

30th & CO Underpass Project Summary of Comments Received

Community Cycles Advocacy Committee

May 14, 2018

Project staff attended the monthly meeting of the Community Cycles Advocacy Committee on May 14, 2018. Approximately a dozen members were in attendance.

The underpass concepts and on-street improvement designs were discussed with those in attendance

In order to identify which underpass concept best met the goal of the project, the committee asked about the purpose of the project – was it to provide a grade-separated crossing of both 30th St and Colorado? Staff shared that the project funding application identified an underpass of both 30th St & Colorado Ave but when additional data was collected, the application underpass concept (diagonal, southwest to northeast corner) was least supported by current travel data. Two additional underpass concepts were identified: east-west (connecting the southwest and southeast corners) and “L” (connecting the southwest, southeast and northeast corners).

The committee sought to understand the timing of the engineering planning process – was it at the conceptual or preferred design stage since the timeline provided suggested it is in the initial stage but the design material suggested that the process was approaching the preferred design stage. Staff stated the project is about 15% through the engineering and planning phase. Regarding the next steps in the process, staff stated that engineering and funding analysis over the next 6 months will determine which underpass concept and on-street improvements are feasible.

The committee inquired if an underpass was necessary to achieve the goals of the project or if the goals could be achieved through on-street improvements to the intersection. Staff confirmed that the underpass is the primary goal and will be constructed through the project. On-street improvements will also be made, translating the 30th & Colorado Corridors study cross sections to the intersection.

The committee asked about how the 30th & Colorado Corridors study cross-sections were being changed at the intersection, specifically in regards to protected bike lanes. Staff shared that the intersection is constrained by right-of-way and existing properties and buildings making it impossible to fit all elements of the cross sections in the intersection, regardless of whether an underpass is being built as well.

After discussion, the committee was asked to share their preference for an underpass concept and on-street improvements.

The committee stated:

- On-street improvements were more important than the underpass
- A protected intersection should be constructed in this intersection
- Signal operations improvements were necessary
- Additional data on potential future use, including projections by CU, should be considered in the selection of the preferred underpass design and on-street improvements