



East County Line Road/ Weld County Road 1

Master Plan

Executive Summary
March 2021

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EXECUTIVE SUMMARY

The purpose of the East County Line Road/Weld County Road 1 (ECLR/WCR 1) Master Plan is to develop goals and objectives for future improvements along a nine-mile stretch of ECLR/WCR 1 between the Town of Erie and City of Longmont. The goal is to identify opportunities, constraints and potential obstacles for corridor improvements and recommend a list of phased projects for completion over the next twenty years or more. Cost and time savings could be realized by jointly applying for grant funds, leveraging funds from multiple jurisdictions, or combining design bid packages for one or more projects.

This master plan establishes a shared vision of corridor goals and allows the four participating jurisdictions (City of Longmont, Weld County, Boulder County and the Town of Erie) to identify needs and solutions to the shared concerns along the ten-mile corridor. The ECLR/WCR 1 master planning process evaluated traffic, bicycle and pedestrian facilities, safety, bridges, flood resiliency, utilities, and environmental constraints within all three segments and identifies safety, multimodal mobility, and flood resiliency concerns within all three segments but differ in scope and priority across the segments.

Because much of the corridor is shared between two or more jurisdictions, the master plan identifies and addresses existing concerns through intergovernmental cooperative planning. Participation from the general public and adjacent property owners is an important part of the master plan. Input and ideas were collected through an online commenting platform and a series of public meetings where members of the public could speak directly with project representatives. A robust public outreach process was used to gather input from property owners, the general public, ditch and utility companies.

The projects recommended in this study are meant as first steps toward identifying needs, securing potential partnerships, and prioritizing within a larger scope of infrastructure needs within each jurisdiction.

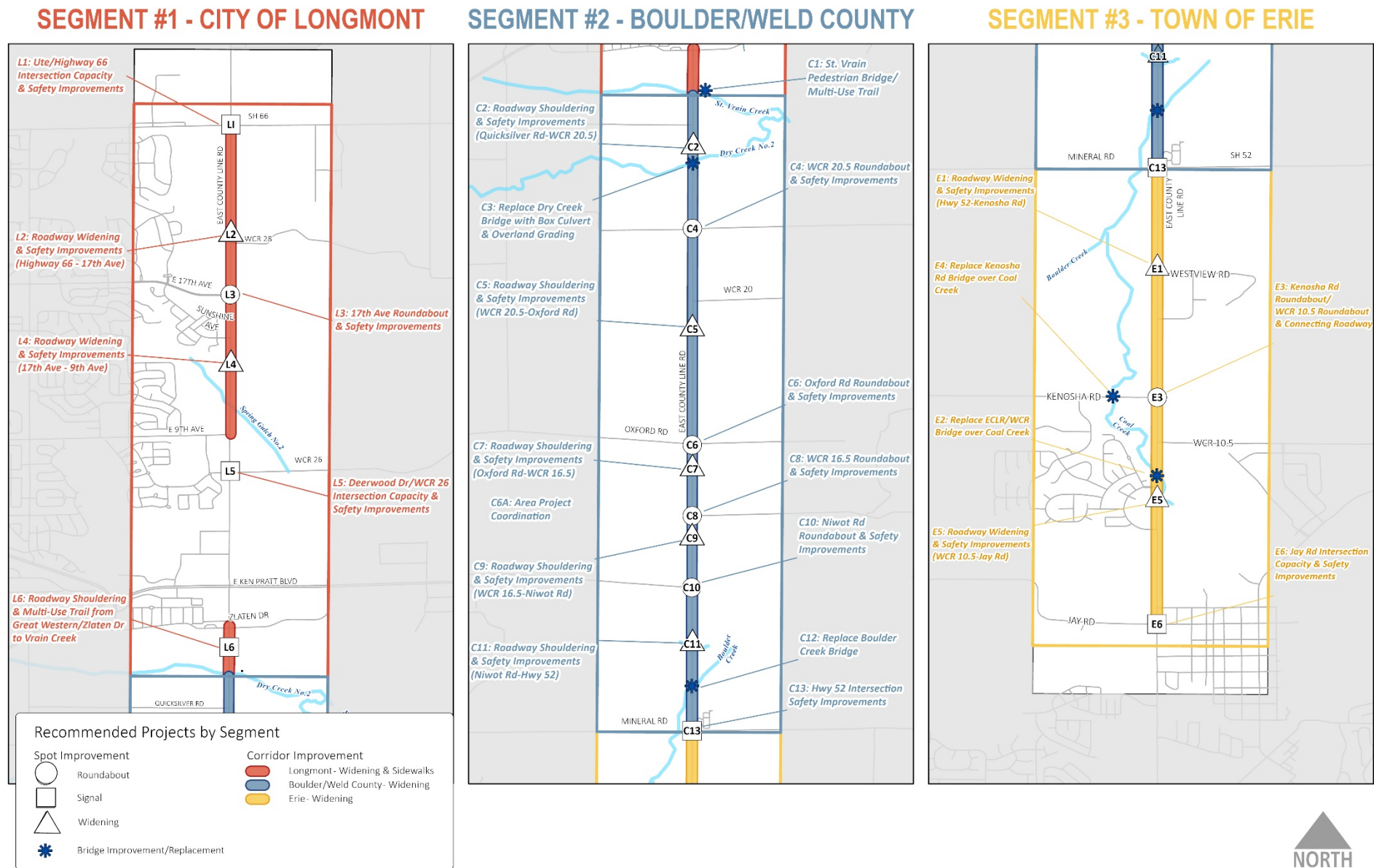
RECOMMENDED PROJECTS

Construction timing will depend on each individual jurisdiction's situation such as funding availability, budgeting, growth, and opportunities for partnerships. Recommended projects are shown in **Table 1.1** and **Figure 1.1**. More information can be found in the ***Project Recommendations*** document.

