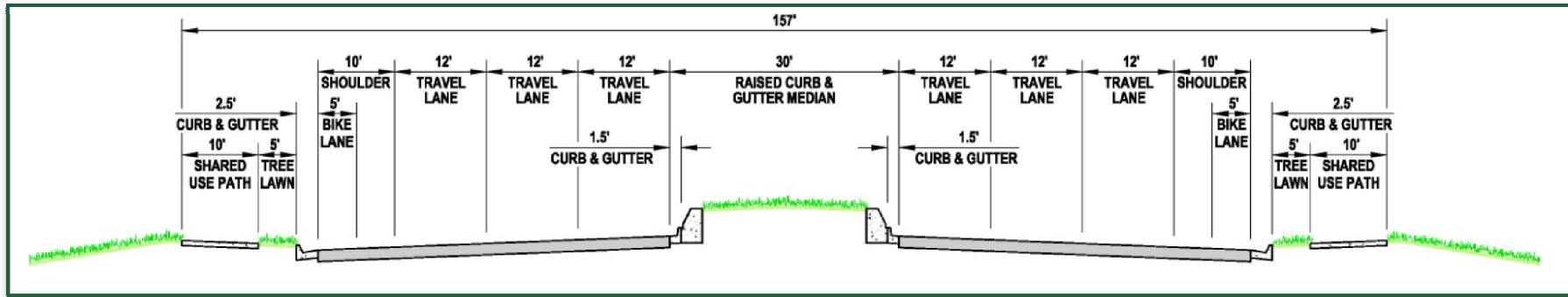
Figure C5 Maximize Mobility/Flexibility package – Segment 2 (119th Street to Sheridan Parkway) and Segments 4 & 5 (York Street to US 85) Cross-Section



Segment 3 (Sheridan Parkway to York Street) (Figure C6):

- ▶ 6 General Purpose Lanes with raised median and curb & gutter
- ▶ Transit Priority Treatments (queue jumps, signal priority)
- ▶ Bike lanes
- ▶ Shared Use Paths with potential grade separated bike/pedestrian crossings

Figure C 6 Maximize Mobility/Flexibility package – Segment 3 (Sheridan Parkway to York Street)



Package: Encourage Alternative Modes

This package is aimed at encouraging alternative travel modes (transit, bicycling, and walking) with cross-sections that provided favorable travel times and levels of accommodation for non-SOV travel.

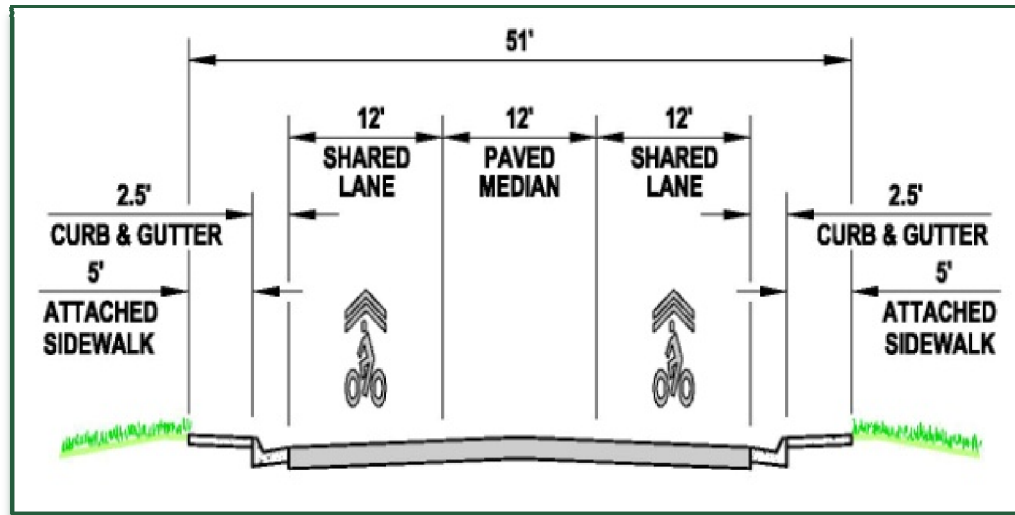
Corridor-wide Elements

- ▶ Transit Amenities (bus stops, shelters, etc.)
- ▶ Bicycle Intersection Treatments (signing, striping, signal activation, etc.)
- ▶ Pedestrian At-Grade Crossing Treatments (cross-walks, signing, pedestrian activated signals, etc.)

Segment 1 (US 287 to 119th Street) (Figure C7):

- ▶ 2 General Purpose Lanes with a paved median
- ▶ Transit Priority Treatments (queue jumps, signal priority)
- ▶ Shared lanes
- ▶ Attached sidewalks

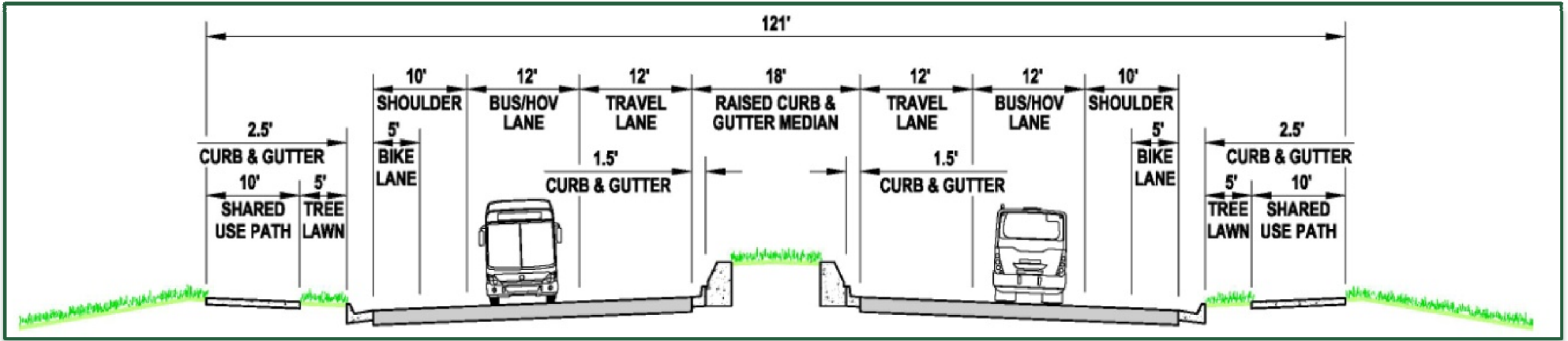
Figure C 7 Encourage Alternative Modes package - Segment 1 (US 287 to 119th Street) Cross-Section



Segment 2 (119th Street to Sheridan Parkway) and Segments 4 & 5 (York Street to US 85) (Figure C8):

- ▶ 2 General Purpose Lanes with raised median and curb & gutter
- ▶ Bus/HOV/HOT Only Lanes
- ▶ Bike lanes
- ▶ Shared Use Paths with potential grade separated bike/pedestrian crossing

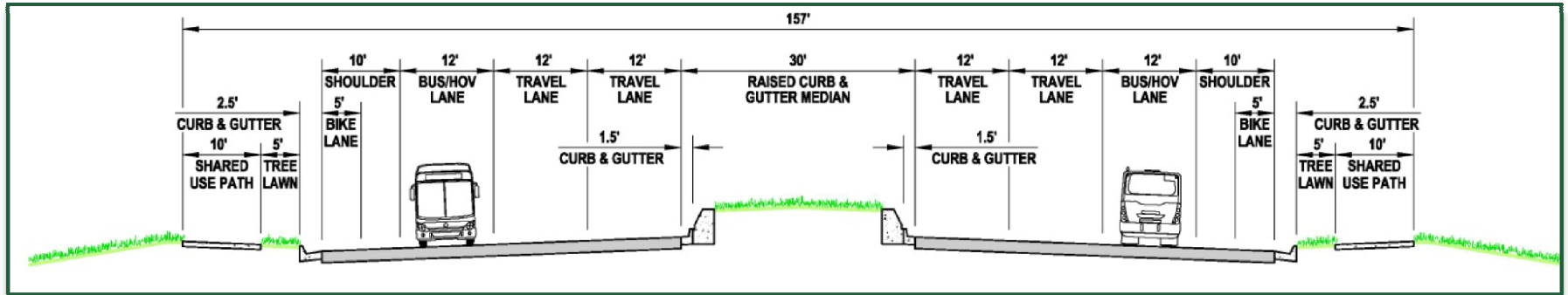
Figure C 8 Encourage Alternative Modes package - Segment 2 (119th Street to Sheridan Parkway) and Segments 4 & 5 (York Street to US 85) Cross-Section



Segment 3 (Sheridan Parkway to York Street) (Figure C9):

- ▶ 4 General Purpose Lanes with raised median and curb & gutter
- ▶ Bus/HOV/HOT Only Lanes
- ▶ Bike lanes
- ▶ Shared Use Paths with potential grade separated bike/pedestrian crossings

Figure C9 Encourage Alternative Modes package - Segment 3 (Sheridan Parkway to York Street) Cross-Section



Alternative	<p>Safety:</p> <p>(S-2) Reduce the number of potential conflict points</p>	<p>Traffic Operations:</p> <p>(TO-1) Provide capacity consistent with 2035 travel demand</p> <p>(TO-3) Allow intersections to operate at LOS D or better during future (2035) peak hours</p>	<p>Alternative Travel Modes:</p> <p>(ATM-2) Enhance regional multimodal transportation options</p> <p>(ATM-4) Improve the ability of the transportation system to move people</p>	<p>Community:</p> <p>(C-1) Minimize impacts on existing residents, businesses, and properties, as well as future planned land use</p> <p>(C-3) Improve ability to access community facilities across and along corridor</p> <p>(C-5) Receiving general public support for the transportation improvements</p> <p>(C-7) Minimizing properties to be acquired for right-of-way and business and resident displacements</p>	<p>Environmental and Cultural Resources:</p> <p>(E-1) Avoiding and minimizing impacts to environmental and cultural resources</p>	<p>Implementability:</p> <p>(I-1) Maximize the use of existing infrastructure</p> <p>(I-5) Balancing expenditure to be consistent with demand</p>	<p>Recommendation</p>
Segment 1 (US 287 to 119th Street)							
No-Action	(S-2) Bicycles travel along roadway without delineated travel way creating a potential area of conflict between vehicles and bicyclists. Detached sidewalks in most areas buffer pedestrians from the roadway.	<p>(TO-1) Forecasted 2035 demand (13,000 – 18,200 [vpd]) exceeds capacity.</p> <p>(TO-3) US 287/Baseline Road and 119th/120th intersections operate at LOS F. Westbound approach to US 287 and eastbound approach to 119th/120th operates at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Not supportive of anticipated growth in transit demand and does not provide infrastructure for pedestrians or bicyclists.</p> <p>(ATM-4) Forecasted 2035 congestion may encourage the use of alternative modes, although the infrastructure and operational improvements for those modes are lacking.</p>	<p>(C-1) No impacts to community.</p> <p>(C-3) No change to existing access to community facilities across and along the corridor.</p> <p>(C-5) Public desire for transit along the corridor.</p> <p>(C-7) No properties to be acquired for right-of-way and no business and resident displacements.</p>	(E-1) No impacts to environmental and cultural resources.	<p>(I-1) No additional infrastructure or right-of-way required. Existing right-of-way varies between 60 and 65 feet in width.</p> <p>(I-5) No expenditure for capacity improvements.</p>	Retained for further analysis as the No-Action Alternative.
Meet Basic Needs (51-ft cross-section)	(S-2) Although still an area of potential conflict, bicyclists and vehicles will share a travel lane with a delineated travel way (sharrows). The attached sidewalk will remove the pedestrian zone buffer with the roadway. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles.	<p>(TO-1) Forecasted 2035 travel demand exceeds capacity of 16,000 vpd. Volume to capacity ratio (v/c) ratio of 0.81 to 1.14.</p> <p>(TO-3) US 287/Baseline Road and 119th/120th intersections operate at LOS F. Westbound approach to US 287 and eastbound approach to 119th/120th operates at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand but does not create a separate delineated travel way for bicyclists or transit. Does not provide transit priority for buses at intersections.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians and transit amenities will encourage the use of these alternative travel modes.</p>	<p>(C-1) Elimination of tree lawn would remove buffer between roadway and pedestrians, as well as with existing residents and businesses.</p> <p>(C-3) Pedestrian and bicycle intersection and at-grade crossing treatments will improve north-south connectivity at SH 7/119th Street/120th Street.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety.</p> <p>(C-7) Right-of-way to be acquired from approximately 16 parcels.</p>	(E-1) Approximately 0.67 acres of parks and open space impacted. Seventeen previously identified and potentially historic sites impacted. No wetlands or threatened and endangered species habitat present.	<p>(I-1) Reconstruction of existing roadway and pedestrian facilities with potential to accommodate cross-section within existing right-of-way during final engineering design.</p> <p>(I-5) Relatively small expenditure but is not consistent with 2035 travel demand.</p>	Eliminated in Level 3A evaluation because the alternative does meet the purpose and need to provide infrastructure of alternative modes. The alternative does not provide transit priority for buses to encourage transit use.
Maximize Mobility and Flexibility (51-ft cross-section)	(S-2) Although still an area of potential conflict, bicyclists and vehicles will share a travel lane with a delineated travel way (sharrows). The attached sidewalk will remove the pedestrian zone buffer with the roadway. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles.	<p>(TO-1) Forecasted 2035 travel demand exceeds capacity of 16,000 vpd. V/c ratio of 0.81 to 1.14.</p> <p>(TO-3) US 287/Baseline Road and 119th/120^h intersections operate at LOS F. Westbound approach to US 287 and eastbound approach to 119th/120th operates at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand but does not create a separate delineated travel way for bicyclists or transit. Provides transit priority at intersections.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians, transit amenities, and intersection transit priority will encourage the use of these alternative travel modes.</p>	<p>(C-1) Elimination of tree lawn would remove buffer between roadway and pedestrians, as well as with existing residents and businesses.</p> <p>(C-3) Pedestrian and bicycle intersection and at-grade crossing treatments will improve north-south connectivity at SH 7/119th Street/120th Street.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety.</p> <p>(C-7) Right-of-way to be acquired from approximately 16 parcels.</p>	(E-1) Approximately 0.67 acres of parks and open space impacted. Seventeen previously identified and potentially historic sites impacted. No wetlands or threatened and endangered species habitat present.	<p>(I-1) Reconstruction of existing roadway and pedestrian facilities with potential to accommodate cross-section within existing right-of-way during final engineering design.</p> <p>(I-5) Relatively small expenditure but is not consistent with 2035 travel demand.</p>	Retained for further analysis in Level 4 evaluation. <i>The Maximize Mobility Alternative and Encourage Alternative Modes Alternative</i> have the same cross-section. For Level 4 evaluation, one cross-section will be analyzed.

