



# Alignment Evaluation Criteria

Project Goal Area	Criteria	Description	Example
<b>Local Connectivity</b>	Provide local access for nearby community	How many residential units in the study area are within 1/4-mile street access to the proposed or existing trails?	Some of the less direct/longer trail alignments provide access for more residential units but require more out-of-direction travel.
	Provide a new multimodal connection to nearby transit stops	Does the proposed trail provide connection to local transit stops and create the opportunity to enhance the transit stop facilities?	The 205 RTD service travels through the study area with stops on Jay Road, Spine Road, and 63rd Street. The proposed trails provide opportunity to enhance connect to and facilities at these transit stops.
<b>Regional Connectivity</b>	Provide a connection without extensive out-of-direction travel	Does the proposed alignment provide the most direct connection feasible between the trails? Extensive out-of-direction travel could discourage use of the trail.	Some trail alignments that avoid impact to private landowners may increase the out-of-direction travel.
	Utilize established sections of the existing trails	Does the proposed alignment utilize as much of the existing trail system as possible?	Some of the proposed route alignments do not utilize existing portions of the LOBO Trail and the local trail west of Spine Road.
<b>Comfort and Safety</b>	Minimize roadway and driveway crossings	Every roadway and driveway that the trail crosses increases the potential for conflict—reducing the number of crossings is preferable for the trail.	The higher the volume of roadway or driveway that the trail has to cross, the greater the disruption to the trail users.
<b>Environment and Hydrology</b>	Minimize impact to wildlife, wetlands, or natural environments in the area	There are wetlands, prairie dog colonies, and other natural resources in the study area—alignment should seek to minimize impacts to natural resources and mitigate where necessary.	Using compacted crusher fines for the trail surface reduces the environmental impact of the trail. Impacts to prairie dog colonies can include mitigation best practices.
	Minimize impact to hydraulic systems	The Boulder Whiterock Ditch, as well as other drainage ditches and channels, runs through the study area. Proposed alignments should minimize impacts to these systems.	All proposed alignments run along some length of Jay Road where there is existing drainage channels. Impacts to these channels could be mitigated by measures such as piping the channel or benching the trail over the channel.
<b>Landowners</b>	Minimize impacts to private property	Where feasible, alignment should minimize impact to private landowners.	While private land may provide an opportunity to provide the most direct connection between trails, the impact to owners must be considered.
<b>Feasibility</b>	Provide an option that has reasonable costs associated with construction	Achieving all of the above criteria significantly increases the project cost. Finding a balance between satisfying the criteria and constructing a trail that is affordable is important for the study.	Constructing a bridge or running straight through several private properties may provide a more direct link between the existing trails but may up the cost of the project.



# Trail Alternative Evaluation Assessment

Design Options	Local Connectivity		Regional Connectivity		Comfort and Safety		Environmental	Hydrological		Landowner	Feasibility
	Number of residential units in the study area within 1/4-mile street access to a trail	Provide a new multimodal connection to nearby transit stops?	Total out-of-direction travel distance as compared to straight line (feet)	Distance of existing trail section unutilized (feet)	Number of roadway crossings within the study area	Number of driveway crossings within the study area	Pose a potential impact to environmental resources identified in the area*	Potential culvert impacts (each)	Potential irrigation ditch impacts (linear feet)	Number of individual land owner impacts by easements required	Significant new infrastructure elements required as part of alignment
<b>Option A - 55th Street</b>	652	Yes	882	0	6	2	<ul style="list-style-type: none"> <li>•Wetlands (est. 0.75 acres)</li> <li>•Special Status Species (potential impacts)</li> <li>•Prairie Dog (est. 0.50 acres)</li> <li>•Nesting migratory birds and raptors**</li> <li>•Significant Ag Lands (est. 1.25 acres)</li> </ul>	6	134	1 to 2	1 bridge, 2 road crossings, benching/piping ditch
<b>Option B - Pioneer Street</b>	1036	Yes	2553	1446	7 or 8 (depending on which side of 55th Street)	28 or 29 (assuming Pioneer Street and Sleepytime Drive sections are shared streets)	<ul style="list-style-type: none"> <li>•Wetlands (est. 0.75 acres)</li> <li>•Special Status Species (potential impacts)</li> <li>•Prairie Dog (est. 0.50 acres)</li> <li>•Nesting migratory birds and raptors**</li> <li>•Significant Ag Lands (est. 1.00 acres)</li> </ul>	7	3660	3 to 4	2 to 3 road crossings, benching/piping ditch
<b>Option C - 57th Street</b>	663	Yes	1283	0	5	2	<ul style="list-style-type: none"> <li>•Wetlands (est. 0.75 acres)</li> <li>•Special Status Species (potential impacts)</li> <li>•Prairie Dog (est. 0.50 acres)</li> <li>•Nesting migratory birds and raptors (**)</li> <li>•Significant Ag Lands (est. 1.50 acres)</li> </ul>	8	3660	4 to 8	1 bridge, 3 road crossings, benching/piping ditch
<b>Option D - Spine Road</b>	666	Yes	1394	1446	5 or 6 (depending on which side of Spine Street)	2 or 3 (depending on which side of Spine Street)	<ul style="list-style-type: none"> <li>•Wetlands (est. 0.75 acres)</li> <li>•Prairie Dog (est. 1.00 acres)</li> <li>•Nesting migratory birds and raptors**</li> <li>•Significant Ag Lands (est. 1.75 acres)</li> </ul>	6	3660	1 to 4	3 road crossings, benching/piping ditch
<b>Option E - 63rd Street</b>	752	Yes	1502	4356	3	6	<ul style="list-style-type: none"> <li>•Wetlands (est. 0.75 acres)</li> <li>•Special Status Species (potential impacts)</li> <li>•Prairie Dog (est. 1.00 acres)</li> <li>•Nesting migratory birds and raptors**</li> <li>•Significant Ag Lands (est. 2.25 acres)</li> </ul>	5	1340	2 to 8	1 road crossing, benching/piping ditch



\* Environmental resources as identified from Boulder County Comprehensive Plan data and maps.  
 \*\* Construction activities could have a seasonal impact on migratory nesting birds and raptors.