Table 1.1 – Recommended Projects by Segment

Segment	Project ID	Project Phasing	Project Name	Project Type
Segment 1 City of Longmont	L1	Long-term	Ute/Highway 66 Intersection Capacity & Safety Improvements	Signalized Intersection
	L2	Long-term	Roadway Widening & Safety Improvements from Highway 66 to 17th Avenue	Roadway Widening
	L3	Mid-term	17th Avenue Roundabout & Safety Improvements	Roundabout
	L4	Short-term	Roadway Widening & Safety Improvements from 17th Avenue to 9th Avenue	Roadway Widening
	L5	Long-term	Deerwood Drive/WCR 26 Intersection Capacity & Safety Improvements	Signalized Intersection
	L6	Short-term	Roadway Shouldering & Multi-Use Trail from Great Western/Zlaten Drive to Vrain Creek	Widening and Multi-Use Trail
Segment 2 Boulder County/ Weld County	C1	Mid-term	St. Vrain Pedestrian Bridge & Multi-Use Trail	Pedestrian Structure and Multi-Use Trail
	C2	Short-term	Roadway Shouldering & Safety Improvements from Quicksilver Road to WCR 20.5	Roadway Widening
	C3	Short-term	Replace Existing Dry Creek Bridge with Box Culvert & Overland Grading	Structure and grading
	C4	Short-term	WCR 20.5 Roundabout & Safety Improvements	Roundabout
	C5	Mid-term	Roadway Shouldering & Safety Improvements from WCR 20.5 to Oxford Road	Roadway Widening
	C6	Mid-term	Oxford Road Roundabout & Safety Improvements	Roundabout
	C7	Mid-term	Roadway Shouldering & Safety Improvements from Oxford Road to WCR 16.5	Roadway Widening
	C8	Mid-term	WCR 16.5 Roundabout & Safety Improvements	Roundabout
	C9	Mid-term	Roadway Shouldering & Safety Improvements from WCR 16.5 to Niwot Road	Roadway Widening
	C10	Mid-term	Niwot Road Roundabout & Safety Improvements	Roundabout
	C11	Long-term	Roadway Shouldering & Safety Improvements from Niwot Road to Highway 52	Roadway Widening
	C12	Long-term	Replace Existing Boulder Creek Bridge	Structure
	C13	Mid-term	Highway 52 Intersection Safety Improvements	Signalized Intersection Roadway Improvements
Segment 3 Town of Erie	E1	Long-term	Roadway Widening & Safety Improvements from Highway 52 to Kenosha Road	Roadway Widening
	E2	Long-term	Replace Existing ECLR/WCR Bridge over Coal Creek	Structure
	E3	Mid-term	Kenosha Road Roundabout, WCR 10.5 Roundabout and Connecting Roadway	Roundabout
	E4	Short-term	Replace Existing Kenosha Road Bridge over Coal Creek	Structure
	E5	Mid-term	Roadway Widening & Safety Improvements from WCR 10.5 to Jay Road	Roadway Widening
	E6	Short-term	Jay Road Intersection Capacity & Safety Improvements	Signalized Intersection

FIGURE 1.1 – RECOMMENDED PROJECTS BY SEGMENT



RECOMMENDED ROAD CROSS SECTIONS

Although each jurisdiction has their own individual cross-section standards for minor arterials, **Table 1.2** lists recommended road cross-sections developed for ECLR/WCR 1 which may slightly differ from standard cross-sections. These recommendations are based on corridor conditions, analysis, and public input. **Figures 1.2, 1.3** and **1.4** show the recommended cross-sections graphically.

Table 1.2 – Recommended Road Cross-Sections

Segment	Recommended Road Cross-Sections
Segment 1 City of Longmont	Four twelve-foot travel lanes (two in each direction) with a fourteen-foot raised center median, two five-foot bike lanes along with an eight-foot sidewalk on the west side separated with a twelve-foot planting strip. Sidewalk may be attached to a curb in some areas.
Segment 2 Boulder County/Weld County	From Longmont city limits to Oxford Road, two eleven-foot travel lanes (one in each direction), seven-foot shoulders on both sides with two-foot striped buffers along the travel lanes. From Oxford Road to Highway 52, two eleven-foot travel lanes (one in each direction) with five-foot shoulders on both sides of the roadway.
Segment 3 Town of Erie	From Highway 52 to Lower Boulder Ditch, two eleven-foot travel lanes (one in each direction), one twelve-foot center median with one-foot separation on each side, and seven-foot shoulders on both sides of the roadway. From Lower Boulder Ditch to Jay Road, two eleven-foot travel lanes (one in each direction), one twelve-foot center median with one-foot separation on each side, and two five-foot bike lanes (one on each side of the road). Within both cross-sections, the raised median will be replaced with a twelve-foot turn-lane where required.