Alternative	<p>Safety:</p> <p>(S-2) Reduce the number of potential conflict points</p>	<p>Traffic Operations:</p> <p>(TO-1) Provide capacity consistent with 2035 travel demand</p> <p>(TO-3) Allow intersections to operate at LOS D or better during future (2035) peak hours</p>	<p>Alternative Travel Modes:</p> <p>(ATM-2) Enhance regional multimodal transportation options</p> <p>(ATM-4) Improve the ability of the transportation system to move people</p>	<p>Community:</p> <p>(C-1) Minimize impacts on existing residents, businesses, and properties, as well as future planned land use</p> <p>(C-3) Improve ability to access community facilities across and along corridor</p> <p>(C-5) Receiving general public support for the transportation improvements</p> <p>(C-7) Minimizing properties to be acquired for right-of-way and business and resident displacements</p>	<p>Environmental and Cultural Resources:</p> <p>(E-1) Avoiding and minimizing impacts to environmental and cultural resources</p>	<p>Implementability:</p> <p>(I-1) Maximize the use of existing infrastructure</p> <p>(I-5) Balancing expenditure to be consistent with demand</p>	<p>Recommendation</p>
<p>Encourage Alternative Modes</p> <p>(51-ft cross-section)</p>	<p>(S-2) Although still an area of potential conflict, bicyclists and vehicles will share a travel lane with a delineated travel way (sharrows). The attached sidewalk will remove the pedestrian zone buffer with the roadway. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles.</p>	<p>(TO-1) Forecasted 2035 travel demand exceeds capacity of 16,000 vpd. V/c ratio of 0.81 to 1.14.</p> <p>(TO-3) US 287/Baseline Road and 119th/120th intersections operate at LOS F. Westbound approach to US 287 operates at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand but does not create a separate delineated travel way for bicyclists or transit. Provides transit priority at intersections.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians, transit amenities, and intersection transit priority will encourage the use of these alternative travel modes.</p>	<p>(C-1) Elimination of tree lawn will remove buffer between roadway and pedestrians, as well as with existing residents and businesses.</p> <p>(C-3) Pedestrian and bicycle intersection and at-grade crossing treatments will improve north-south connectivity at SH 7/119th Street/120th Street.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety.</p> <p>(C-7) Right-of-way to be acquired from approximately 16 parcels.</p>	<p>(E-1) Approximately 0.67 acres of parks and open space impacted.</p> <p>Seventeen previously identified and potentially historic sites impacted.</p> <p>No wetlands or threatened and endangered species habitat present.</p>	<p>(I-1) Reconstruction of existing roadway and pedestrian facilities with potential to accommodate cross-section within existing right-of-way during final engineering design.</p> <p>(I-5) Relatively small expenditure but is not consistent with 2035 travel demand.</p>	<p>Retained for further analysis in Level 4 evaluation.</p> <p>The <i>Maximize Mobility Alternative</i> and <i>Encourage Alternative Modes Alternative</i> have the same cross-section. For Level 4 evaluation, one cross-section will be analyzed.</p>
<p>Segment 2 (119th Street to Sheridan Parkway)</p>							
<p>No-Action</p>	<p>(S-2) Bicycles travel along roadway without delineated travel way creating a potential area of conflict between vehicles and bicyclists. Sidewalks for pedestrians are inconsistent in this segment.</p>	<p>(TO-1) Forecasted 2035 demand (25,300 – 26,600 vpd) substantially exceeds capacity.</p> <p>(TO-3) 119th/120th, County Line Road, Lowell, and Sheridan intersections operate at LOS E/F. Westbound approach to 119th/120th, eastbound approach to Lowell, and eastbound approach to Sheridan operate at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Not supportive of anticipated growth in transit demand and does not provide infrastructure for pedestrians or bicyclists.</p> <p>(ATM-4) Forecasted 2035 congestion may encourage the use of alternative modes, although the infrastructure and operational improvements for those modes are lacking.</p>	<p>(C-1) No impacts on community.</p> <p>(C-3) No change to existing access to community facilities across and along the corridor.</p> <p>(C-5) Public desire for transit along the corridor.</p> <p>(C-7) No properties to be acquired for right-of-way and no business and resident displacements.</p>	<p>(E-1) No impacts on environmental and cultural resources.</p>	<p>(I-1) No additional infrastructure or right-of-way required. Existing right-of-way varies from approximately 60 to 145 feet.</p> <p>(I-5) No expenditure for capacity improvements.</p>	<p>Retained for further analysis as the No-Action Alternative.</p>
<p>Meet Basic Needs</p> <p>(134-ft cross-section)</p> <p>NOTE: This alternative includes roadside ditches. If curb & gutter was included in the alternative, the cross-section would be reduced by 39 ft.</p>	<p>(S-2) Although not marked, bicyclists on the shoulder will be separated from vehicles. Pedestrians will be buffered from the roadway with the detached sidewalk. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles.</p>	<p>(TO-1) Forecasted 2035 demand less than capacity of 32,000 vpd. V/c ratio of 0.79 to 0.83.</p> <p>(TO-3) 119th/120th intersection operates at LOS F. Westbound approach to 119th/120th eastbound approach to Sheridan operate at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand but does not create a separate delineated travel way for transit and bicyclists. Creates a separate delineated travel way for pedestrians.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians and transit amenities will encourage the use of these alternative travel modes.</p>	<p>(C-1) Minor impacts on adjacent properties.</p> <p>(C-3) Pedestrian and bicycle intersection and at-grade crossing treatments will improve north-south connectivity at SH 7/Lowell Boulevard.</p> <p>Detached 5-foot sidewalk (pedestrian only) limits bicyclist and regional north-south connectivity to Coal Creek Trail.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety.</p> <p>(C-7) Right-of-way to be acquired from approximately 4 parcels.</p>	<p>(E-1) Approximately 0.36 acres of parks and open space impacted.</p> <p>One previously identified and potentially historic sites impacted.</p> <p>Approximately 1.14 acres of wetlands and waters of the US impacted.</p> <p>No threatened and endangered species habitat present.</p>	<p>(I-1) Construction of additional two lanes of roadway, shoulders, roadside ditches, and detached sidewalk with potential to accommodate cross-section within existing right-of-way during final engineering design.</p> <p>(I-5) The expenditure for the improvement is consistent with 2035 travel demand.</p>	<p>Retained for further analysis in the Level 4 Evaluation.</p>

Alternative	<p>Safety:</p> <p>(S-2) Reduce the number of potential conflict points</p>	<p>Traffic Operations:</p> <p>(TO-1) Provide capacity consistent with 2035 travel demand</p> <p>(TO-3) Allow intersections to operate at LOS D or better during future (2035) peak hours</p>	<p>Alternative Travel Modes:</p> <p>(ATM-2) Enhance regional multimodal transportation options</p> <p>(ATM-4) Improve the ability of the transportation system to move people</p>	<p>Community:</p> <p>(C-1) Minimize impacts on existing residents, businesses, and properties, as well as future planned land use</p> <p>(C-3) Improve ability to access community facilities across and along corridor</p> <p>(C-5) Receiving general public support for the transportation improvements</p> <p>(C-7) Minimizing properties to be acquired for right-of-way and business and resident displacements</p>	<p>Environmental and Cultural Resources:</p> <p>(E-1) Avoiding and minimizing impacts to environmental and cultural resources</p>	<p>Implementability:</p> <p>(I-1) Maximize the use of existing infrastructure</p> <p>(I-5) Balancing expenditure to be consistent with demand</p>	<p>Recommendation</p>
<p>Maximize Mobility and Flexibility (121-ft cross-section)</p>	<p>(S-2) The marked bike lane on the shoulder will create a delineated travel way for commuter bicyclists. Transit priority treatments will create a conflict zone for bicyclists, vehicles, and buses at intersections. Buses will stop in the right-hand lane creating a potential conflict with vehicles traveling in this lane. Pedestrians and recreational bicyclists will be buffered from the roadway with the shared use path. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles. The raised median will create a pedestrian refuge. Grade-separated crossings at key points will reduce potential conflict areas with vehicles.</p>	<p>(TO-1) Forecasted 2035 demand less than capacity of 32,000 vpd. V/c ratio of 0.79 to 0.83.</p> <p>(TO-3) 119th/120th intersection operates at LOS F. Westbound approach to 119th/120th and eastbound approach to Sheridan operates at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand but does not create a separate delineated travel way for transit. Provides transit priority at intersections. Creates a separate delineated travel way for bicyclists and pedestrians.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians, transit amenities, and intersection transit priority will encourage the use of these alternative travel modes.</p>	<p>(C-1) Minor impacts on adjacent properties.</p> <p>(C-3) Pedestrian and bicycle intersection and at-grade crossing treatments will improve north-south connectivity at SH 7/Lowell Boulevard. Additional opportunity for grade-separated crossings at major intersections.</p> <p>Detached 10-foot shared used path provides opportunity for access to regional north-south connectivity along the Coal Creek Trail.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety.</p> <p>(C-7) Right-of-way to be acquired from approximately 4 parcels.</p>	<p>(E-1) No parks and open space impacted.</p> <p>One previously identified and potentially historic sites impacted.</p> <p>Approximately 0.86 acres of wetlands and waters of the US impacted.</p> <p>No threatened and endangered species habitat present.</p>	<p>(I-1) Construction of additional two lanes of roadway, shoulders, raised median, and shared use path with potential to accommodate cross-section within existing right-of-way during final engineering design.</p> <p>(I-5) The expenditure for the improvement is consistent with 2035 travel demand.</p>	<p>Retained for further analysis in the Level 4 evaluation.</p>
<p>Encourage Alternative Modes (121-ft cross-section)</p>	<p>(S-2) The marked bike lane on the shoulder will create a delineated travel way for commuter bicyclists. Transit priority treatments will create a conflict zone for bicyclists, vehicles, and buses at intersections. Buses will have a separate delineated travel way reducing potential conflict with vehicle. Pedestrians and recreational bicyclists will be buffered from the roadway with the shared use path. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles. The raised median will create a pedestrian refuge. Grade-separated crossings at key points will reduce potential conflict areas with vehicles.</p>	<p>(TO-1) Forecasted 2035 travel demand exceeds capacity of 16,000 vpd. V/c ratio of 1.58 to 1.62.</p> <p>(TO-3) 119th/120th and Sheridan intersections operate at LOS F. Westbound approach to 119th/120th and eastbound approach to Sheridan operates at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand. Creates a separate delineated travel way for transit, bicyclists, and pedestrians.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians, transit amenities, and bus/HOV/HOT lanes will encourage the use of these alternative travel modes. Forecasted 2035 congestion may encourage the use of alternative modes. The bus/HOV/HOT lane will provide preferential treatment for up to 15 percent of vehicles on the road.</p>	<p>(C-1) Minor impacts on adjacent properties.</p> <p>(C-3) Pedestrian and bicycle intersection and at-grade crossing treatments will improve north-south connectivity at SH 7/Lowell Boulevard. Additional opportunity for grade-separated crossings at major intersections.</p> <p>Detached 10-foot shared used path provides opportunity for access to regional north-south connectivity along the Coal Creek Trail.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety. Public may not support reduction of roadway facilities to encourage the use of alternative modes.</p> <p>(C-7) Right-of-way to be acquired from approximately 4 parcels.</p>	<p>(E-1) No parks and open space impacted.</p> <p>One previously identified and potentially historic sites impacted.</p> <p>Approximately 0.86 acres of wetlands and waters of the US impacted.</p> <p>No threatened and endangered species habitat present.</p>	<p>(I-1) Construction of additional two lanes of roadway, shoulders, raised median, and shared use path with potential to accommodate cross-section within existing right-of-way during final engineering design.</p> <p>(I-5) Relatively large expenditure and is not consistent with 2035 travel demand.</p>	<p>Eliminated in the Level 3A evaluation because this alternative would not address the project purpose and need to reduce existing and future traffic congestion. SH 7 will continue to exceed roadway capacity with a v/c ratio of 1.58 to 1.62. The level of expenditure for construction of this alternative is not consistent with 2035 travel demand and is not justified.</p>

Alternative	<p>Safety:</p> <p>(S-2) Reduce the number of potential conflict points</p>	<p>Traffic Operations:</p> <p>(TO-1) Provide capacity consistent with 2035 travel demand</p> <p>(TO-3) Allow intersections to operate at LOS D or better during future (2035) peak hours</p>	<p>Alternative Travel Modes:</p> <p>(ATM-2) Enhance regional multimodal transportation options</p> <p>(ATM-4) Improve the ability of the transportation system to move people</p>	<p>Community:</p> <p>(C-1) Minimize impacts on existing residents, businesses, and properties, as well as future planned land use</p> <p>(C-3) Improve ability to access community facilities across and along corridor</p> <p>(C-5) Receiving general public support for the transportation improvements</p> <p>(C-7) Minimizing properties to be acquired for right-of-way and business and resident displacements</p>	<p>Environmental and Cultural Resources:</p> <p>(E-1) Avoiding and minimizing impacts to environmental and cultural resources</p>	<p>Implementability:</p> <p>(I-1) Maximize the use of existing infrastructure</p> <p>(I-5) Balancing expenditure to be consistent with demand</p>	<p>Recommendation</p>
Segment 3 (Sheridan Parkway to York Street)							
No-Action	<p>(S-2) Bicycles travel along roadway without delineated travel way creating a potential area of conflict between vehicles and bicyclists. Sidewalks for pedestrians are inconsistent in this segment.</p>	<p>(TO-1) Forecasted 2035 demand (52,000 – 54,400 vpd) substantially exceeds capacity.</p> <p>(TO-3) Sheridan, Huron, I-25 northbound Ramp, Washington Street, and York intersections operate at LOS E/F. Westbound approach to Sheridan, eastbound approach to Huron, eastbound approach to southbound I-25 Ramp, eastbound approach to I-25 northbound Ramp, eastbound approach to Washington, and eastbound approach to York operate at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Not supportive of anticipated growth in transit demand and does not provide infrastructure for pedestrians or bicyclists.</p> <p>(ATM-4) Forecasted 2035 congestion may encourage the use of alternative modes, although the infrastructure and operational improvements for those modes is lacking.</p>	<p>(C-1) No impacts on community.</p> <p>(C-3) No change to existing access to community facilities across and along the corridor.</p> <p>(C-5) Public desire for transit along the corridor.</p> <p>(C-7) No properties to be acquired for right-of-way and no business and resident displacements</p>	<p>(E-1) No impacts on environmental and cultural resources.</p>	<p>(I-1) No additional infrastructure or right-of-way required. Existing right-of-way is approximately 140 feet.</p> <p>(I-5) No expenditure for capacity improvements.</p>	<p>Retained for further analysis as the No-Action Alternative.</p>
<p>Meet Basic Needs (158-ft cross-section)</p> <p>NOTE: This alternative includes roadside ditches. If curb & gutter was included in the alternative, the cross-section would be reduced by 39 ft.</p>	<p>(S-2) Although not marked, bicyclists on the shoulder will be separated from vehicles. Pedestrians will be buffered from the roadway with the detached sidewalk. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles.</p>	<p>(TO-1) Forecasted 2035 demand slightly exceeds capacity of 48,000 vpd. V/c ratio of 1.08 to 1.13.</p> <p>(TO-3) No signalized intersections operate at LOS E/F. Eastbound approach to York operates at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand but does not create a separate delineated travel way for transit and bicyclists. Creates a separate delineated travel way for pedestrians.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians and transit amenities will encourage the use of these alternative travel modes.</p>	<p>(C-1) Minor impacts on adjacent properties.</p> <p>(C-3) Lack of a signalized intersection would limit north-south pedestrian and bicyclist access to the RTD park-n-Ride.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety.</p> <p>(C-7) Right-of-way to be acquired from approximately 37 parcels.</p>	<p>(E-1) No impacts on parks and open space, previously identified and potentially historic sites, wetlands and waters of the US, and no threatened and endangered species habitat present.</p>	<p>(I-1) Construction of one additional lane of roadway, shoulders, roadside ditches, and detached sidewalk. Additional right-of-way required for cross-section.</p> <p>(I-5) The expenditure for the improvement is consistent with 2035 travel demand.</p>	<p>Retained for further analysis in the Level 4 evaluation.</p>