FIGURE 1.2 – CITY OF LONGMONT RECOMMENDED CROSS-SECTION

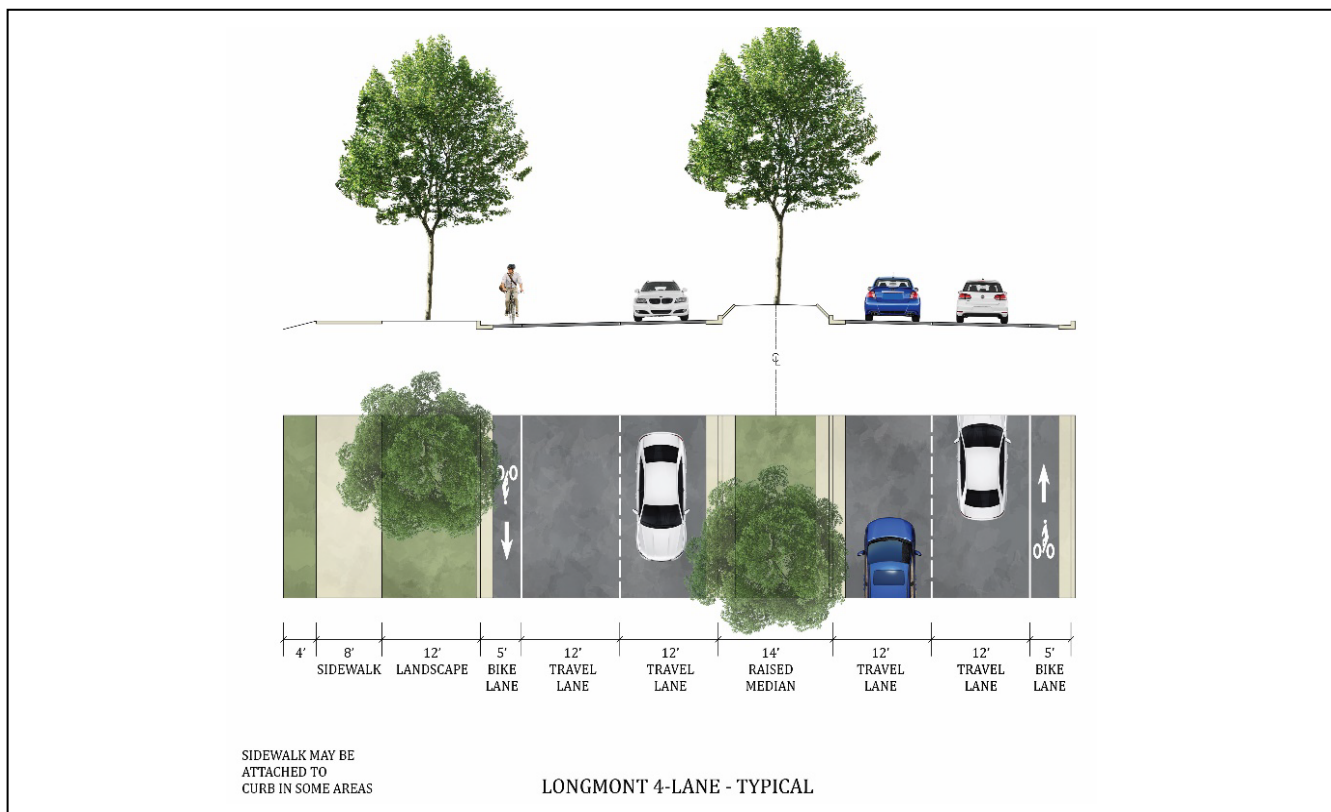


FIGURE 1.3 – BOULDER COUNTY/WELD COUNTY RECOMMENDED CROSS-SECTIONS

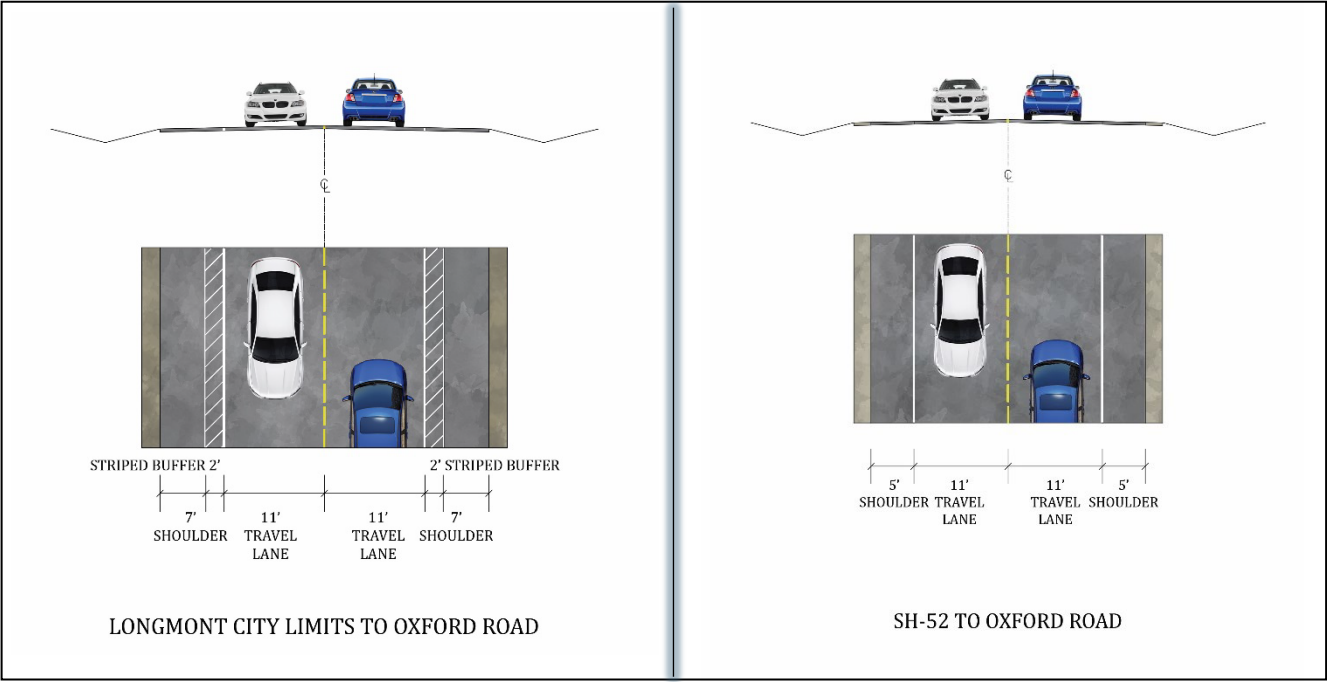
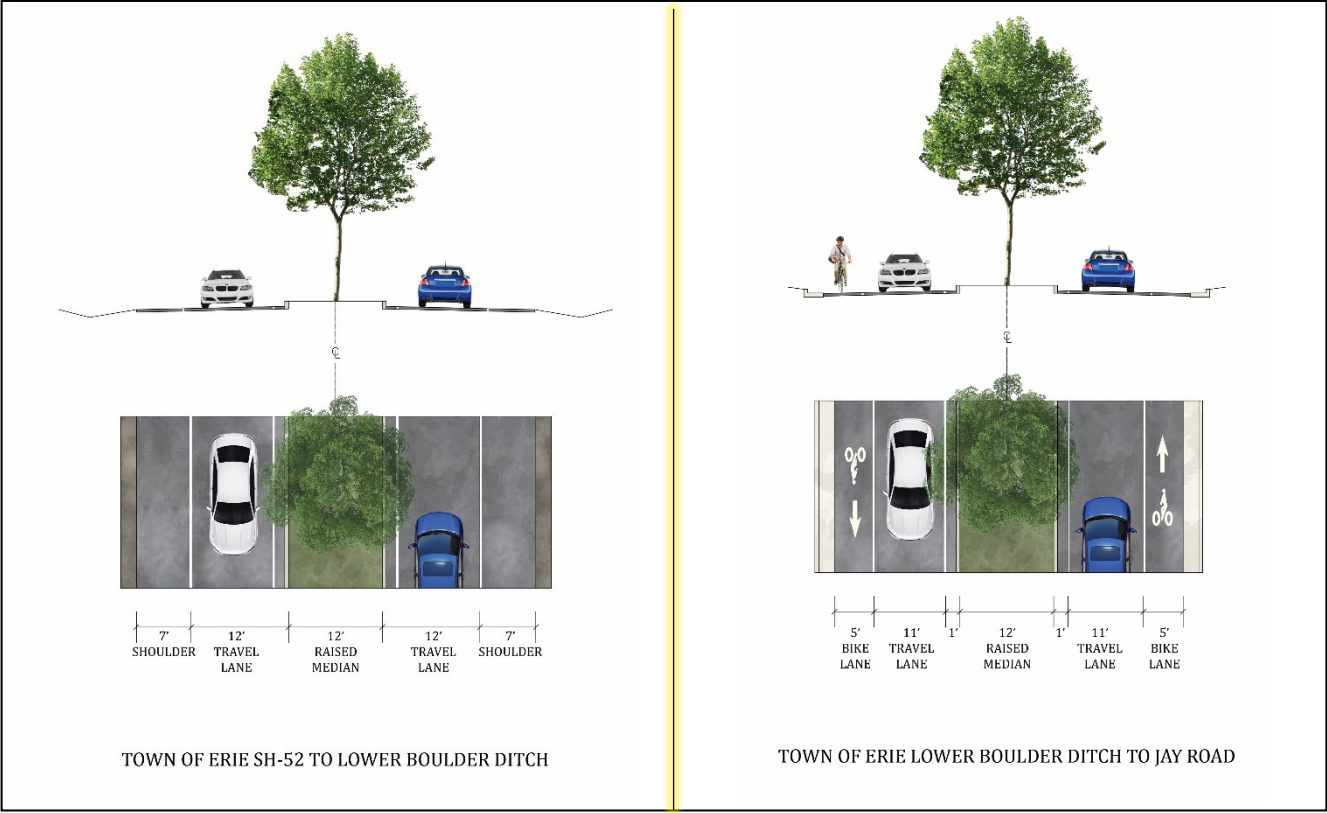


FIGURE 1.4 – TOWN OF ERIE RECOMMENDED CROSS-SECTIONS



PROJECT GOALS

This master plan establishes a shared vision of corridor goals and allows the four participating jurisdictions (City of Longmont, Weld County, Boulder County and the Town of Erie) to identify needs and solutions to the shared concerns along the ten-mile corridor. The plan guides future development of this corridor by identifying and prioritizing improvements to be completed by one jurisdiction or multiple jurisdictions. The plan represents a shared understanding of the current and future needs of the corridor that can be used by each agency to assist with future development, property acquisition, inter-agency coordination and capital improvement planning.

Because much of the corridor is shared between two or more jurisdictions, the master plan identifies and addresses existing concerns through intergovernmental cooperative planning. The Steering Committee members acknowledge their individual and often separate goals for the full build-out, all with different design standards and permitting requirements, yet remain open to different philosophies between agencies for the common good of the corridor.

Participation from the general public and adjacent property owners is an important part of the master plan. Input and ideas were collected through an online commenting platform and a series of public meetings where members of the public could speak directly with project representatives.

Final decisions for the corridor plan and individual project recommendations will likely advance beyond Steering Committee members through communications and coordination with City Councils and County Commissioners. There are also many outside stakeholders such as irrigation companies, property owners and open space agencies that will need to be engaged before approval of individual projects. Additionally, public outreach will occur for each project recommended in this report for further input during project design and implementation.

PROJECT OUTCOMES

The ECLR/WCR 1 master planning process identifies safety, multimodal mobility, and flood resiliency concerns within all three segments but differ in scope and priority across the segments.

SAFETY

Analysis of historic crashes at each of the main intersections combined with safety concerns from property owners related to traffic speeds and large vehicle traffic suggest a need to improve safety for all users including bicyclists and pedestrians.

MULTIMODAL MOBILITY

Multimodal mobility is impacted by residential and industrial development/growth, and increasing use of the road by commuters, homeowners and commercial vehicles. Substantial widening is constrained in areas by adjacent properties, water crossings, and open space along all three segments; however, opportunities for widening to meet required jurisdictional standards exist along most of the corridor.

FLOOD RESILIENCY

ECLR/WCR 1 corridor crosses four major waterways along its ten miles. Each crossing includes a floodplain that inundates the road during large flood events and can prevent north/south travel for weeks or months at a time. The 2013 flood closed ECLR/WCR 1 in three locations and caused significant disruption to travel for over a year following the event. The ECLR/WCR 1 master plan recommends an elevation, prioritization and improvements to some or all crossings that would improve travel along the corridor during and following flood events.

CORRIDOR ANALYSIS

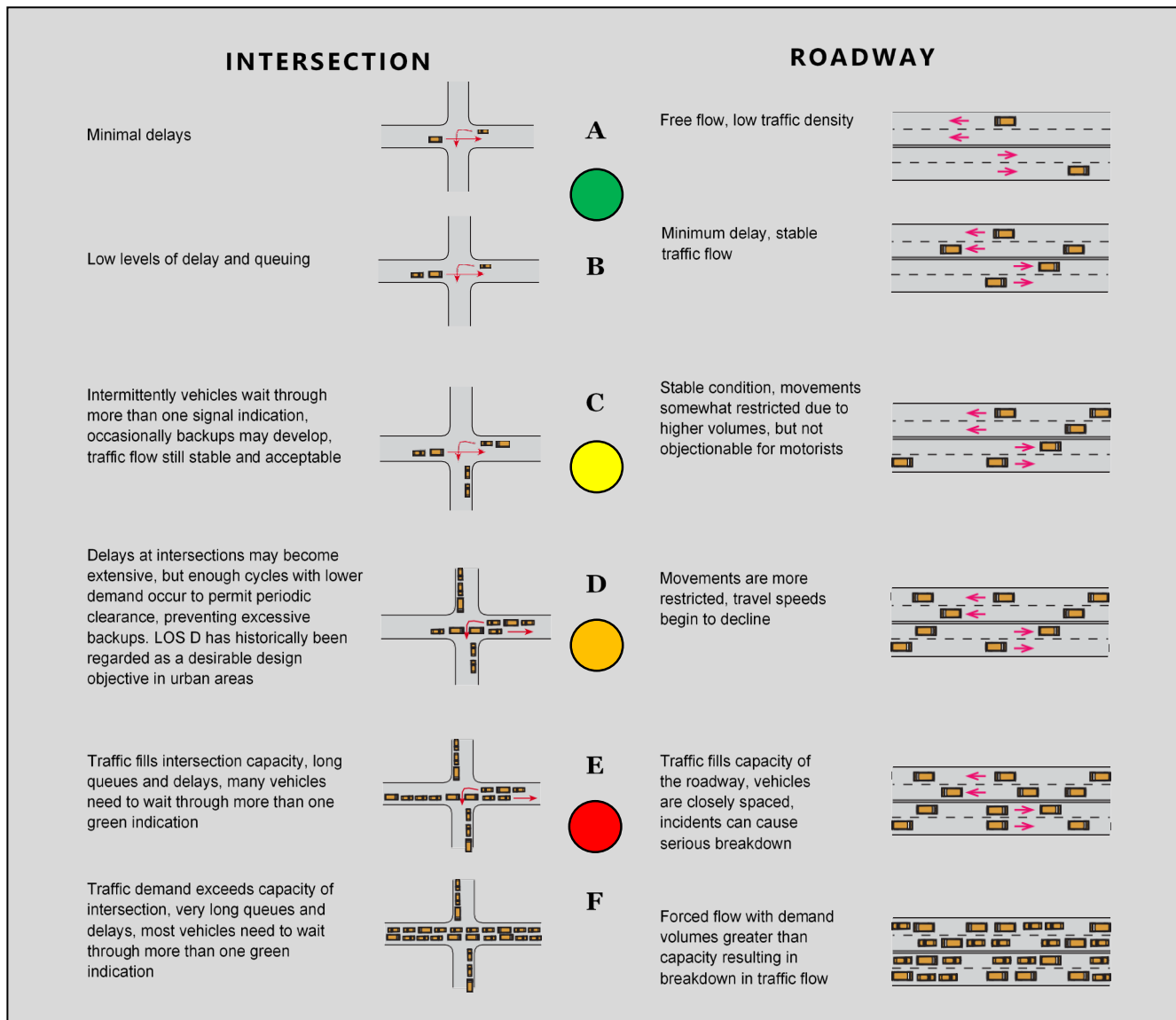
The ECLR/WCR 1 master planning process evaluated traffic, bicycle and pedestrian facilities, safety, bridges, flood resiliency, utilities, and environmental constraints within all three segments.