Alternative	<p>Safety:</p> <p>(S-2) Reduce the number of potential conflict points</p>	<p>Traffic Operations:</p> <p>(TO-1) Provide capacity consistent with 2035 travel demand</p> <p>(TO-3) Allow intersections to operate at LOS D or better during future (2035) peak hours</p>	<p>Alternative Travel Modes:</p> <p>(ATM-2) Enhance regional multimodal transportation options</p> <p>(ATM-4) Improve the ability of the transportation system to move people</p>	<p>Community:</p> <p>(C-1) Minimize impacts on existing residents, businesses, and properties, as well as future planned land use</p> <p>(C-3) Improve ability to access community facilities across and along corridor</p> <p>(C-5) Receiving general public support for the transportation improvements</p> <p>(C-7) Minimizing properties to be acquired for right-of-way and business and resident displacements</p>	<p>Environmental and Cultural Resources:</p> <p>(E-1) Avoiding and minimizing impacts to environmental and cultural resources</p>	<p>Implementability:</p> <p>(I-1) Maximize the use of existing infrastructure</p> <p>(I-5) Balancing expenditure to be consistent with demand</p>	<p>Recommendation</p>
<p>Maximize Mobility and Flexibility</p> <p>(157-ft cross-section)</p>	<p>(S-2) The marked bike lane on the shoulder will create a delineated travel way for commuter bicyclists. Transit priority treatments will create a conflict zone for bicyclists, vehicles, and buses at intersections. Pedestrians and recreational bicyclists will be buffered from the roadway with the shared use path. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles. The raised median will create a pedestrian refuge. Grade-separated crossings at key points will reduce potential conflict areas with vehicles.</p>	<p>(TO-1) Forecasted 2035 demand slightly exceeds capacity of 48,000 vpd. V/c ratio of 1.08 to 1.13.</p> <p>(TO-3) No signalized intersections operate at LOS E/F. Eastbound approach to York operates at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand but does not create a separate delineated travel way for transit. Provides transit priority at intersections. Creates a separate delineated travel way for bicyclists and pedestrians.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians, transit amenities, and intersection transit priority will encourage the use of these alternative travel modes.</p>	<p>(C-1) Minor impacts on adjacent properties; relatively unconstrained area could accommodate widening.</p> <p>(C-3) Lack of a signalized intersection would limit north-south pedestrian and bicyclist access to the RTD park-n-Ride.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety.</p> <p>(C-7) Right-of-way to be acquired from approximately 34 parcels.</p>	<p>(E-1) No impacts on parks and open space, previously identified and potentially historic sites, wetlands and waters of the US, and no threatened and endangered species habitat present.</p>	<p>(I-1) Construction of one additional lane of roadway, shoulders, raised median, and shared use path. Additional right-of-way required for cross-section.</p> <p>(I-5) The expenditure for the improvement is consistent with 2035 travel demand.</p>	<p>Retained for further analysis in the Level 4 evaluation.</p>
<p>Encourage Alternative Modes</p> <p>(157-ft cross-section)</p>	<p>(S-2) The marked bike lane on the shoulder will create a delineated travel way for commuter bicyclists. Transit priority treatments will create a conflict zone for bicyclists, vehicles, and buses at intersections. Buses will have a separate delineated travel way reducing potential conflict with vehicle. Pedestrians and recreational bicyclists will be buffered from the roadway with the shared use path. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles. The raised median will create a pedestrian refuge. Grade-separated crossings at key points will reduce potential conflict areas with vehicles.</p>	<p>(TO-1) Forecasted 2035 travel demand exceeds capacity of 32,000 vpd. V/c ratio of 1.63 to 1.7.</p> <p>(TO-3) Sheridan, Washington Street and York intersections operate at LOS E/F. Eastbound approach to Washington and eastbound approach to York operate at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand. Creates a separate delineated travel way for transit, bicyclists, and pedestrians.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians, transit amenities, and bus/HOV/HOT lanes will encourage the use of these alternative travel modes. Forecasted 2035 congestion may encourage the use of alternative modes. The bus/HOV/HOT lane will provide preferential treatment for up to 15 percent of vehicles on the road.</p>	<p>(C-1) Minor impacts on adjacent properties; relatively unconstrained area could accommodate widening.</p> <p>(C-3) Lack of a signalized intersection would limit north-south pedestrian and bicyclist access to the RTD park-n-Ride.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety. Public may not support reduction of roadway facilities to encourage the use of alternative modes.</p> <p>(C-7) Right-of-way to be acquired from approximately 34 parcels.</p>	<p>(E-1) No impacts on parks and open space, previously identified and potentially historic sites, wetlands and waters of the US, and no threatened and endangered species habitat present.</p>	<p>(I-1) Construction of one additional lane of roadway, shoulders, raised median, and shared use path. Additional right-of-way required for cross-section.</p> <p>(I-5) Relatively large expenditure and is not consistent with 2035 travel demand.</p>	<p>Eliminated in the Level 3A evaluation because this alternative would not address the project purpose and need to reduce existing and future traffic congestion. SH 7 will continue to exceed roadway capacity with a v/c ratio of 1.63 to 1.7. The level of expenditure for construction of this alternative is not consistent with 2035 travel demand and is not justified.</p>
<p>Segment 4 (York Street to Holly Street)</p>							
<p>No-Action</p>	<p>(S-2) Bicycles travel along roadway without delineated travel way creating a potential area of conflict between vehicles and bicyclists. Sidewalks for pedestrians are inconsistent in this segment.</p>	<p>(TO-1) Forecasted 2035 demand (25,900 vpd) substantially exceeds capacity.</p> <p>(TO-3) York, Colorado, and Holly intersections operate at LOS F. Westbound approach to York and eastbound approach at Colorado operate at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Not supportive of anticipated growth in transit demand and does not provide infrastructure for pedestrians or bicyclists.</p> <p>(ATM-4) Forecasted 2035 congestion may encourage the use of alternative modes, although the infrastructure and operational improvements for those modes are lacking.</p>	<p>(C-1) No impacts on community.</p> <p>(C-3) No change to existing access to community facilities across and along the corridor.</p> <p>(C-5) Public desire for transit along the corridor.</p> <p>(C-7) No properties to be acquired for right-of-way and no business and resident displacements.</p>	<p>(E-1) No impacts on environmental and cultural resources.</p>	<p>(I-1) No additional infrastructure or right-of-way required. Existing right-of-way is approximately 140 feet.</p> <p>(I-5) No expenditure for capacity improvements.</p>	<p>Retained for further analysis as the No-Action Alternative.</p>

Alternative	<p>Safety:</p> <p>(S-2) Reduce the number of potential conflict points</p>	<p>Traffic Operations:</p> <p>(TO-1) Provide capacity consistent with 2035 travel demand</p> <p>(TO-3) Allow intersections to operate at LOS D or better during future (2035) peak hours</p>	<p>Alternative Travel Modes:</p> <p>(ATM-2) Enhance regional multimodal transportation options</p> <p>(ATM-4) Improve the ability of the transportation system to move people</p>	<p>Community:</p> <p>(C-1) Minimize impacts on existing residents, businesses, and properties, as well as future planned land use</p> <p>(C-3) Improve ability to access community facilities across and along corridor</p> <p>(C-5) Receiving general public support for the transportation improvements</p> <p>(C-7) Minimizing properties to be acquired for right-of-way and business and resident displacements</p>	<p>Environmental and Cultural Resources:</p> <p>(E-1) Avoiding and minimizing impacts to environmental and cultural resources</p>	<p>Implementability:</p> <p>(I-1) Maximize the use of existing infrastructure</p> <p>(I-5) Balancing expenditure to be consistent with demand</p>	<p>Recommendation</p>
<p>Meet Basic Needs (134-ft cross-section)</p> <p>NOTE: This alternative includes roadside ditches. If curb & gutter was included in the alternative, the cross-section would be reduced by 39 ft.</p>	<p>(S-2) Although not marked, bicyclists on the shoulder will be separated from vehicles. Pedestrians will be buffered from the roadway with the detached sidewalk. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles.</p>	<p>(TO-1) Forecasted 2035 demand less than capacity of 32,000 vpd. V/c ratio of 0.81.</p> <p>(TO-3) No signalized intersections operate at LOS E/F. No approaches operate at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand but does not create a separate delineated travel way for transit and bicyclists. Creates a separate delineated travel way for pedestrians.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians and transit amenities will encourage the use of these alternative travel modes.</p>	<p>(C-1) Minor impacts on adjacent properties.</p> <p>(C-3) Pedestrian and bicycle intersection and at-grade crossing treatments will improve north-south connectivity at SH 7/Colorado Boulevard.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety.</p> <p>(C-7) Right-of-way to be acquired from approximately 6 parcels.</p>	<p>(E-1) Approximately 2.63 acres of parks and open space impacted.</p> <p>Three previously identified and potentially historic sites impacted.</p> <p>Approximately 0.49 acres of wetlands and waters of the US impacted.</p> <p>No threatened and endangered species habitat present.</p>	<p>(I-1) Construction of one to two additional lanes of roadway, shoulders, roadside ditches, and detached sidewalk with potential to accommodate cross-section within existing right-of-way.</p> <p>(I-5) The expenditure for the improvement is consistent with 2035 travel demand.</p>	<p>Retained for further analysis in the Level 4 evaluation.</p>
<p>Maximize Mobility and Flexibility (121-ft cross-section)</p>	<p>(S-2) The marked bike lane on the shoulder will create a delineated travel way for commuter bicyclists. Transit priority treatments will create a conflict zone for bicyclists, vehicles, and buses at intersections. Buses will stop in the right-hand lane creating a potential conflict with vehicles traveling in this lane. Pedestrians and recreational bicyclists will be buffered from the roadway with the shared use path. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles. The raised median will create a pedestrian refuge. Grade-separated crossings at key points will reduce potential conflict areas with vehicles.</p>	<p>(TO-1) Forecasted 2035 demand less than capacity of 32,000 vpd. V/c ratio of 0.81.</p> <p>(TO-3) No signalized intersections operate at LOS E/F. No approaches operate at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand but does not create a separate delineated travel way for transit. Provides transit priority at intersections. Creates a separate delineated travel way for bicyclists and pedestrians.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians, transit amenities, and intersection transit priority will encourage the use of these alternative travel modes.</p>	<p>(C-1) Minor impacts on adjacent properties.</p> <p>(C-3) (C-3) Pedestrian and bicycle intersection and at-grade crossing treatments will improve north-south connectivity at SH 7/Colorado Boulevard. Additional opportunity for grade-separated crossings at major intersections.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety.</p> <p>(C-7) Right-of-way to be acquired from approximately 2 parcels.</p>	<p>(E-1) Approximately 0.21 acres of parks and open space impacted.</p> <p>Three previously identified and potentially historic sites impacted.</p> <p>Approximately 0.47 acres of wetlands and waters of the US impacted.</p> <p>No threatened and endangered species habitat present.</p>	<p>(I-1) Construction of one to two additional lanes of roadway, shoulders, raised median, and shared use path with potential to accommodate cross-section within existing right-of-way.</p> <p>(I-5) The expenditure for the improvement is consistent with 2035 travel demand.</p>	<p>Retained for further analysis in the Level 4 evaluation.</p>

Alternative	<p>Safety:</p> <p>(S-2) Reduce the number of potential conflict points</p>	<p>Traffic Operations:</p> <p>(TO-1) Provide capacity consistent with 2035 travel demand</p> <p>(TO-3) Allow intersections to operate at LOS D or better during future (2035) peak hours</p>	<p>Alternative Travel Modes:</p> <p>(ATM-2) Enhance regional multimodal transportation options</p> <p>(ATM-4) Improve the ability of the transportation system to move people</p>	<p>Community:</p> <p>(C-1) Minimize impacts on existing residents, businesses, and properties, as well as future planned land use</p> <p>(C-3) Improve ability to access community facilities across and along corridor</p> <p>(C-5) Receiving general public support for the transportation improvements</p> <p>(C-7) Minimizing properties to be acquired for right-of-way and business and resident displacements</p>	<p>Environmental and Cultural Resources:</p> <p>(E-1) Avoiding and minimizing impacts to environmental and cultural resources</p>	<p>Implementability:</p> <p>(I-1) Maximize the use of existing infrastructure</p> <p>(I-5) Balancing expenditure to be consistent with demand</p>	<p>Recommendation</p>
<p>Encourage Alternative Modes</p> <p>(121-ft cross-section)</p>	<p>(S-2) The marked bike lane on the shoulder will create a delineated travel way for commuter bicyclists. Transit priority treatments will create a conflict zone for bicyclists, vehicles, and buses at intersections. Buses will have a separate delineated travel way reducing potential conflict with vehicle. Pedestrians and recreational bicyclists will be buffered from the roadway with the shared use path. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles. The raised median will create a pedestrian refuge. Grade-separated crossings at key points will reduce potential conflict areas with vehicles.</p>	<p>(TO-1) Forecasted 2035 travel demand exceeds capacity of 16,000 vpd. V/c ratio of 1.62.</p> <p>(TO-3) York, northbound US 85 Ramp, southbound US 85 Ramp intersections operate at LOS F. Westbound approach to York operates at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand. Creates a separate delineated travel way for transit, bicyclists, and pedestrians.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians, transit amenities, and bus/HOV/HOT lanes will encourage the use of these alternative travel modes. Forecasted 2035 congestion may encourage the use of alternative modes. The bus/HOV/HOT lane will provide preferential treatment for up to 15 percent of vehicles on the road.</p>	<p>(C-1) Minor impacts on adjacent properties.</p> <p>(C-3) Pedestrian and bicycle intersection and at-grade crossing treatments will improve north-south connectivity at SH 7/Colorado Boulevard. Additional opportunity for grade-separated crossings at major intersections.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety. Public may not support reduction of roadway facilities to encourage the use of alternative modes.</p> <p>(C-7) Right-of-way to be acquired from approximately 2 parcels.</p>	<p>(E-1) Approximately 0.21 acres of parks and open space impacted.</p> <p>Three previously identified and potentially historic sites impacted.</p> <p>Approximately 0.47 acres of wetlands and waters of the US impacted.</p> <p>No threatened and endangered species habitat present.</p>	<p>(I-1) Construction of one additional lane of roadway, shoulders, raised median, and shared use path with potential to accommodate cross-section within existing right-of-way.</p> <p>(I-5) Relatively large expenditure and is not consistent with 2035 travel demand.</p>	<p>Eliminated in the Level 3A evaluation because this alternative would not address the project purpose and need to reduce existing and future traffic congestion. SH 7 will continue to exceed roadway capacity with a v/c ratio of 1.62. The level of expenditure for construction of this alternative is not consistent with 2035 travel demand and is not justified.</p>
<p>Segment 5 (Holly Street to US 85)</p>							
<p>No-Action</p>	<p>(S-2) Bicycles travel along roadway without delineated travel way creating a potential area of conflict between vehicles and bicyclists. Sidewalks for pedestrians are inconsistent in this segment.</p>	<p>(TO-1) Forecasted 2035 demand (19,500 – 25,300 vpd) substantially exceeds capacity.</p> <p>(TO-3) Holly, Quebec, Riverdale, northbound US 85 Ramp and southbound US 85 Ramp intersections operate at LOS F. Eastbound approach at southbound US 85 Ramps and westbound approach at southbound US 85 Ramps operate at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Not supportive of anticipated growth in transit demand and does not provide infrastructure for pedestrians or bicyclists.</p> <p>(ATM-4) Forecasted 2035 congestion may encourage the use of alternative modes, although the infrastructure and operational improvements for those modes is lacking.</p>	<p>(C-1) No impacts on community.</p> <p>(C-3) No change to existing access to community facilities across and along the corridor.</p> <p>(C-5) Public desire for transit along the corridor.</p> <p>(C-7) No properties to be acquired for right-of-way and no business and resident displacements.</p>	<p>(E-1) No impacts on environmental and cultural resources.</p>	<p>(I-1) No additional infrastructure or right-of-way required. Existing right-of-way varies from 140 feet to 185 feet.</p> <p>(I-5) No expenditure for capacity improvements.</p>	<p>Retained for further analysis as the No-Action Alternative.</p>

Alternative	<p>Safety:</p> <p>(S-2) Reduce the number of potential conflict points</p>	<p>Traffic Operations:</p> <p>(TO-1) Provide capacity consistent with 2035 travel demand</p> <p>(TO-3) Allow intersections to operate at LOS D or better during future (2035) peak hours</p>	<p>Alternative Travel Modes:</p> <p>(ATM-2) Enhance regional multimodal transportation options</p> <p>(ATM-4) Improve the ability of the transportation system to move people</p>	<p>Community:</p> <p>(C-1) Minimize impacts on existing residents, businesses, and properties, as well as future planned land use</p> <p>(C-3) Improve ability to access community facilities across and along corridor</p> <p>(C-5) Receiving general public support for the transportation improvements</p> <p>(C-7) Minimizing properties to be acquired for right-of-way and business and resident displacements</p>	<p>Environmental and Cultural Resources:</p> <p>(E-1) Avoiding and minimizing impacts to environmental and cultural resources</p>	<p>Implementability:</p> <p>(I-1) Maximize the use of existing infrastructure</p> <p>(I-5) Balancing expenditure to be consistent with demand</p>	<p>Recommendation</p>
<p>Meet Basic Needs (134-ft cross-section)</p> <p>NOTE: This alternative includes roadside ditches. If curb & gutter was included in the alternative, the cross-section would be reduced by 39 ft.</p>	<p>(S-2) Although not marked, bicyclists on the shoulder will be separated from vehicles. Pedestrians will be buffered from the roadway with the detached sidewalk. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles.</p>	<p>(TO-1) Forecasted 2035 demand less than capacity of 32,000 vpd. V/c ratio of 0.61 to 0.79.</p> <p>(TO-3) Northbound US 85 Ramp and southbound US 85 Ramp intersections operate at LOS F. Eastbound approach at southbound US 85 Ramps and westbound approach at southbound US 85 Ramps operate at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand but does not create a separate delineated travel way for transit and bicyclists. Creates a separate delineated travel way for pedestrians.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians and transit amenities will encourage the use of these alternative travel modes.</p>	<p>(C-1) Minor impacts on adjacent properties.</p> <p>(C-3) Detached 5-foot sidewalk (pedestrian only) limits bicyclist and regional north-south connectivity to Coal Creek Trail.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety.</p> <p>(C-7) Right-of-way to be acquired from approximately 59 parcels.</p>	<p>(E-1) Approximately 1.83 acres of parks and open space impacted.</p> <p>Six previously identified and potentially historic sites impacted.</p> <p>Approximately 0.07 acres of wetlands and waters of the US impacted.</p> <p>No threatened and endangered species habitat present.</p>	<p>(I-1) Construction of one to two additional lanes of roadway, shoulders, roadside ditches, and detached sidewalk with potential to accommodate cross-section within existing right-of-way.</p> <p>(I-5) The expenditure for the improvement is consistent with 2035 travel demand.</p>	<p>Retained for further analysis in the Level 4 evaluation.</p>
<p>Maximize Mobility and Flexibility (121-ft cross-section)</p>	<p>(S-2) The marked bike lane on the shoulder will create a delineated travel way for commuter bicyclists. Transit priority treatments will create a conflict zone for bicyclists, vehicles, and buses at intersections. Buses will stop in the right-hand lane creating a potential conflict with vehicles traveling in this lane. Pedestrians and recreational bicyclists will be buffered from the roadway with the shared use path. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles. The raised median will create a pedestrian refuge. Grade-separated crossings at key points will reduce potential conflict areas with vehicles.</p>	<p>(TO-1) Forecasted 2035 demand less than capacity of 32,000 vpd. V/c ratio of 0.61 to 0.79.</p> <p>(TO-3) Northbound US 85 Ramp and southbound US 85 Ramp intersections operate at LOS F. Eastbound approach at southbound US 85 Ramps and westbound approach at southbound US 85 Ramps operate at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand but does not create a separate delineated travel way for transit. Provides transit priority at intersections. Creates a separate delineated travel way for bicyclists and pedestrians.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians, transit amenities, and intersection transit priority will encourage the use of these alternative travel modes.</p>	<p>(C-1) Minor impacts on adjacent properties.</p> <p>(C-3) Detached 10-foot shared used path provides opportunity for access to regional north-south connectivity along the Coal Creek Trail.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety.</p> <p>(C-7) Right-of-way to be acquired from approximately 29 parcels.</p>	<p>(E-1) Approximately 1.33 acres of parks and open space impacted.</p> <p>Six previously identified and potentially historic sites impacted.</p> <p>Approximately 0.03 acres of wetlands and waters of the US impacted.</p> <p>No threatened and endangered species habitat present.</p>	<p>(I-1) Construction of one additional lane of roadway, shoulders, raised median, and shared use path with potential to accommodate cross-section within existing right-of-way.</p> <p>(I-5) The expenditure for the improvement is consistent with 2035 travel demand.</p>	<p>Retained for further analysis in the Level 4 evaluation.</p>

Alternative	<p>Safety:</p> <p>(S-2) Reduce the number of potential conflict points</p>	<p>Traffic Operations:</p> <p>(TO-1) Provide capacity consistent with 2035 travel demand</p> <p>(TO-3) Allow intersections to operate at LOS D or better during future (2035) peak hours</p>	<p>Alternative Travel Modes:</p> <p>(ATM-2) Enhance regional multimodal transportation options</p> <p>(ATM-4) Improve the ability of the transportation system to move people</p>	<p>Community:</p> <p>(C-1) Minimize impacts on existing residents, businesses, and properties, as well as future planned land use</p> <p>(C-3) Improve ability to access community facilities across and along corridor</p> <p>(C-5) Receiving general public support for the transportation improvements</p> <p>(C-7) Minimizing properties to be acquired for right-of-way and business and resident displacements</p>	<p>Environmental and Cultural Resources:</p> <p>(E-1) Avoiding and minimizing impacts to environmental and cultural resources</p>	<p>Implementability:</p> <p>(I-1) Maximize the use of existing infrastructure</p> <p>(I-5) Balancing expenditure to be consistent with demand</p>	<p>Recommendation</p>
<p>Encourage Alternative Modes (121-ft cross-section)</p>	<p>(S-2) The marked bike lane on the shoulder will create a delineated travel way for commuter bicyclists. Transit priority treatments will create a conflict zone for bicyclists, vehicles, and buses at intersections. Buses will have a separate delineated travel way reducing potential conflict with vehicle. Pedestrians and recreational bicyclists will be buffered from the roadway with the shared use path. Pedestrian and bicycle intersection and at-grade crossing treatments will improve safety at these potential areas of conflict with vehicles. The raised median will create a pedestrian refuge. Grade-separated crossings at key points will reduce potential conflict areas with vehicles.</p>	<p>(TO-1) Forecasted 2035 travel demand exceeds capacity of 16,000 vpd. V/c ratio of 1.23 to 1.58.</p> <p>(TO-3) Northbound US 85 Ramp and southbound US 85 Ramp intersections operate at LOS F. Eastbound approach at Quebec, eastbound approach at southbound US 85 Ramps, and westbound approach at southbound US 85 Ramps operate at LOS E/F. All other signalized intersections operate at LOS D or better.</p>	<p>(ATM-2) Supportive of anticipated growth in transit demand. Creates a separate delineated travel way for transit, bicyclists, and pedestrians.</p> <p>(ATM-4) Improved infrastructure for bicyclists and pedestrians, transit amenities, and bus/HOV/HOT lanes will encourage the use of these alternative travel modes. Forecasted 2035 congestion may encourage the use of alternative modes. The bus/HOV/HOT lane will provide preferential treatment for up to 15 percent of vehicles on the road.</p>	<p>(C-1) Minor impacts on adjacent properties.</p> <p>(C-3) Detached 10-foot shared used path provides opportunity for access to regional north-south connectivity along the Coal Creek Trail.</p> <p>(C-5) Public supportive of transit service and bicycle facilities along corridor, as well as increased safety. Public may not support reduction of roadway facilities to encourage the use of alternative modes.</p> <p>(C-7) Right-of-way to be acquired from approximately 29 parcels.</p>	<p>(E-1) Approximately 1.33 acres of parks and open space impacted.</p> <p>Six previously identified and potentially historic sites impacted.</p> <p>Approximately 0.03 acres of wetlands and waters of the US impacted.</p> <p>No threatened and endangered species habitat present.</p>	<p>(I-1) Construction of one additional lane of roadway, shoulders, raised median, and shared use path with potential to accommodate cross-section within existing right-of-way.</p> <p>(I-5) Relatively large expenditure and is not consistent with 2035 travel demand.</p>	<p>Eliminated in the Level 3A evaluation because this alternative would not address the project purpose and need to reduce existing and future traffic congestion. SH 7 will continue to exceed roadway capacity with a v/c ratio of 1.23 to 1.58. The level of expenditure for construction of this alternative is not consistent with 2035 travel demand and is not justified.</p>

LEVEL 3B CRITERIA AND EVALUATION - ACCESS CATEGORIES

- ▶ **Safety:** Reduce the number of potential conflict points (S-1) by the number of vehicle conflict points.
- ▶ **Traffic Operations:** Improve future (2035) travel time along the corridor (TO-4) by providing through travel the priority movement.
- ▶ **Access:** Provide reasonable access that adequately supports local land use planning (A-2) by the spacing and required type (full or partial movement) of access points necessary based on existing land use.
- ▶ **Community:** Receive general public support for the transportation improvements (C-5) based on input received from the local agency staff members at the TWG meetings.

Alternative	Safety: Reducing the number of potential conflict points (S-1)	Traffic Operations: Improving future (2035) travel time along the corridor (TO-4)	Access: Providing reasonable access that adequately supports local land use planning (A-2)	Community: Receiving general public support for the transportation improvements (C-5)	Recommendation
US 287 to 119th Street (Current Access Category: NR-C)					
Non-Rural Arterial (NR-C)	High number of conflict points; lowest design standards	Balance between direct access and mobility, resulting in higher corridor travel times	One full movement access allowed per parcel (with potential additional access); supports existing land uses	Lafayette’s desired access category; very difficult to modify existing access	Retained as recommended access category for Preferred Alternative.
119th Street to I-25 (Current Access Category: NR-A)					
Non-Rural Principal Highway (NR-A)	Low number of conflict points, higher design standards (compared to NR-B)	Signals allowed at ½ mile spacing; 35% minimum progression efficiency requirement	Encourages connected local street system to allow parcels to access full movement (signalized) intersections at ½ mile spacing	Not Broomfield or Erie’s desired access category	Retained as recommended access category for Preferred Alternative.
Non-Rural Arterial (NR-B)	Moderate number of conflict points; lower design standards (compared to NR-A)	Signals allowed at ½ mile spacing; but 30% minimum progression efficiency requirement resulting in increased delays for through travel (compared to NR-A)	Allowance of one access per parcel does not encourage connected local street system	Broomfield and Erie’s desired access category	Eliminated in the Level 3B evaluation because this alternative would not address the project purpose and need to address access and its contribution to traffic operational and safety deficiencies. This alternative does not encourage connected local street system, would result in more conflict points, has lower design standards, and would result in increased delays.



Alternative	Safety: Reducing the number of potential conflict points (S-1)	Traffic Operations: Improving future (2035) travel time along the corridor (TO-4)	Access: Providing reasonable access that adequately supports local land use planning (A-2)	Community: Receiving general public support for the transportation improvements (C-5)	Recommendation
I-25 to Holly Street (Current Access Category: R-A)					
Regional Highway (R-A)	Lowest number of conflict points, higher design standards (compared to NR-B)	Signals allowed at ½ mile spacing; 35% minimum progression efficiency requirement	Encourages connected local street system to allow parcels to access full movement (signalized) intersections at ½ mile spacing; but intended for rural areas	Not Thornton’s desired access category	Eliminated in the Level 3B evaluation because this alternative does not address the project purpose and need to address access and meeting the needs of existing and planned development along the corridor. This alternative is inconsistent with existing and planned land uses which are non-rural.
Non-Rural Principal Highway (NR-A)	Low number of conflict points, higher design standards (compared to NR-B)	Signals allowed at ½ mile spacing; 35% minimum progression efficiency requirement	Encourages connected local street system to allow parcels to access full movement (signalized) intersections at ½ mile spacing; intended for non-rural areas	Although not Thornton’s desired access category, would be preferable to R-A	Retained as recommended access category for Preferred Alternative. (Note: modification to the access category will require formal application process.)
Non-Rural Arterial (NR-B)	Moderate number of conflict points; lower design standards (compared to R-A and NR-A)	Signals allowed at ½ mile spacing; but 30% minimum progression efficiency requirement resulting in increased delays for through travel (compared to R-A or NR-A)	Allowance of one access per parcel does not encourage connected local street system	Thornton’s desired access category	Eliminated in the Level 3B evaluation because this alternative would not address the project purpose and need to address access and its contribution to traffic operational and safety deficiencies. This alternative does not encourage connected local street system, would result in more conflict points, has lower design standards, and would result in increased delays.
Holly Street to McCann Ditch in Brighton (Current Access Category: R-A)					
Regional Highway (R-A)	Lowest number of conflict points, higher design standards	Signals allowed at ½ mile spacing; 35% minimum progression efficiency requirement	Encourages connected local street system to allow parcels to access full movement (signalized) intersections at ½ mile spacing; intended for rural areas	Adams County and Thornton’s desired access category	Retained as recommended access category for Preferred Alternative.
Non-Rural Principal Highway (NR-A)	Low number of conflict points, higher design standards	Signals allowed at ½ mile spacing; 35% minimum progression efficiency requirement	Encourages connected local street system to allow parcels to access full movement (signalized) intersections at ½ mile spacing; but intended for non-rural areas	Not Adams County or Thornton’s desired access category	Eliminated in the Level 3B evaluation because this alternative does not address the project purpose and need to address access and meeting the needs of existing and planned development along the corridor. This alternative is inconsistent with existing and planned land uses which are non-rural.



Alternative	Safety: Reducing the number of potential conflict points (S-1)	Traffic Operations: Improving future (2035) travel time along the corridor (TO-4)	Access: Providing reasonable access that adequately supports local land use planning (A-2)	Community: Receiving general public support for the transportation improvements (C-5)	Recommendation
McCann Ditch in Brighton to US 85 (Current Access Category: NR-B)					
Non-Rural Arterial (NR-B)	Moderate number of conflict points; lower design standards	Signals allowed at ½ mile spacing; but 30% minimum progression efficiency requirement	Supports existing land uses	Brighton’s desired access category	Retained as recommended access category for Preferred Alternative.

LEVEL 3D CRITERIA AND EVALUATION – SH 7 REALIGNMENTS (WESTERN REALIGNMENT)

- ▶ **Safety:** Reduce the number of potential conflict points (S-2) based on potential areas of conflict between vehicles, bicyclists, and pedestrians.
- ▶ **Traffic Operations:** Provide roadway capacity to meet 2035 travel demand (TO-1) based on regional 2035 travel demand for either a northern, southern, or combination realignment/enhanced route and strive for a reduction of traffic volumes in the downtown Lafayette area.
- ▶ **Traffic Operations:** Improve future (2035) travel time along the corridor (TO-4) based on an estimated travel time calculated by distance and assumed speed limit for the facility.
- ▶ **Access:** Provide reasonable access that adequately supports local land use planning (A-2) based on the location of the Town of Erie and the City of Lafayette’s urban growth boundaries, rural preservation areas, and SH 7 access control.
- ▶ **Alternative Travel Modes:** Provide a balanced multimodal system consistent with future (2035) travel demands (ATM-1) by accommodating regional through pedestrian, bicyclist, and transit travel.
- ▶ **Alternative Travel Modes:** Enhance regional multimodal transportation options by providing infrastructure or operational improvements for transit, pedestrians, and bicyclists (ATM-2) as a separate delineated travelway.
- ▶ **Alternative Travel Modes:** Provide interconnectivity between the various travel modes (pedestrian, bicycle, automobile, and transit) (ATM-3) by improving access to regional transit facilities.
- ▶ **Community:** Enhance local community character by creating opportunities for entrance treatments into communities (C-4) at the entrance to the Town of Erie along County Line Road and the City of Lafayette within Lafayette’s urban growth boundary.
- ▶ **Community:** Facilitate development or redevelopment and supporting future planned growth (C-2) based on the location of the Town of Erie and the City of Lafayette’s urban growth boundaries, rural preservation areas, and Boulder County Open Space.
- ▶ **Community:** Minimize impacts on existing residents, businesses, and properties and compatibility with future planned land use (C-7) based on expected noise impacts (proximity to residential areas) and acquisition of property for right-of-way.
- ▶ **Community:** Maintain access to the Erie Airport from SH 7 (Local criterion for this evaluation only) based on maintaining existing access at Airport Drive or the ability to relocate the access.
- ▶ **Community:** Enhance access to downtown Lafayette and maintain downtown character (Local criterion for this evaluation only) by maintaining existing access to downtown Lafayette.
- ▶ **Community:** Minimize traffic congestion in downtown Lafayette (Local criterion for this evaluation only) by diverting vehicular traffic, particularly truck traffic, to the north or south.
- ▶ **Environmental and Cultural Resources:** Avoid and minimize impacts on existing parks, open space, and trails and maintain rural character, where appropriate (E-1), based on direct impacts of the proposed roadway improvements on parks, open space and trails; previously identified and potentially historic sites; wetlands; and threatened and endangered species habitat.
- ▶ **Implementability:** Maximize the use of existing infrastructure and minimize the addition of lane-miles to the State Highway System (I-1) by the length of additional (new) roadway required.