TRAFFIC VOLUMES OVERVIEW

Intersection traffic data collection consisted of weekday AM and PM peak hour turning movement counts in early November 2018 at seven intersections and 24-hour Average Daily Traffic (ADT) counts at the remaining locations to analyze existing Level of Service (LOS) and determine 2040 no-build LOS.

Roadway segment traffic volume data was collected to determine 2040 no-build LOS by comparing future volumes to the threshold capacity. The threshold capacity is dependent upon many factors beyond volume, such as roadway speed, percentage of trucks, frequency of access/intersections, traffic controls, peak hour traffic characteristics, terrain, and roadway geometry. See Level of Service Definitions in **Figure 1.5**.

FIGURE 1.5 – LEVEL OF SERVICE DEFINITIONS



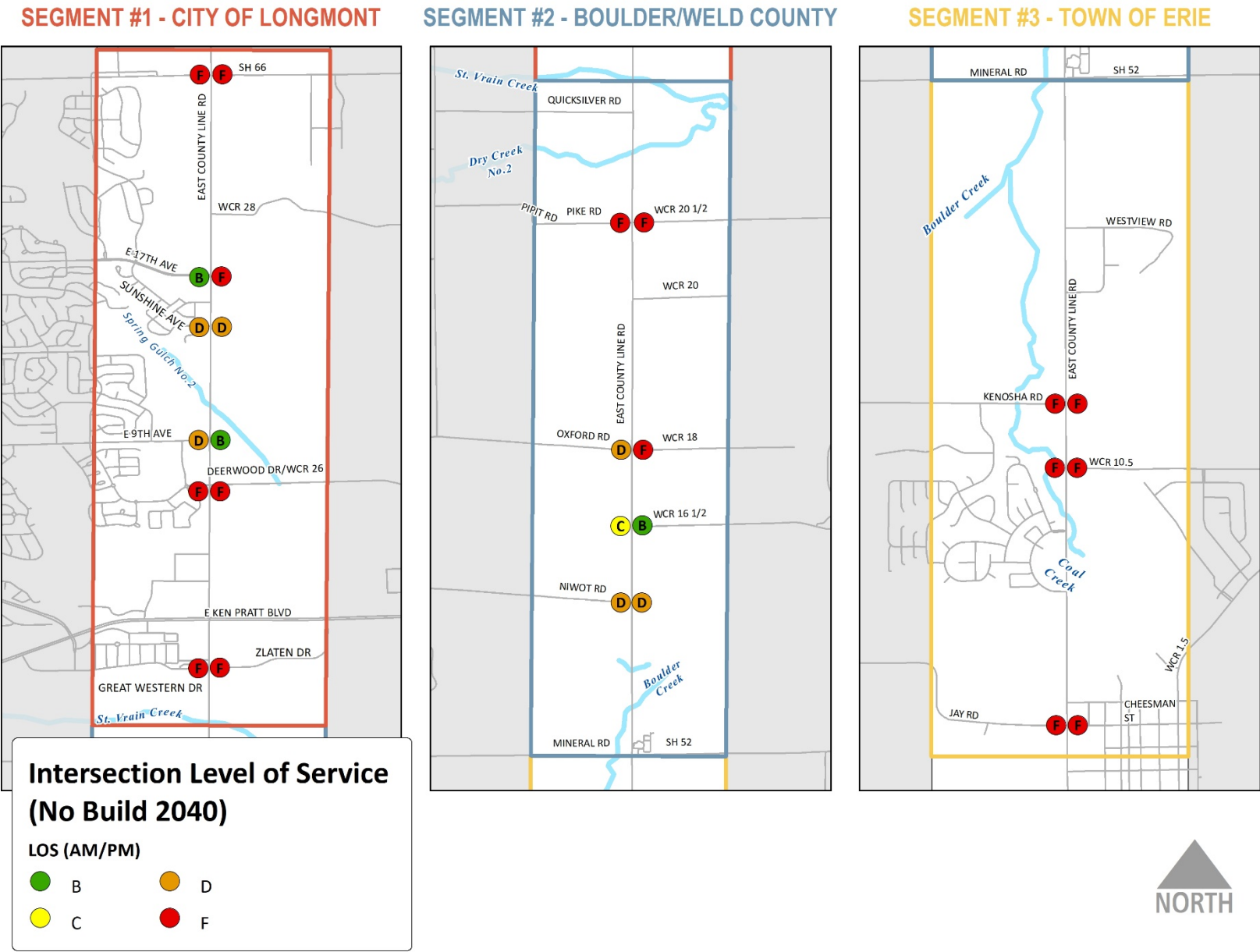
INTERSECTION TRAFFIC PROJECTIONS

In the no-build scenario, all evaluated intersections are projected to operate at LOS D or worse during the AM/PM Peak Hour in 2040 with the exception of WCR 16.5. See **Table 1.3** and **Figure 1.6**.