	Alignment															Recommendation
1 – Widened SH 7 (Existing Alignment)	Safety : (S-2) Reduce the number of potential conflict points	Traffic Operations: (TO-1) Provide roadway capacity to meet 2035 travel demand	Traffic Operations : (TO-4) Improve future (2035) travel time along the corridor	Access: A-2) Provide reasonable access that adequately supports local land use planning	Alternative Travel Modes : (ATM-1) Provide a balanced multimodal system consistent with future (2035) travel demands	Alternative Travel Modes: (ATM-2) Enhance regional multimodal transportation options	Alternative Travel Modes: (ATM-3) Provide interconnectivity between the various travel modes (pedestrian, bicycle, automobile, and transit)	Community: (C-2) Facilitate development or redevelopment and supporting future planned growth	Community: (C-4) Enhance local community character by creating opportunities for entrance treatments into communities	Community: (C-7) Minimize impacts on existing residents, businesses and properties and compatibility with future planned land use	Community: (Local Evaluation Criteria) Maintain access to the Erie Airport from SH 7	Community: (Local Evaluation Criteria) Enhance access to downtown Lafayette and maintain downtown character	Community: (Local Evaluation Criteria) Minimize traffic congestion in downtown Lafayette by diverting vehicular traffic, particularly truck traffic, to the north or south.	Environmental and Cultural Resources: (E-1) Avoid and minimize impacts on existing parks, open space, and trails and maintain rural character, where appropriate	Implementability: (I-1) Maximize the use of existing infrastructure and minimize the addition of lane-miles to the State Highway System	
	No change to access control opportunities, no change to conflict points.	A widened SH 7 in the downtown Lafayette area would fill to capacity in 2035, nearly two times existing traffic.	Forecasted 2035 travel demand exceeds capacity of 16,000 vpd. Volume to capacity ratio (v/c) ratio of 0.81 to 1.14. Future (2035) travel time will not be improved for this segment.	Existing accesses are not designed to appropriate standards.	Wider street through downtown Lafayette would make crossing more difficult for bicycles/ pedestrians.	Could include enhanced bicycle, pedestrian, transit infrastructure.	Could improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail).	Maintains existing development opportunities along SH 7 within Lafayette’s urban growth area.	Entrance to Erie would be along County Line Road adjacent to the wastewater treatment facility. No change in opportunity for Lafayette.	Right-of-way impacts on existing businesses and residents along SH 7.	Maintains existing access to SH 7 on Airport Drive.	Access to downtown Lafayette would not change.	Does not divert traffic from the City of Lafayette’s downtown.	Widening of roadway may require property acquisition along the south side of Lafayette City Park	All of the alignment is on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment does not reroute SH 7.	Four and six-lane roadway elements not recommended in Level 2A Evaluation. Retained two-lane roadway element for inclusion in the Level 4 Combined Alternative Package.

	Alignment														Recommendation	
2 – SH 7 Realignment	<p>Safety: (S-2) Reduce the number of potential conflict points</p>	<p>Traffic Operations: (TO-1) Provide roadway capacity to meet 2035 travel demand</p>	<p>Traffic Operations: (TO-4) Improve future (2035) travel time along the corridor</p>	<p>Access: A-2) Provide reasonable access that adequately supports local land use planning</p>	<p>Alternative Travel Modes: (ATM-1) Provide a balanced multimodal system consistent with future (2035) travel demands</p>	<p>Alternative Travel Modes: (ATM-2) Enhance regional multimodal transportation options</p>	<p>Alternative Travel Modes: (ATM-3) Provide interconnectivity between the various travel modes (pedestrian, bicycle, automobile, and transit)</p>	<p>Community: (C-2) Facilitate development or redevelopment and supporting future planned growth</p>	<p>Community: (C-4) Enhance local community character by creating opportunities for entrance treatments into communities</p>	<p>Community: (C-7) Minimize impacts on existing residents, businesses and properties and compatibility with future planned land use</p>	<p>Community: (Local Evaluation Criteria) Maintain access to the Erie Airport from SH 7</p>	<p>Community: (Local Evaluation Criteria) Enhance access to downtown Lafayette and maintain downtown character</p>	<p>Community: (Local Evaluation Criteria) Minimize traffic congestion in downtown Lafayette by diverting vehicular traffic, particularly truck traffic, to the north or south.</p>	<p>Environmental and Cultural Resources: (E-1) Avoid and minimize impacts on existing parks, open space, and trails and maintain rural character, where appropriate</p>	<p>Implementability: (I-1) Maximize the use of existing infrastructure and minimize the addition of lane-miles to the State Highway System</p>	<p>Eliminated due to the magnitude of a combination of negative impacts on community and environmental resources. These included impacts on parks and open space, and acquisition of property for ROW of a new alignment. Furthermore, these alternatives would present limited development opportunity because they would be located outside both Erie’s and Lafayette’s urban growth boundary in an area of rural preservation.</p>
	<p>Reduce potential conflict points due to improved access management and reduced congestion</p>	<p>A realigned SH 7 would reduce traffic volumes in the downtown Lafayette area by approximately 20 % compared to the No-Action Alternative (within existing capacity).</p>	<p>5.25 minutes travel time at 45 mph.</p>	<p>Need for access reduced, because the alignment is outside both Erie and Lafayette’s urban growth boundary in an area of rural preservation.</p>	<p>Maintains narrow street through downtown Lafayette for convenient bicycle/ pedestrian crossing, alt route could better accommodate through bicycles, pedestrians, transit travel.</p>	<p>Could include enhanced bicycle, pedestrian, transit infrastructure.</p>	<p>Could marginally improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail).</p>	<p>Alignment is outside of both Erie and Lafayette’s urban growth boundary in an area of rural preservation.</p>	<p>Entrance to Erie would be along County Line Road adjacent to the wastewater treatment facility. Entrance to Lafayette would be at edge of Lafayette urban growth boundary.</p>	<p>Noise and right-of-way impacts on residents along Arapahoe Rd. Acquisition of property for right-of-way of new alignment.</p>	<p>Maintains existing access to SH 7 on Airport Drive.</p>	<p>Access to downtown Lafayette would be reduced with a realignment.</p>	<p>Diverts traffic to the north.</p>	<p>Widening of roadway may require property acquisition along the north side of the Kneebone Open Space and south side of Futhey Open Space. Alignment bisects Josephine Roche Open Space</p>	<p>Approximately 32% or 1.25 miles of the alignment is not on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment adds 0.45 additional lane miles to the State Highway System.</p>	

	Alignment														Recommendation	
3 – SH 7 Realignment	Safety : (S-2) Reduce the number of potential conflict points	Traffic Operations: (TO-1) Provide roadway capacity to meet 2035 travel demand	Traffic Operations : (TO-4) Improve future (2035) travel time along the corridor	Access: A-2) Provide reasonable access that adequately supports local land use planning	Alternative Travel Modes : (ATM-1) Provide a balanced multimodal system consistent with future (2035) travel demands	Alternative Travel Modes: (ATM-2) Enhance regional multimodal transportation options	Alternative Travel Modes: (ATM-3) Provide interconnectivity between the various travel modes (pedestrian, bicycle, automobile, and transit)	Community: (C-2) Facilitate development or redevelopment and supporting future planned growth	Community: (C-4) Enhance local community character by creating opportunities for entrance treatments into communities	Community: (C-7) Minimize impacts on existing residents, businesses and properties and compatibility with future planned land use	Community: (Local Evaluation Criteria) Maintain access to the Erie Airport from SH 7	Community: (Local Evaluation Criteria) Enhance access to downtown Lafayette and maintain downtown character	Community: (Local Evaluation Criteria) Minimize traffic congestion in downtown Lafayette by diverting vehicular traffic, particularly truck traffic, to the north or south.	Environmental and Cultural Resources: (E-1) Avoid and minimize impacts on existing parks, open space, and trails and maintain rural character, where appropriate	Implementability: (I-1) Maximize the use of existing infrastructure and minimize the addition of lane-miles to the State Highway System	Recommendation
3 – SH 7 Realignment	Reduce potential conflict points due to improved access management and reduced congestion	A realigned SH 7 would reduce traffic volumes in the downtown Lafayette area by approximately 20 % compared to the No-Action Alternative (within existing capacity).	5.09 minutes travel time at 45 mph.	Need for access reduced, since the alignment is outside both Erie and Lafayette’s urban growth boundary in an area of rural preservation.	Maintains narrow street through downtown Lafayette for convenient bicycle/ pedestrian crossing, alt route could better accommodate through bicycle, pedestrian, transit travel	Could include enhanced bicycle, pedestrian, transit infrastructure	Could marginally improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail),	Alignment is outside, both Erie and Lafayette’s urban growth boundary in an area of rural preservation.	Entrance to Erie would be along County Line Road north of the wastewater treatment facility. Realignment would occur outside Lafayette urban growth boundary.	Noise and right-of-way impacts on residents along Arapahoe Rd. Acquisition of property for right-of-way of new alignment.	Maintains existing access to SH 7 on Airport Drive with opportunity for additional access on County Line.	Access to downtown Lafayette would be reduced with a realignment.	Diverts traffic to the north.	Widening of roadway may require property acquisition along the north side of the Kneebone Open Space, west side of Kirch Open Space, and east side of Josephine Roche Open Space.	Approximately 29% or 1.125 miles of the alignment is not on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment adds 0.33 additional lane miles to the State Highway System.	Eliminated due to the magnitude of a combination of negative impacts on community and environmental resources. These included impacts on parks and open space, and acquisition of property for ROW of a new alignment. Furthermore, these alternatives would present limited development opportunity because they would be located outside both Erie’s and Lafayette’s urban growth boundary in an area of rural preservation.

	Alignment														Recommendation	
4 – SH 7 Realignment	<p>Safety: (S-2) Reduce the number of potential conflict points</p>	<p>Traffic Operations: (TO-1) Provide roadway capacity to meet 2035 travel demand</p>	<p>Traffic Operations: (TO-4) Improve future (2035) travel time along the corridor</p>	<p>Access: A-2) Provide reasonable access that adequately supports local land use planning</p>	<p>Alternative Travel Modes: (ATM-1) Provide a balanced multimodal system consistent with future (2035) travel demands</p>	<p>Alternative Travel Modes: (ATM-2) Enhance regional multimodal transportation options</p>	<p>Alternative Travel Modes: (ATM-3) Provide interconnectivity between the various travel modes (pedestrian, bicycle, automobile, and transit)</p>	<p>Community: (C-2) Facilitate development or redevelopment and supporting future planned growth</p>	<p>Community: (C-4) Enhance local community character by creating opportunities for entrance treatments into communities</p>	<p>Community: (C-7) Minimize impacts on existing residents, businesses and properties and compatibility with future planned land use</p>	<p>Community: (Local Evaluation Criteria) Maintain access to the Erie Airport from SH 7</p>	<p>Community: (Local Evaluation Criteria) Enhance access to downtown Lafayette and maintain downtown character</p>	<p>Community: (Local Evaluation Criteria) Minimize traffic congestion in downtown Lafayette by diverting vehicular traffic, particularly truck traffic, to the north or south.</p>	<p>Environmental and Cultural Resources: (E-1) Avoid and minimize impacts on existing parks, open space, and trails and maintain rural character, where appropriate</p>	<p>Implementability: (I-1) Maximize the use of existing infrastructure and minimize the addition of lane-miles to the State Highway System</p>	<p>Eliminated due to the magnitude of a combination of negative impacts on community and environmental resources. These included impacts on parks and open space, and acquisition of property for ROW of a new alignment. Furthermore, these alternatives would present limited development opportunity because they would be located outside both Erie’s and Lafayette’s urban growth boundary in an area of rural preservation.</p>
	<p>Reduce potential conflict points due to improved access management and reduced congestion</p>	<p>A realigned SH 7 would reduce traffic volumes in the downtown Lafayette area by approximately 20 % compared to the No-Action Alternative (within existing capacity).</p>	<p>5.09 minutes travel time at 45 mph.</p>	<p>Need for access reduced, since the alignment is outside both Erie and Lafayette’s urban growth boundary in an area of rural preservation.</p>	<p>Maintains narrow street through downtown Lafayette for convenient bicycle/ pedestrian crossing, alt route could better accommodate through bicycle, pedestrian, transit travel.</p>	<p>Could include enhanced bicycle, pedestrian, transit infrastructure.</p>	<p>Could marginally improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail).</p>	<p>Alignment is outside both Erie and Lafayette’s urban growth boundary in an area of rural preservation.</p>	<p>Entrance to Erie would be along County Line Road north of the wastewater treatment facility. Realignment would occur outside Lafayette urban growth boundary.</p>	<p>Noise and right-of-way impacts on residents along Arapahoe Rd. Acquisition of property for right-of-way of new alignment.</p>	<p>Maintains existing access to SH 7 on Airport Drive with opportunity for additional access on County Line.</p>	<p>Access to downtown Lafayette would be reduced with a realignment.</p>	<p>Diverts traffic to the north.</p>	<p>Widening of roadway may require property acquisition along the north side of the Kneebone Open Space and south side of Futhey Open Space. Alignment bisects Josephine Roche Open Space</p>	<p>Approximately 32% or 1.25 miles of the alignment is not on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment adds 0.45 additional lane miles to the State Highway System.</p>	

	Alignment														Recommendation	
5 – SH 7 Realignment	Safety : (S-2) Reduce the number of potential conflict points	Traffic Operations: (TO-1) Provide roadway capacity to meet 2035 travel demand	Traffic Operations : (TO-4) Improve future (2035) travel time along the corridor	Access: A-2) Provide reasonable access that adequately supports local land use planning	Alternative Travel Modes : (ATM-1) Provide a balanced multimodal system consistent with future (2035) travel demands	Alternative Travel Modes: (ATM-2) Enhance regional multimodal transportation options	Alternative Travel Modes: (ATM-3) Provide interconnectivity between the various travel modes (pedestrian, bicycle, automobile, and transit)	Community: (C-2) Facilitate development or redevelopment and supporting future planned growth	Community: (C-4) Enhance local community character by creating opportunities for entrance treatments into communities	Community: (C-7) Minimize impacts on existing residents, businesses and properties and compatibility with future planned land use	Community: (Local Evaluation Criteria) Maintain access to the Erie Airport from SH 7	Community: (Local Evaluation Criteria) Enhance access to downtown Lafayette and maintain downtown character	Community: (Local Evaluation Criteria) Minimize traffic congestion in downtown Lafayette by diverting vehicular traffic, particularly truck traffic, to the north or south.	Environmental and Cultural Resources: (E-1) Avoid and minimize impacts on existing parks, open space, and trails and maintain rural character, where appropriate	Implementability: (I-1) Maximize the use of existing infrastructure and minimize the addition of lane-miles to the State Highway System	
Reduce potential conflict points due to improved access management and reduced congestion	A realigned SH 7 would reduce traffic volumes in the downtown Lafayette area by approximately 20 % compared to the No-Action Alternative (within existing capacity).	5.21 minutes travel time at 45 mph.	New alignment provides the opportunity for appropriate access control.	Maintains narrow street through downtown Lafayette for convenient bicycle/ pedestrian crossing, alt route could better accommodate through bicycle, pedestrian, transit travel.	Could include enhanced bicycle, pedestrian, transit infrastructure.	Could marginally improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail).	Maintains existing development opportunities along County Line Road within Erie’s urban growth area.	Entrance to Erie would be along County Line Road north of the wastewater treatment facility. Realignment would occur outside Lafayette urban growth boundary.	Noise and right-of-way impacts on residents along Arapahoe Rd. Acquisition of property for right-of-way of new alignment.	Maintains existing access to SH 7 on Airport Drive with opportunity for additional access on County Line.	Access to downtown Lafayette would be reduced with a realignment.	Diverts traffic to the north.	Widening of roadway may require property acquisition along the north side of the Kneebone Open Space, south side of Futhey Open Space, and south side of Kirch Open Space (northern parcel). Alignment bisects Kirch Open Space.	Approximately 29% or 1.125 miles of the alignment is not on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment adds 0.42 additional lane miles to the State Highway System.	Eliminated due to the magnitude of a combination of negative impacts on community and environmental resources. These included impacts on parks and open space, and acquisition of property for ROW of a new alignment. Furthermore, these alternatives would present limited development opportunity because they would be located outside both Erie’s and Lafayette’s urban growth boundary in an area of rural preservation.	

	Alignment													Recommendation		
6 – SH 7 Realignment	Reduce potential conflict points due to improved access management and reduced congestion	A realigned SH 7 would reduce traffic volumes in the downtown Lafayette area by approximately 20 % compared to the No-Action Alternative (within existing capacity).	5.50 minutes travel time at 45 mph.	New alignment provides the opportunity for appropriate access control.	Maintains narrow street through downtown Lafayette for convenient bicycle/ pedestrian crossing, alt route could better accommodate through bicycle, pedestrian, transit travel.	Could include enhanced bicycle, pedestrian, transit infrastructure.	Could marginally improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail).	Maintains existing development opportunities along County Line Road within Erie’s urban growth area.	Entrance to Erie would be along County Line Road north of the wastewater treatment facility. Realignment would occur outside Lafayette urban growth boundary.	Noise and right-of-way impacts on residents along Arapahoe Rd. Acquisition of property for right-of-way of new alignment.	Maintains existing access to SH 7 on Airport Drive with opportunity for additional access on County Line.	Access to downtown Lafayette would be reduced with a realignment.	Diverts traffic to the north.	Widening of roadway may require property acquisition along the north side of the Kneebone Open Space, south side of Futhey Open Space, north side of Kirch Open Space (southern parcel), and south side of Kirch Open Space (northern parcel).	Approximately 24% or 1.0 mile of the alignment is not on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment adds 0.64 additional lane miles to the State Highway System.	<p>Not Recommended in the Level 3D evaluation because this alignment had negative impacts on community resources that were likely irresolvable due to reduction of access to downtown Lafayette. The City of Lafayette considered these impacts to be unable to be mitigated.</p> <p>Retained as an Improved Local Arterial. A combination of Improved Local Arterials to the north and south would reduce traffic volumes in the downtown Lafayette area by 25%.</p>

	Alignment														Recommendation	
7A – SH 7 Realignment	Reduce potential conflict points due to improved access management and reduced congestion	A realigned SH 7 would reduce traffic volumes in the downtown Lafayette area by approximately 20 % compared to the No-Action Alternative (within existing capacity).	5.79 minutes travel time at 45 mph.	New alignment provides the opportunity for appropriate access control.	Maintains narrow street through downtown Lafayette for convenient bicycle/ pedestrian crossing, alt route could better accommodate through bicycle, pedestrian, transit travel.	Could include enhanced bicycle, pedestrian, transit infrastructure.	Could marginally improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail).	Maintains existing development opportunities along County Line Road within Erie’s urban growth area.	Entrance to Erie would be along County Line Road north of the wastewater treatment facility. Realignment would occur outside Lafayette urban growth boundary.	Noise and right-of-way impacts on residents along Arapahoe Rd.	Maintains existing access to SH 7 on Airport Drive with opportunity for additional access on County Line. Acquisition of property for right-of-way of new alignment near SH 7 and Arapahoe Road.	Access to downtown Lafayette would be reduced with a realignment.	Diverts traffic to the north.	Widening of roadway may require property acquisition along the north side of the Kneebone Open Space, south side of Futhey Open Space, north side of Kirch Open Space (southern parcel), and south side of Kirch Open Space (northern parcel).	Approximately 11% or 0.5 mile of the alignment is not on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment adds 0.86 additional lane miles to the State Highway System.	Not Recommended in the Level 3D evaluation because this alignment had negative impacts on community resources that were likely irresolvable due to reduction of access to downtown Lafayette. The City of Lafayette considered these impacts to be unable to be mitigated.

	Alignment															Recommendation
7B – Improved Local Arterial	Safety : (S-2) Reduce the number of potential conflict points	Traffic Operations: (TO-1) Provide roadway capacity to meet 2035 travel demand	Traffic Operations : (TO-4) Improve future (2035) travel time along the corridor	Access: A-2) Provide reasonable access that adequately supports local land use planning	Alternative Travel Modes : (ATM-1) Provide a balanced multimodal system consistent with future (2035) travel demands	Alternative Travel Modes: (ATM-2) Enhance regional multimodal transportation options	Alternative Travel Modes: (ATM-3) Provide interconnectivity between the various travel modes (pedestrian, bicycle, automobile, and transit)	Community: (C-2) Facilitate development or redevelopment and supporting future planned growth	Community: (C-4) Enhance local community character by creating opportunities for entrance treatments into communities	Community: (C-7) Minimize impacts on existing residents, businesses and properties and compatibility with future planned land use	Community: (Local Evaluation Criteria) Maintain access to the Erie Airport from SH 7	Community: (Local Evaluation Criteria) Enhance access to downtown Lafayette and maintain downtown character	Community: (Local Evaluation Criteria) Minimize traffic congestion in downtown Lafayette by diverting vehicular traffic, particularly truck traffic, to the north or south.	Environmental and Cultural Resources: (E-1) Avoid and minimize impacts on existing parks, open space, and trails and maintain rural character, where appropriate	Implementability: (I-1) Maximize the use of existing infrastructure and minimize the addition of lane-miles to the State Highway System	
	No change to access control opportunities, no change to conflict points.	An Improved Local Arterial to the north would reduce volumes in the downtown area more than would an Improved Local Arterial to the south (18 % reduction in traffic versus 2 % reduction).	7.77 minutes travel time at 35 mph.	An Improved Local Arterial would not be subject to the Access Code with access provided at the discretion of local jurisdiction.	Maintains narrow street through downtown Lafayette for convenient bicycle/ pedestrian crossing, alt route could better accommodate through bicycle, pedestrian, transit travel.	Could include enhanced bicycle, pedestrian, transit infrastructure.	Could marginally improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail).	Maintains existing development opportunities along County Line Road within Erie’s urban growth area.	Entrance to Erie would be along County Line Road north of the wastewater treatment facility. Realignment would occur outside Lafayette urban growth boundary.	Noise and right-of-way impacts on residents along Arapahoe Rd. Acquisition of property for right-of-way along existing roadway.	Maintains existing access to SH 7 on Airport Drive with opportunity for additional access on County Line.	Access to downtown Lafayette would not change.	Diverts traffic to the north.	Widening of roadway may require property acquisition along the north side of the Kneebone Open Space, south side of Futhey Open Space, north side of Kirch Open Space (southern parcel), and south side of Kirch Open Space (northern parcel).	All of the alignment is on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment does not reroute SH 7.	Retained because a combination of Improved Local Arterials to the north and south would reduce traffic volumes in the downtown Lafayette area by 25%.

	Alignment														Recommendation	
8 – SH 7 Realignment	Reduce potential conflict points due to improved access management and reduced congestion	A realigned SH 7 would reduce traffic volumes in the downtown Lafayette area by approximately 20% compared to the No-Action Alternative (within existing capacity).	5.36 minutes travel time at 45 mph.	New alignment provides the opportunity for appropriate access control.	Maintains narrow street through downtown Lafayette for convenient bicycle/pedestrian crossing, alt route could better accommodate through bicycle, pedestrian, transit travel.	Could include enhanced bicycle, pedestrian, transit infrastructure.	Could marginally improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail).	Maintains existing development opportunities along County Line Road within Erie’s urban growth area.	Entrance to Erie would be along County Line Road north of the wastewater treatment facility. Realignment would occur outside of Lafayette urban growth boundary.	Noise and right-of-way impacts on residents along Arapahoe Rd. Acquisition of property for right-of-way of new alignment.	Maintains existing access to SH 7 on Airport Drive with opportunity for additional access on County Line.	Access to downtown Lafayette would be reduced with a realignment.	Diverts traffic to the north.	Widening of roadway may require property acquisition along the north side of the Kneebone Open Space, south side of Futhey Open Space, north side of Kirch Open Space (southern parcel), and south side of Kirch Open Space (northern parcel).	Approximately 34% or 1.375 miles of the alignment is not on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment adds 0.53 additional lane miles to the State Highway System.	<p>Not Recommended in the Level 3D evaluation because this alignment had negative impacts on community resources that were likely irresolvable due to reduction of access to downtown Lafayette. The City of Lafayette considered these impacts to be unable to be mitigated.</p> <p>Retained as an Improved Local Arterial. A combination of Improved Local Arterials to the north and south would reduce traffic volumes in the downtown Lafayette area by 25%.</p>
	Safety : (S-2) Reduce the number of potential conflict points	Traffic Operations: (TO-1) Provide roadway capacity to meet 2035 travel demand	Traffic Operations : (TO-4) Improve future (2035) travel time along the corridor	Access: A-2) Provide reasonable access that adequately supports local land use planning	Alternative Travel Modes : (ATM-1) Provide a balanced multimodal system consistent with future (2035) travel demands	Alternative Travel Modes: (ATM-2) Enhance regional multimodal transportation options	Alternative Travel Modes: (ATM-3) Provide interconnectivity between the various travel modes (pedestrian, bicycle, automobile, and transit)	Community: (C-2) Facilitate development or redevelopment and supporting future planned growth	Community: (C-4) Enhance local community character by creating opportunities for entrance treatments into communities	Community: (C-7) Minimize impacts on existing residents, businesses and properties and compatibility with future planned land use	Community: (Local Evaluation Criteria) Maintain access to the Erie Airport from SH 7	Community: (Local Evaluation Criteria) Enhance access to downtown Lafayette and maintain downtown character	Community: (Local Evaluation Criteria) Minimize traffic congestion in downtown Lafayette by diverting vehicular traffic, particularly truck traffic, to the north or south.	Environmental and Cultural Resources: (E-1) Avoid and minimize impacts on existing parks, open space, and trails and maintain rural character, where appropriate	Implementability: (I-1) Maximize the use of existing infrastructure and minimize the addition of lane-miles to the State Highway System	

Alignment		Recommendation														
<p>Safety : (S-2) Reduce the number of potential conflict points</p> <p>Traffic Operations: (TO-1) Provide roadway capacity to meet 2035 travel demand</p> <p>Traffic Operations : (TO-4) Improve future (2035) travel time along the corridor</p> <p>Access: A-2) Provide reasonable access that adequately supports local land use planning</p> <p>Alternative Travel Modes : (ATM-1) Provide a balanced multimodal system consistent with future (2035) travel demands</p> <p>Alternative Travel Modes: (ATM-2) Enhance regional multimodal transportation options</p> <p>Alternative Travel Modes: (ATM-3) Provide interconnectivity between the various travel modes (pedestrian, bicycle, automobile, and transit)</p> <p>Community: (C-2) Facilitate development or redevelopment and supporting future planned growth</p> <p>Community: (C-4) Enhance local community character by creating opportunities for entrance treatments into communities</p> <p>Community: (C-7) Minimize impacts on existing residents, businesses and properties and compatibility with future planned land use</p> <p>Community: (Local Evaluation Criteria) Maintain access to the Erie Airport from SH 7</p> <p>Community: (Local Evaluation Criteria) Enhance access to downtown Lafayette and maintain downtown character</p> <p>Community: (Local Evaluation Criteria) Minimize traffic congestion in downtown Lafayette by diverting vehicular traffic, particularly truck traffic, to the north or south.</p> <p>Environmental and Cultural Resources: (E-1) Avoid and minimize impacts on existing parks, open space, and trails and maintain rural character, where appropriate</p> <p>Implementability: (I-1) Maximize the use of existing infrastructure and minimize the addition of lane-miles to the State Highway System</p>	<p>9 – Improved Local Arterial</p> <p>No change to access control opportunities, no change to conflict points.</p> <p>An Improved Local Arterial to the south would reduce volumes in the downtown area less than would an Improved Local Arterial to the north (2 % reduction in traffic versus 18 % reduction).</p> <p>7.63 minutes travel time at 35 mph.</p> <p>An Improved Local Arterial would not be subject to the Access Code with access provided at the discretion of local jurisdiction.</p> <p>Maintains narrow street through downtown Lafayette for convenient bicycle/ pedestrian crossing, alt route could better accommodate through bicycle, pedestrian, transit travel</p> <p>Could include enhanced bicycle, pedestrian, transit infrastructure.</p> <p>Could improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail).</p> <p>Maintains existing development opportunities along SH 7 within Lafayette’s urban growth area.</p> <p>Entrance to Erie would be along County Line Road adjacent to the wastewater treatment facility. No change in opportunity for Lafayette.</p> <p>Noise and right-of-way impacts on residents along Boulder Rd. Acquisition of property for right-of-way along existing roadway.</p> <p>Maintains existing access to SH 7 on Airport Drive.</p> <p>Access to downtown Lafayette would not change.</p> <p>Diverts traffic to the south.</p> <p>Widening of roadway may require property acquisition along west side of Lowe’s-Waneka Open Space.</p> <p>All of the alignment is on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment does not reroute SH 7.</p>	<p>Not Recommended in the Level 3D evaluation because this alignment had negative impacts on community resources that were likely irresolvable due to reduction of access to downtown Lafayette. The City of Lafayette considered these impacts to be unable to be mitigated.</p> <p>Retained as an Improved Local Arterial. A combination of Improved Local Arterials to the north and south would reduce traffic volumes in the downtown Lafayette area by 25%.</p>														

		Alignment													
		Recommendation													
10 – Improved Local Arterial	<p>No change to access control opportunities, no change to conflict points.</p> <p>An Improved Local Arterial to the south would reduce volumes in the downtown area less than would an Improved Local Arterial to the north (2 % reduction in traffic versus 18 % reduction).</p> <p>7.30 minutes travel time at 35 mph.</p> <p>An Improved Local Arterial would not be subject to the Access Code with access provided at the discretion of local jurisdiction.</p> <p>Maintains narrow street through downtown Lafayette for convenient bicycle/ pedestrian crossing, alt route could better accommodate through bicycle, pedestrian, transit travel,</p> <p>Could include enhanced bicycle, pedestrian, transit infrastructure</p> <p>Could improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail).</p> <p>Maintains existing development opportunities along SH 7 within Lafayette’s urban growth area.</p> <p>Entrance to Erie would be along County Line Road adjacent to the wastewater treatment facility. No change in opportunity for Lafayette.</p> <p>Noise and right-of-way impacts on residents along Boulder Rd. Acquisition of property for right-of-way of new alignment.</p> <p>Maintains existing access to SH 7 on Airport Drive.</p> <p>Access to downtown Lafayette would not change.</p> <p>Diverts traffic to the south.</p> <p>No impacts on parks, open space, or trails.</p> <p>Approximately 9% or 0.375 mile of the alignment is not on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment does not reroute SH 7.</p>	<p>Safety : (S-2) Reduce the number of potential conflict points</p> <p>Traffic Operations : (TO-1) Provide roadway capacity to meet 2035 travel demand</p> <p>Traffic Operations : (TO-4) Improve future (2035) travel time along the corridor</p> <p>Access : A-2) Provide reasonable access that adequately supports local land use planning</p> <p>Alternative Travel Modes : (ATM-1) Provide a balanced multimodal system consistent with future (2035) travel demands</p> <p>Alternative Travel Modes : (ATM-2) Enhance regional multimodal transportation options</p> <p>Alternative Travel Modes : (ATM-3) Provide interconnectivity between the various travel modes (pedestrian, bicycle, automobile, and transit)</p> <p>Community : (C-2) Facilitate development or redevelopment and supporting future planned growth</p> <p>Community : (C-4) Enhance local community character by creating opportunities for entrance treatments into communities</p> <p>Community : (C-7) Minimize impacts on existing residents, businesses and properties and compatibility with future planned land use</p> <p>Community : (Local Evaluation Criteria) Maintain access to the Erie Airport from SH 7</p> <p>Community : (Local Evaluation Criteria) Enhance access to downtown Lafayette and maintain downtown character</p> <p>Community : (Local Evaluation Criteria) Minimize traffic congestion in downtown Lafayette by diverting vehicular traffic, particularly truck traffic, to the north or south.</p> <p>Environmental and Cultural Resources : (E-1) Avoid and minimize impacts on existing parks, open space, and trails and maintain rural character, where appropriate</p> <p>Implementability : (I-1) Maximize the use of existing infrastructure and minimize the addition of lane-miles to the State Highway System</p>	<p>Not Recommended because they would have negative impacts on community resources due to acquisition of property for ROW of a new alignment and the need for additional major access points on SH 7.</p>												