Table 1.3 – Intersection Traffic Operating Conditions and Future Needed Improvements

Location	Traffic Operating Conditions	Future Needed Improvements
Segment 1 - City of Longmont		
Highway 66 (Ute Highway)	Signalized intersection with a Colorado Department of Transportation (CDOT) state highway. The intersection is projected to operate at LOS F in both the AM and PM peak hours in 2040.	Long-term traffic projections show the need for widening ECLR/WCR1 to a five-lane section. CDOT's Planning and Environmental Linkage study recommends upgrading Highway 66 to two lanes in each direction with dual left-turn lanes from westbound Highway 66 to southbound ECLR/WCR1.
17th Avenue	Side-street stop-controlled intersection projected to operate at LOS B in the AM peak hour and LOS F in the PM peak hour in 2040.	Addition of through and turn lanes will need to be added to this intersection. A traffic signal or a roundabout will be needed in order to maintain a LOS below F.
Sunshine Avenue & Rustic Drive	Side-street stop-controlled intersection projected to operate at LOS D in both the AM and PM peak hours in 2040.	Raised median and island upgrades that allow three-quarter-movements (no left-outs) is scheduled to be performed by the City of Longmont to maintain a LOS D during AM and PM peak hours and to increase safety.
St. Vrain Road/9th Avenue	Signalized intersection projected to operate at LOS D in the AM peak hour and LOS B in the PM peak hour in 2040.	No improvements other than traffic signal adjustments are recommended at this time. Realignment of WCR 26 to become the east leg of this intersection is a future possibility.
Deerwood Drive/Weld County Road 26	Side-street stop-controlled intersection projected to operate at LOS F in both the AM and PM peak hours in 2040.	A traffic signal and an eastbound right-turn lane is recommended to meet projected traffic volumes and operate at a LOS D or better in 2040.
Great Western Drive/Zlaten Drive	Stop-controlled intersection, WB lefts projected to operate at LOS F in both the AM and PM peak hours in 2040.	A traffic signal or roundabout recommended upon final buildout of the Springs at Sandstone Ranch development to operate at a LOS B in the AM peak hour and LOS C in the PM peak hour in 2040.
Segment 2 - Boulder County/ Weld County		
Pike Road/Weld County Road 20.5	Side-street stop-controlled intersection projected to operate at LOS F in both the AM and PM peak hours in 2040.	Addition of through and turn lanes, along with a traffic signal or a roundabout are recommended to meet projected traffic volumes and improve multimodal safety.
Oxford Road/ Weld County Road 18	Side-street stop-controlled intersection projected to operate at LOS D in the AM peak hour and LOS F in the PM peak hour in 2040.	A roundabout, or the addition of turn lanes and a traffic signal, are recommended to meet projected traffic volumes and improve multimodal safety.
Weld County Road 16.5	Side-street stop-controlled intersection projected to operate at LOS C in the AM peak hour and LOS B in the PM peak hour.	The addition of left turn lanes or a roundabout is recommended to improve the safety of motorists accessing private driveways turning on WCR 16.5. Additionally, the existing non-standard vertical curve south of WCR 16.5 should be flattened.
Niwot Road	Side-street stop-controlled intersection projected to operate at LOS D in both the AM and PM peak hours in 2040.	A roundabout is recommended, primarily to reduce speed but will also improve capacity.
Segment 3 - Town of Erie		
Kenosha Road	Side-street stop-controlled intersection projected to operate at LOS F in both the AM and PM peak hours in 2040.	A roundabout is recommended for both Kenosha Road and WCR 10.5 at the ECLR/WCR1 intersection. This would improve capacity and increase multimodal safety.
Weld County 10.5	Side-street stop-controlled intersection projected to operate at LOS F in both the AM and PM peak hours in 2040.	
Jay Road/ Cheesman Street	All-way stop intersection projected to operate at LOS F in both the AM and PM peak hours in 2040.	A roundabout, or the addition of turn lanes and a traffic signal is recommended at this intersection. A traffic signal is recommended due mainly to the negative impacts of acquiring the ROW needed for a roundabout.

FIGURE 1.6 – INTERSECTION LEVEL OF SERVICE (NO BUILD 2040)



ROADWAY SEGMENT TRAFFIC PROJECTIONS

Based on the Highway Capacity Manual (HCM) capacity analysis, the entirety of ECLR would operate at LOS D or LOS E in 2040. See **Table 1.4** and **Figure 1.7**.

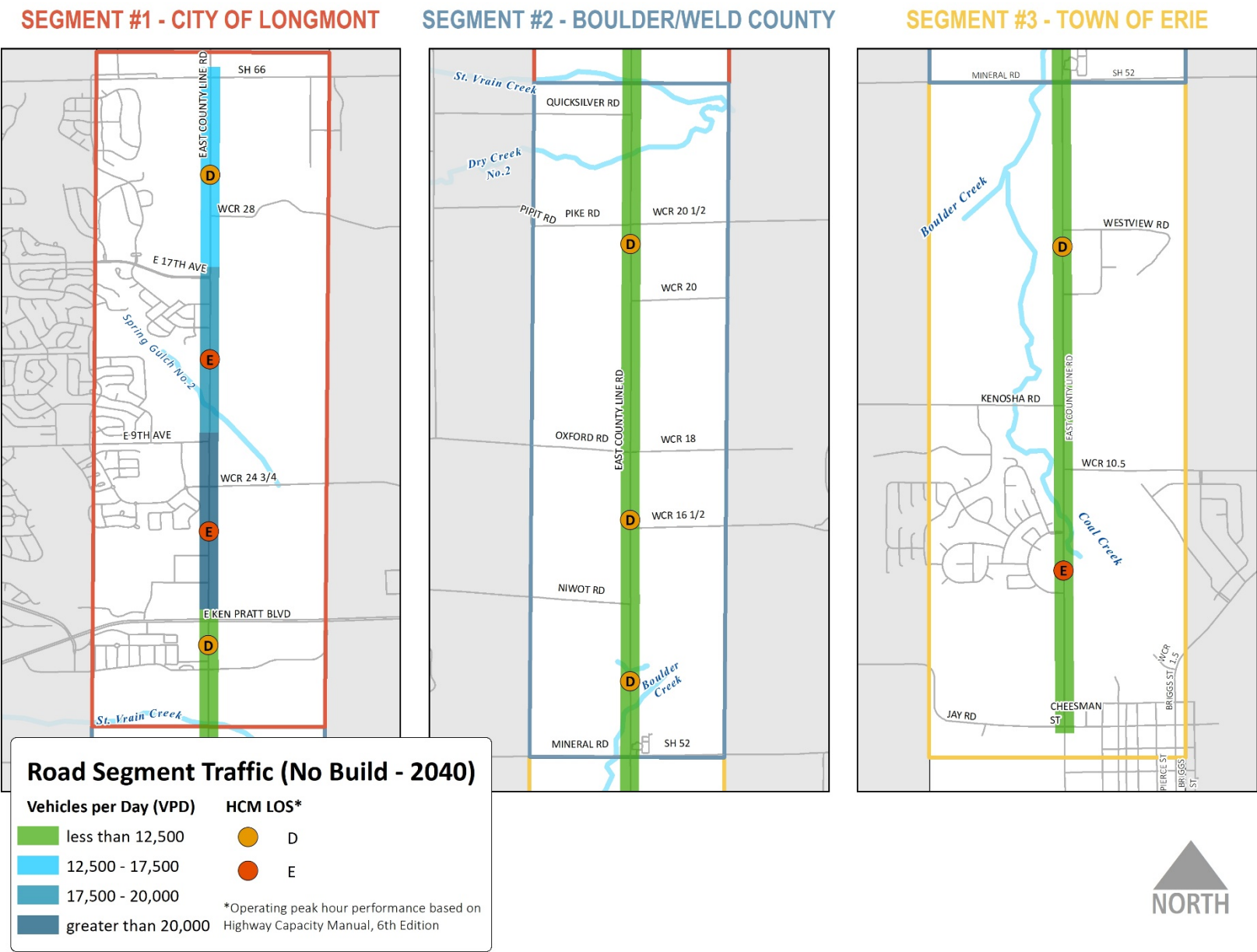
Table 1.4 - Roadway Segment Traffic Operating Conditions and Future Needed Improvements

Location	Traffic Operating Conditions	Future Needed Improvements
Segment 1 - City of Longmont		
Ute Highway (Highway 66) to 17th Avenue	Two travel lanes with a projected ADT of 17,400 and a LOS D in 2040.	Improve corridor to a five-lane section per City of Longmont standards, add a raised median in areas to assist in access control, and remove substandard vertical curve.
17th Avenue to St. Vrain Road / 9th Street	Two travel lanes with a projected ADT of 19,500 and a LOS E in 2040.	Improve corridor to a five-lane section per City of Longmont standards and add a raised median in areas to assist in access control.
St. Vrain Road/9th Street to Ken Pratt Boulevard (Highway 119)	Four travel lanes with a projected ADT of 20,500 and a LOS E in 2040.	No roadway improvements are slated for this section of the corridor. The addition of a multiuse path along the east side of the road will be driven by development.
Ken Pratt Boulevard (Highway 119) to St. Vrain Creek bridge	Two travel lanes south of Zlaten Drive and four north of Zlaten Drive with a projected ADT of 11,400 and a LOS D in 2040.	Addition of roadway shoulders and a multiuse path on the east side of the road from the St. Vrain bridge to Zlaten Drive/Great Western Drive.
Segment 2 - Boulder County/Weld County		
Great Western Drive/Zlaten Drive to Quicksilver Road	Two travel lanes with a projected ADT of 10,300 and a LOS D in 2040. This evaluated segment encompasses the City of Longmont and Boulder County/Weld County segments.	This section of the corridor was elevated out of the 100-year flood zone and had shoulders added in 2015. No improvements are recommended at this time.
Quicksilver Road to Pike Road/WCR 20.5	Two travel lanes with a projected ADT of 10,300 and a LOS D in 2040.	Addition of seven-foot shoulders for safety. Removing roadway from the 100-year floodplain will require a combination of elevating the road and overland grading east of the road. Replacement of Dry Creek structure will maintain historic flows under the road.
Pike Road/WCR 20.5 to Oxford Road	Two travel lanes with a projected ADT of 10,300 and a LOS D in 2040.	Addition of seven-foot shoulders safety, and reconstruction of a portion of the Liggett Ditch.
Oxford Road to Niwot Road	Two travel lanes and a projected ADT of 11,200 and a LOS D in 2040.	Addition of five-foot shoulders for safety.
Niwot Road to Highway 52/Mineral Road	Two travel lanes with a projected ADT of 11,000 and a LOS D in 2040.	Addition of five-foot shoulders and elevate the road through the Boulder Creek floodplain. Roadway design should be coordinated with the Boulder Creek Bridge design/construction project.
Segment 3 - Town of Erie		
Highway 52/Mineral Road to Westview Road	Two travel lanes with a projected ADT of 12,300 and a LOS D in 2040.	Widen road and the add seven-foot shoulders for safety with a raised median to follow the Town of Erie's Median Policy.
Westview Road to Kenosha Road	Two travel lanes with a projected ADT of 12,300 and a LOS D in 2040.	Widen road and add shoulders for safety with raised median to follow the Town of Erie's Median Policy.
Kenosha Road to Jay Road	Two travel lanes with a projected ADT of 10,900 and a LOS E in 2040.	Widen road and add bike lanes shoulders for safety. Location of raised median to follow the Town of Erie's Median Policy.

BICYCLE/PEDESTRIAN FACILITIES

The ECLR/WCR 1 corridor lacks bicycle and pedestrian facilities along most of its length but paved shoulders and/or bike lanes are envisioned for the entire corridor. There are some sidewalks along one or both sides of ECLR/WCR 1 adjacent to developed properties within the Longmont and Town of Erie segments. Most of the existing sidewalks are not continuous. There is one crosswalk that crosses ECLR/WCR 1 within the north intersection leg of Ken Pratt Boulevard/Highway 119 in the Longmont segment, and one crosswalk within the south intersection leg in the Erie segment at Jay Road/Chessman Street. The St. Vrain Greenway passes under ECLR/WCR 1, south of Quicksilver Road, and a future pedestrian underpass is proposed between Jay Road and Kenosha Road.

FIGURE 1.7 – ROADWAY SEGMENT LEVEL OF SERVICE (NO BUILD 2040)



SAFETY

There was a total of 436 crashes along ECLR/WCR 1 within a five-year period based on the most recent and available crash data. Crash types are predominately rear end, broadside, and approach turn with five crashes involving either cyclists or pedestrians. Most crashes were intersection related. Sixty-three percent of crashes consisted of property damage only (PDO) and 37 percent included an injury. Fatalities occurred at three locations along the corridor: Highway 66 (2015), Sunshine Avenue (2018), and Deerwood Drive/Weld County Road 26 (2017).

The highest crash location in the five-year period was in the Longmont Segment at Highway 119 with 130 crashes, followed by Highway 66 (Ute Highway) with 69 crashes, with rear ends being the primary type of crash. See **Table 1.5** and **Figure 1.8**.