Alignment	
<p>Safety : (S-2) Reduce the number of potential conflict points</p> <p>Traffic Operations: (TO-1) Provide roadway capacity to meet 2035 travel demand</p> <p>Traffic Operations : (TO-4) Improve future (2035) travel time along the corridor</p> <p>Access: A-2) Provide reasonable access that adequately supports local land use planning</p> <p>Alternative Travel Modes : (ATM-1) Provide a balanced multimodal system consistent with future (2035) travel demands</p> <p>Alternative Travel Modes: (ATM-2) Enhance regional multimodal transportation options</p> <p>Alternative Travel Modes: (ATM-3) Provide interconnectivity between the various travel modes (pedestrian, bicycle, automobile, and transit)</p> <p>Community: (C-2) Facilitate development or redevelopment and supporting future planned growth</p> <p>Community: (C-4) Enhance local community character by creating opportunities for entrance treatments into communities</p> <p>Community: (C-7) Minimize impacts on existing residents, businesses and properties and compatibility with future planned land use</p> <p>Community: (Local Evaluation Criteria) Maintain access to the Erie Airport from SH 7</p> <p>Community: (Local Evaluation Criteria) Enhance access to downtown Lafayette and maintain downtown character</p> <p>Community: (Local Evaluation Criteria) Minimize traffic congestion in downtown Lafayette by diverting vehicular traffic, particularly truck traffic, to the north or south.</p> <p>Environmental and Cultural Resources: (E-1) Avoid and minimize impacts on existing parks, open space, and trails and maintain rural character, where appropriate</p> <p>Implementability: (I-1) Maximize the use of existing infrastructure and minimize the addition of lane-miles to the State Highway System</p>	<p style="text-align: center;">Recommendation</p>
<p>11 – Improved Local Arterial</p> <p>No change to access control opportunities, no change to conflict points.</p> <p>An Improved Local Arterial to the south would reduce volumes in the downtown area less than would an Improved Local Arterial to the north (2 % reduction in traffic versus 18 % reduction).</p> <p>6.96 minutes travel time at 35 mph.</p> <p>An Improved Local Arterial would not be subject to the Access Code with access provided at the discretion of local jurisdiction.</p> <p>Maintains narrow street through downtown Lafayette for convenient bicycle/ pedestrian crossing, alt route could better accommodate through bicycle, pedestrian, transit travel.</p> <p>Could include enhanced bicycle, pedestrian, transit infrastructure.</p> <p>Could improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail).</p> <p>Maintains existing development opportunities along SH 7 within Lafayette’s urban growth area.</p> <p>Entrance to Erie would be along County Line Road adjacent to the wastewater treatment facility. No change in opportunity for Lafayette.</p> <p>Noise and right-of-way impacts on residents along Boulder Rd. Acquisition of property for right-of-way of new alignment.</p> <p>Maintains existing access to SH 7 on Airport Drive.</p> <p>Access to downtown Lafayette would not change.</p> <p>Diverts traffic to the south.</p> <p>No impacts to parks, open space, or trails.</p> <p>Approximately 12% or 0.5 mile of the alignment is not on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment does not reroute SH 7.</p>	<p>Not Recommended because they would have negative impacts on community resources due to acquisition of property for ROW of a new alignment and the need for additional major access points on SH 7.</p>

		Alignment														Recommendation	
12 – Improved Local Arterial		Safety : (S-2) Reduce the number of potential conflict points	Traffic Operations: (TO-1) Provide roadway capacity to meet 2035 travel demand	Traffic Operations : (TO-4) Improve future (2035) travel time along the corridor	Access: A-2) Provide reasonable access that adequately supports local land use planning	Alternative Travel Modes : (ATM-1) Provide a balanced multimodal system consistent with future (2035) travel demands	Alternative Travel Modes: (ATM-2) Enhance regional multimodal transportation options	Alternative Travel Modes: (ATM-3) Provide interconnectivity between the various travel modes (pedestrian, bicycle, automobile, and transit)	Community: (C-2) Facilitate development or redevelopment and supporting future planned growth	Community: (C-4) Enhance local community character by creating opportunities for entrance treatments into communities	Community: (C-7) Minimize impacts on existing residents, businesses and properties and compatibility with future planned land use	Community: (Local Evaluation Criteria) Maintain access to the Erie Airport from SH 7	Community: (Local Evaluation Criteria) Enhance access to downtown Lafayette and maintain downtown character	Community: (Local Evaluation Criteria) Minimize traffic congestion in downtown Lafayette by diverting vehicular traffic, particularly truck traffic, to the north or south.	Environmental and Cultural Resources: (E-1) Avoid and minimize impacts on existing parks, open space, and trails and maintain rural character, where appropriate	Implementability: (I-1) Maximize the use of existing infrastructure and minimize the addition of lane-miles to the State Highway System	
	No change to access control opportunities, no change to conflict points.	An Improved Local Arterial to the north would reduce volumes in the downtown area more than would an Improved Local Arterial to the south (18 % reduction in traffic versus 2 % reduction).	7.75 minutes travel time at 35 mph.	An Improved Local Arterial would not be subject to the Access Code with access provided at the discretion of local jurisdiction.	Maintains narrow street through downtown Lafayette for convenient bicycle/ pedestrian crossing, alt route could better accommodate through bicycle, pedestrian, transit travel.	Could include enhanced bicycle, pedestrian, transit infrastructure.	Could marginally improve access to Lafayette park-n-Ride and planned Louisville station (Northwest Rail).	Maintains existing development opportunities along SH 7 within Lafayette’s urban growth area.	Entrance to Erie would be along County Line Road adjacent to the wastewater treatment facility. No change in opportunity for Lafayette.	Noise and right-of-way impacts on residents along Arapahoe Rd. Acquisition of property for right-of-way along existing roadway.	Maintains existing access to SH 7 on Airport Drive.	Access to downtown Lafayette would not change.	Diverts traffic to the north.	Widening of roadway may require property acquisition along the north side of the Kneebone Open Space	All of the alignment is on an existing roadway. Existing alignment of SH 7 from Lowell Blvd to US 287 is approximately 3.49 miles. This alignment does not reroute SH 7.	Retained because a combination of Improved Local Arterials to the north and south would reduce traffic volumes in the downtown Lafayette area by 25%.	

1 LEVEL 4 EVALUATION – COMBINED ALTERNATIVE

2 Combined Alternative

3 The Combined Alternative consists of:

- | | |
|---|---|
| <p>4 ▶ Transit: Transit Amenities (bus stops,
5 shelters, pull outs, etc.)</p> <p>6 ▶ Transit Priority Treatments (queue jumps,
7 signal priority)</p> <p>8 ▶ Bicycle Accommodation: Intersection
9 Treatments (signing, striping, bike activated
10 signals)</p> <p>11</p> | <p>12 ▶ Pedestrian Accommodation: At-grade
13 Crossing Treatments (crosswalks,
14 pedestrian activated signals, signing, etc.)</p> <p>15 ▶ Roadway: Intersection Improvements</p> <p>16 ▶ Transportation System Management (signal
17 timing, etc.)</p> <p>18 ▶ Travel Demand Management (alternative
19 modes, rideshare programs, etc.)</p> |
|---|---|

1 **Segment 1 (US 287 to 119th Street)**

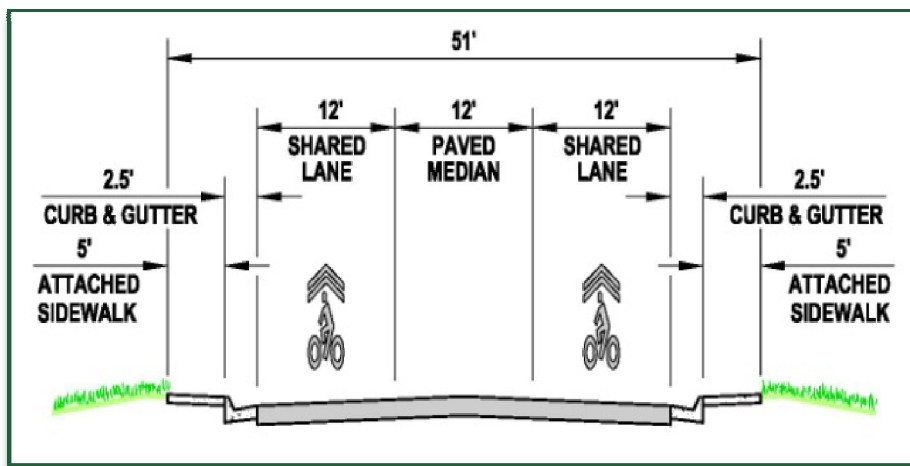
2 Two cross-sections were considered for the Combined Alternative in Segment 1.

3 **US 287 to Public Road (Figure C10)**

- | | |
|---|---|
| 4 ▶ Roadway: 2 lanes (2 travel lanes, center left | 8 ▶ Pedestrian Accommodation: attached |
| 5 turn lane/ painted median, and curb and | 9 sidewalks |
| 6 gutter) | 10 ▶ Access Category Recommendation: NR-C |
| 7 ▶ Bicycle Accommodation: shared lanes | |

11 **Figure C10 US 287 to Public Road Cross-Section**

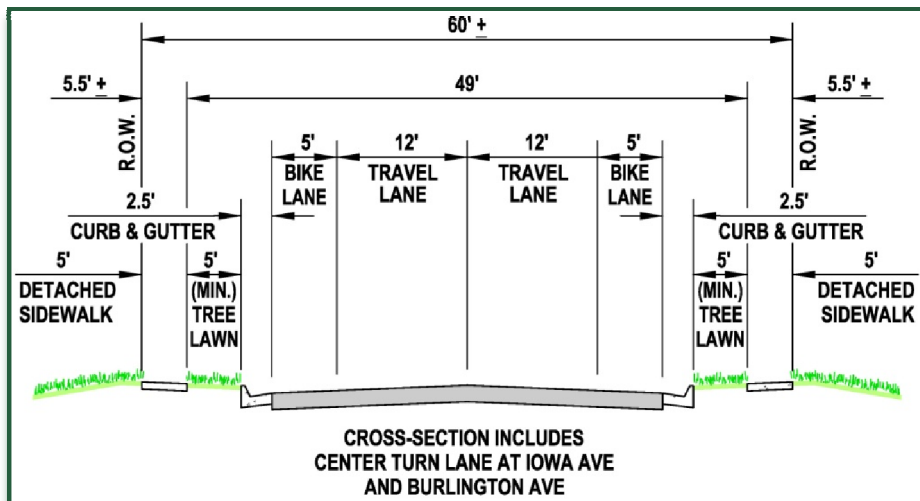
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25 **Public Road to 119th Street (Figure C11)**

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|--|---|
| 26 ▶ Roadway: 2 travel lanes (with widening at | 29 ▶ Pedestrian Accommodation: Attached |
| 27 key intersections) and curb and gutter | 30 sidewalks |
| 28 ▶ Bicycle Accommodation: Bike lanes | 31 ▶ Access Category Recommendation: NR-C |

32 **Figure C11 Public Road to 119th Street Cross-Section**



1 **Segment 2 (119th Street to Sheridan Parkway) (Figure C12)**

2 Two options were considered for the Combined Alternative cross-section in Segment 2.

3

4 **Option A (119th Street to Sheridan Parkway)**

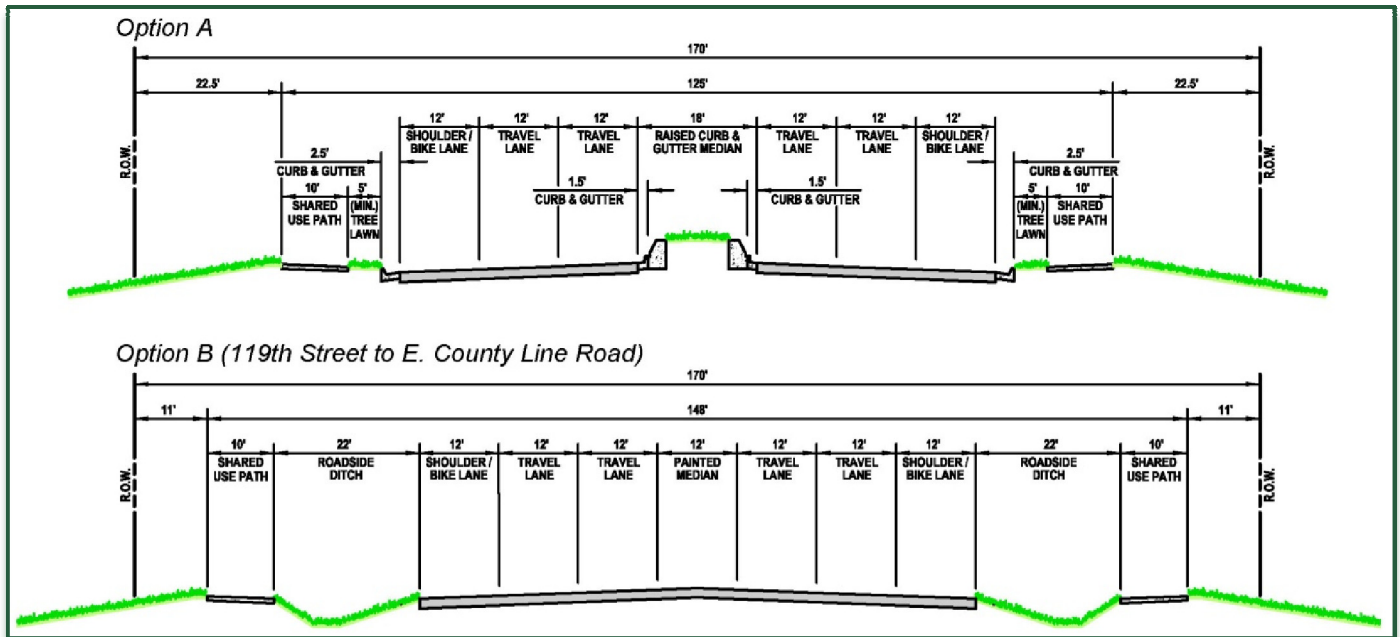
- 5 ▶ Roadway: 4 lanes (4 travel lanes, center left
- 6 turn lane/median, auxiliary lanes, and 12-ft
- 7 shoulders)
- 8 ▶ Bicycle Accommodation: Bike lanes
- 9 ▶ Pedestrian Accommodation: Shared use
- 10 path
- 11 ▶ Grade separated bicycle/pedestrian
- 12 crossing (underpass) at Coal Creek
- 13 ▶ Drainage: Curb and gutter
- 14 ▶ Median: Raised median
- 15 ▶ Access Category Recommendation: NR-A

16 **Option B (119th Street to County Line Road)**

- 17 ▶ Roadway: 4 lanes (4 travel lanes, center left
- 18 turn lane/median, auxiliary lanes, and 12-ft
- 19 shoulders)
- 20 ▶ Bicycle Accommodation: Bike lanes
- 21 ▶ Pedestrian Accommodation: Shared use
- 22 path
- 23 ▶ Grade separated bicycle/pedestrian
- 24 crossing (underpass) at Coal Creek
- 25 ▶ Drainage: Drainage ditch
- 26 ▶ Median: Painted median
- 27 ▶ Access Category Recommendation: NR

28

29 **Figure C12 Segment 2 (119th Street to Sheridan Parkway) Cross-Sections**



30

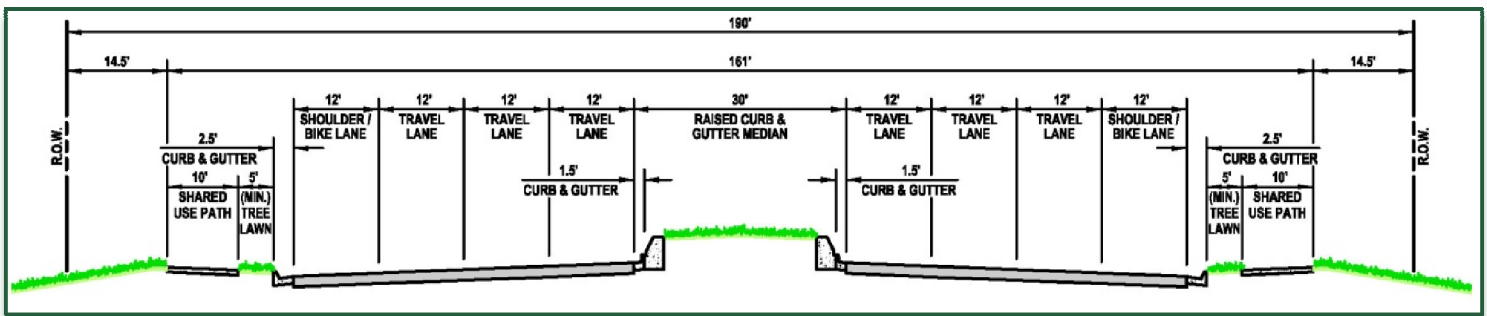
1 **Segment 3 (Sheridan Parkway to York Street (Figure C13))**

2 One cross-section was considered for the Combined Alternative in Segment 3.

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- | | |
|---|---|
| 4 ▶ Roadway: 6 lanes (6 travel lanes, center left | 12 ▶ Grade separated bicycle/pedestrian |
| 5 turn lane/ median, auxiliary lanes, and 12-ft | 13 crossing (underpass) at Huron Street |
| 6 shoulders) | 14 ▶ Drainage: Curb and gutter |
| 7 ▶ Bicycle Accommodation: Bike lanes | 15 ▶ Median: Raised median |
| 8 ▶ Pedestrian Accommodation: Detached | 16 ▶ Access Category Recommendation: NR-A |
| 9 sidewalk (Only in commercial areas) | |
| 10 ▶ Pedestrian Accommodation: Shared use | |
| 11 path | |

17 **Figure C13 Segment 3 (Sheridan Parkway to York Street) Cross-Section**



18

1 **Segment 4 (York Street to Holly Street) (Figure C14)**

2 Two options were considered for the Combined Alternative cross-section in Segment 4.

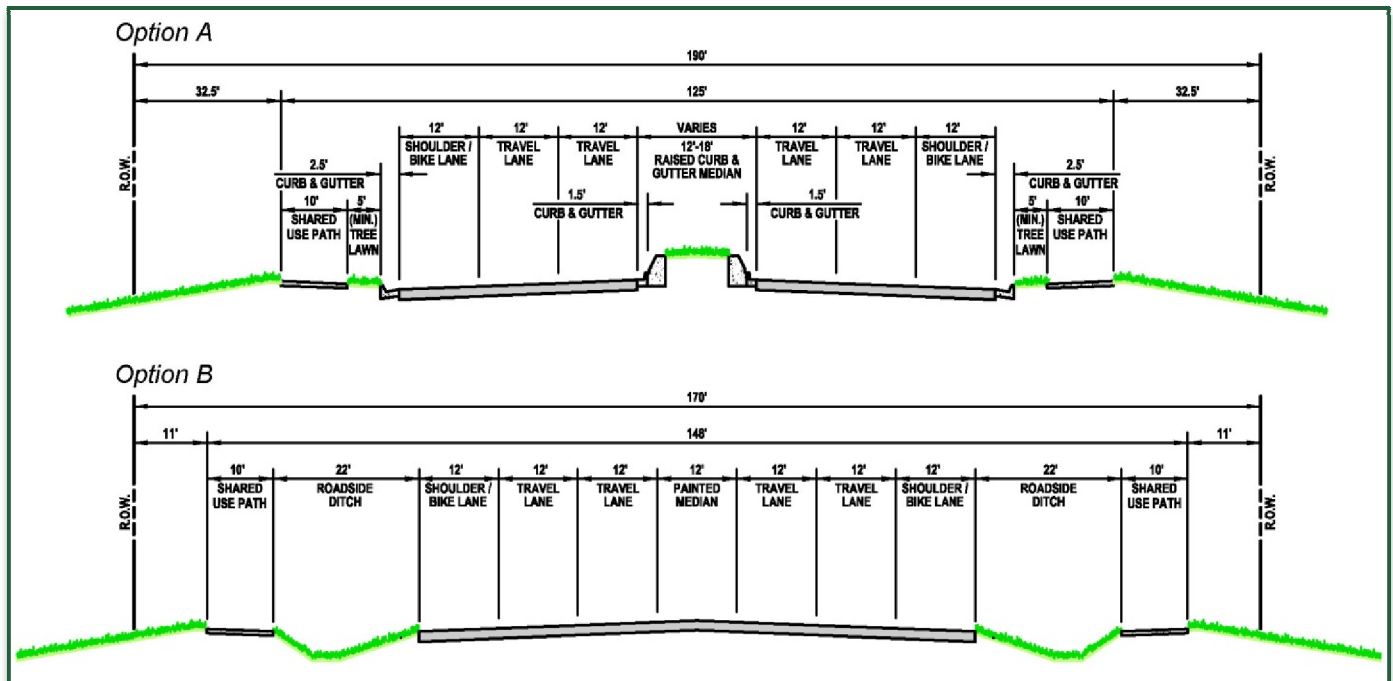
3 **Option A**

- 4 ▶ Roadway: 4 lanes (4 travel lanes, center left
- 5 turn lane/median, auxiliary lanes, and 12-ft
- 6 shoulders)
- 7 ▶ Bicycle Accommodation: Bike lanes
- 8 ▶ Pedestrian Accommodation: Shared use
- 9 path
- 10 ▶ Drainage: Curb and gutter
- 11 ▶ Median: Raised median
- 12 ▶ Access Category Recommendation: NR-A

13 **Option B**

- 14 ▶ Roadway: 4 lanes (4 travel lanes, center left
- 15 turn lane/median, auxiliary lanes, and 12-ft
- 16 shoulders)
- 17 ▶ Bicycle Accommodation: Bike lanes
- 18 ▶ Pedestrian Accommodation: Shared use
- 19 path
- 20 ▶ Drainage: Drainage ditch
- 21 ▶ Median: Painted median
- 22 ▶ Access Category Recommendation: NR-A

23 **Figure C14 Segment 4 (York Street to Holly Street)**



1 **Segment 5 (Holly Street to US 85) (Figure C15)**

2 Two options were considered for the Combined Alternative cross-section in Segment 5.

3

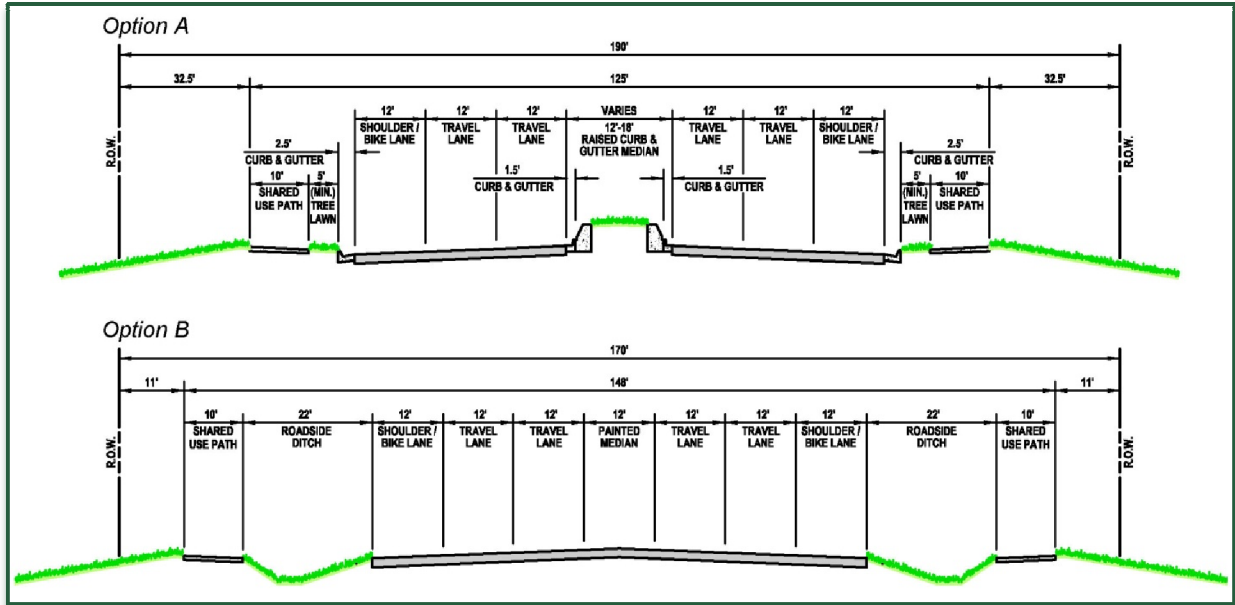
4 **Option A**

- 5 ▶ Roadway: 4 lanes (4 travel lanes, center left
- 6 turn lane/median, auxiliary lanes, and 12-ft
- 7 shoulders)
- 8 ▶ Bicycle Accommodation: Bike lanes
- 9 ▶ Pedestrian Accommodation: Shared use
- 10 path
- 11 ▶ Grade separated bicycle/pedestrian
- 12 crossing (underpass) at South Platte River
- 13 ▶ Drainage: Curb and gutter
- 14 ▶ Median: Raised median
- 15 ▶ Access Category Recommendation: R-A to
- 16 McCann Ditch in Brighton, NR-B from
- 17 McCann Ditch to US 85
- 18

19 **Option B**

- 20 ▶ Roadway: 4 lanes (4 travel lanes, center left
- 21 turn lane/median, auxiliary lanes, and 12-ft
- 22 shoulders)
- 23 ▶ Bicycle Accommodation: Bike lanes
- 24 ▶ Pedestrian Accommodation: Shared use
- 25 path
- 26 ▶ Grade separated bicycle/pedestrian
- 27 crossing (underpass) at Coal Creek
- 28 ▶ Drainage: Drainage ditch
- 29 ▶ Median: Painted median
- 30 ▶ Access Category Recommendation: R-A to
- 31 McCann Ditch in Brighton, NR-B from
- 32 McCann Ditch to US 85
- 33

Figure C15 Segment 5 (Holly Street to US 85) Cross-Sections



In addition to the roadway, transit, bicycle, and pedestrian elements of each cross-section along the SH 7 corridor, the Combined Alternative includes a DDI option for the I-25/SH 7 interchange and a plan for improvements in the west end of the corridor. This concept plan keeps SH 7 on its current alignment and improves a series of intersections and local arterial roads. The Combined Alternative also includes the long-term consideration of an option for potential realignment of SH 7 on the east end of the corridor.

Following development of the Combined Alternative, the study team conducted a verification analysis. The goal of the verification analysis was to assess the Combined Alternative on a corridor-wide basis, which had not been done previously during the alternatives evaluation process, and to refine the Combined Alternative, as appropriate, based on the verification analysis. The verification analysis used the following criteria:

- ▶ Address unsafe physical or operational conditions at intersections to reduce crash rates (S-1) by conducting a traffic operational analysis of existing and proposed signalized intersections along the corridor.
- ▶ Support regional sustainability initiatives through alternative travel modes (ATM-5) by providing the opportunity to lower SOV trips through increased regional multimodal travel and connectivity.
- ▶ Identify and prioritize improvements that can proceed independently (I-3) by proposing corridor phases that provide a functional transportation system even in the absence of other phases.
- ▶ Enhance corridor continuity (I-4) by providing continuous multimodal transportation improvements between US 85 in Brighton and US 287 in Lafayette.
- ▶ For the community, minimize properties to be acquired for right-of-way and business and resident displacements (C-7) based on the number of parcels to be partially or fully acquired for ROW.
- ▶ Avoid and minimize impacts on environmental and cultural resources (E-1) based on direct impacts of the proposed transportation improvements to parks, open space, and trails; previously identified and potential historic sites; wetlands and other waters of the US; threatened and endangered species habitat; and hazardous material sites.

The following table summarizes the verification analysis conducted for the Combined Alternative.

Combined Alternative Verification Analysis Summary

Verification Analysis Criteria	Combined Alternative							
A address unsafe physical or operational conditions at intersections to reduce crash rates (S-1)	Based on the operational analysis conducted, the number of approach lanes, the number of approach legs, and auxiliary lane lengths at intersections along the corridor were refined to accommodate estimated traffic volumes.							
Support regional sustainability initiatives through alternative travel modes (ATM-5)	Transit priority treatments would allow for faster transit travel times, which could help to attract transit ridership; increasing person throughput capacity. Regional connectivity of bicycle/pedestrian infrastructure would allow for intermodal connectivity with transit infrastructure as well as commuting opportunities.							
Identify and prioritize improvements that can proceed independently (I-3)	Reconstruction of the I-25/SH 7 interchange and the Burlington Northern Santa Fe Railway (BNSF) grade separation can proceed independently of corridor improvements. Intersection and corridor improvements may proceed independently, but additional analysis would be necessary to verify that a functional transportation system is provided in the absence of other improvements.							
Enhance corridor continuity (I-4)	The South Platte River, BNSF railroad, I-25, and Coal Creek are major north-south constraints to east-west corridor connectivity. Roadways, as well as multimodal infrastructure have been included along the entire length of the corridor.							
Cross-Section Option	Segment 1	Segment 2		Segment 3	Segment 4		Segment 5	
	Urban	Urban ¹	Rural ²	Urban	Urban	Rural	Urban	Rural
Minimize properties to be acquired for right-of-way and business and resident displacements (C-7)	40 parcels partially or fully acquired	37 parcels partially or fully acquired	21 parcels partially or fully acquired	51 parcels partially or fully acquired	11 parcels partially or fully acquired	20 parcels partially or fully acquired	96 parcels partially or fully acquired	98 parcels partially or fully acquired
Avoid and minimize impacts on environmental and cultural resources (E-1)	Approx. 0.80 acres of parks and open space impacted	Approx. 0.02 acres of parks and open space impacted	Approx. 0.10 acres of parks and open space impacted	Approx. 0.03 acres of parks and open space impacted	0.35 acres of parks and open space impacted	0.48 acres of parks and open space impacted	3.47 acres of parks and open space impacted	3.20 acres of parks and open space impacted
Parks, open space, and trails								
Previously identified and potential historic sites	16 previously identified and potential historic sites impacted	1 previously identified and potential historic site impacted	1 previously identified and potential historic site impacted	1 previously identified and potential historic site impacted	3 previously identified and potential historic sites impacted	3 previously identified and potential historic sites impacted	2 previously identified and potential historic sites impacted	2 previously identified and potential historic sites impacted
Wetlands and Other Waters of the US	No impacts	Approx. 1.18 acres impacted	Approx. 1.36 acres impacted	No impacts	Approx. 0.49 acres impacted.	Approx. 0.51 acres impacted	Approx. 0.10 acres impacted	Approx. 0.10 acres impacted
Threatened and Endangered Species Habitat Hazardous Material Sites	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts

Note:

(1) Segment 2 Urban Option – Extends from 119th Street to Sheridan Parkway. (2) Segment 2 Rural Option – Extends from 119th Street to Airport Drive (Boulder County).