Table 1.5 – Five-Year Crash Summary and Future Needed Improvements

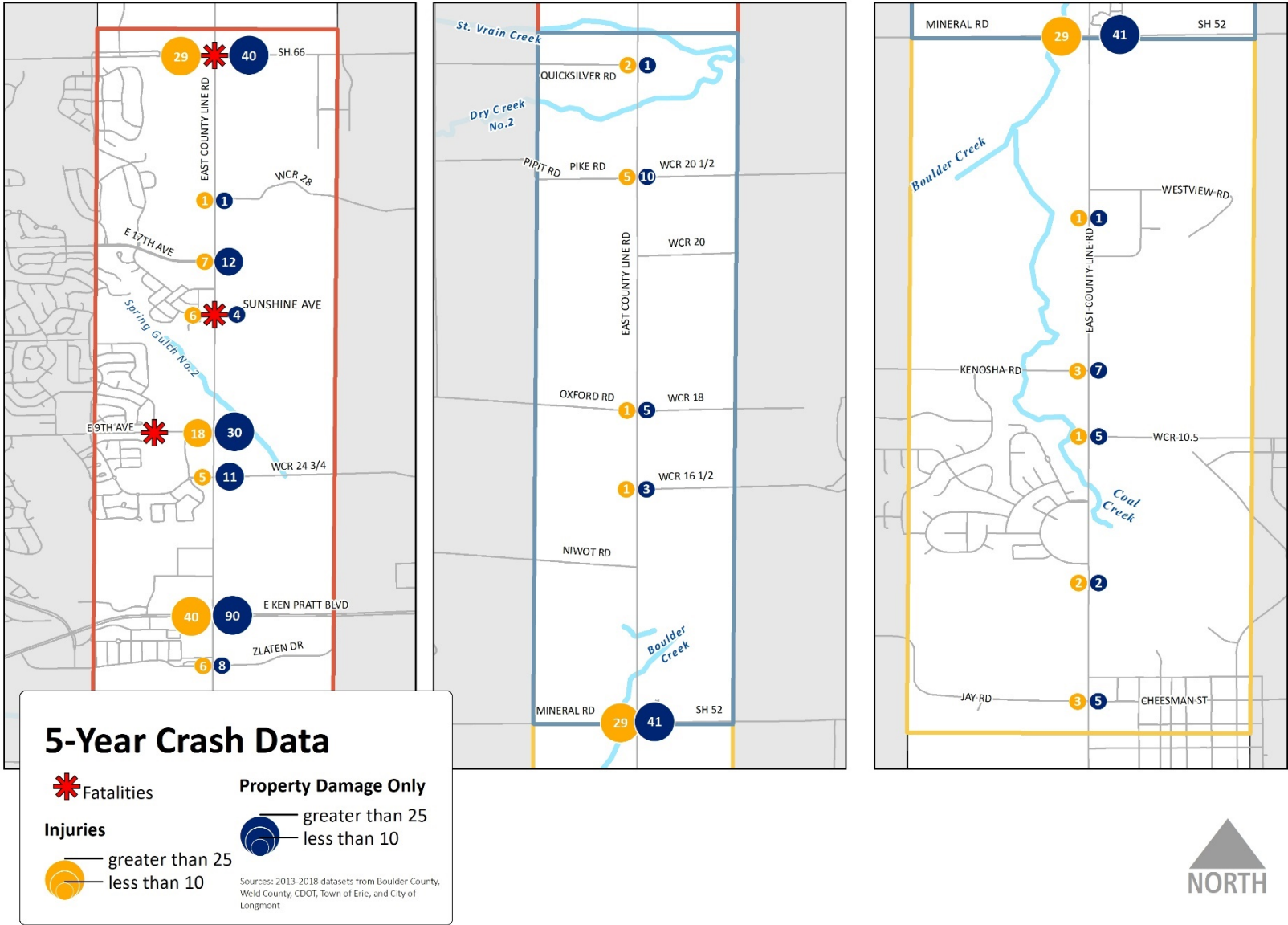
Location (Crash period)	Crash Information	Future Needed Improvements
Segment 1 - City of Longmont		
Highway 66 (Ute Highway) (7/2012-06/2017)	Sixty-nine crashes predominately rear end (45), approach turn (4), broadside (5)	Recommended additional lanes, updated traffic signal and signing.
Weld County Road 28 (2014-2018)	Two crashes: fixed object	Potential road widening.
17th Avenue (2014-2018)	Nineteen crashes predominately rear end (7), fixed object (3), broadside (2)	Roundabout should reduce both the amount and the severity of crashes.
Sunshine Avenue (2014-2018)	Eleven crashes , rear end (1), pedestrian (2), approach turn (4)	Additional turn lanes and raised medians will better direct motorists.
9th Avenue/St. Vrain Road (2014-2018)	Forty-nine crashes predominately rear end (21), fixed object (7), curb/raised median (5), approach turn (4)	Recommended additional southbound through lane and advance signal warning signs.
Deerwood Drive/Weld County Road 26 intersection (2014-2018)	Sixteen crashes ,head on (3), sideswipe same direction (3), overturning (2)	Recommended traffic signal and eastbound right-turn lane.
Highway 119 intersection (7/2013-6/2018)	One hundred thirty crashes predominately rear end (88), broadside (11), approach turn (7), bicycle (1)	No improvements recommended.
Great Western Road/Zlaten Drive (2012-2017)	Fourteen crashes, broadside (4), rear end (2), approach turn (2), fixed object (2), curb/raised median (2)	Removal of existing raised median and installation of a traffic signal or roundabout.
Segment 2 - Boulder County/ Weld County		
Quicksilver intersection (2012-2016)	Three crashes, overturning (2), utility pole (1)	Recommended addition of shoulders on ECLR/WCR 1, and advanced signing on Quicksilver.
Pike Road/Weld County 20.5 intersection (2015-2019)	Fifteen crashes, overturning (6), embankment (6), culvert (2)	Recommended roundabout to slow traffic and reduce crash severity.
Oxford Road/Weld County 18 intersection (2015-2019)	Six crashes, broadside (3), fixed object (2)	Recommended roundabout to slow traffic and reduce crash severity.
Weld County Road 16.5 intersection (2012-2016)	Four crashes, fixed object (2), rear end (2). The presence of several private driveways might have contributed to crashes in the area.	Recommended roundabout to slow traffic and reduce crash severity and removal of substandard vertical curve to improve sight distance.
Segment 3 - Town of Erie		
Highway 52 (2012-2016)	Seventy crashes predominately rear end (39), broadside (9), overturning (1)	Intersection improvements including longer storage area for turning movements will improve traffic flow through the intersection to possibly reduce crashes. CDOT is performing a PEL study on SH-52 which is expected to have its own set of proposed improvements.
Kenosha Road to Highway 52 segment (2014-2018)	Two crashes, approach turn (1), embankment (1)	Addition of shoulders to improve safety.
Kenosha Road (2013-2017)	Ten crashes, rear end (3), approach turn (2), bicyclist (1)	Recommended roundabout at both intersections to slow traffic and reduce crash severity.
Weld County Road 10.5 (2014-2018)	Four crashes, fixed object (1), rear end (1), embankment (1)	
Jay Road to Weld County Road 10.5 segment (2014-2018)	Four crashes, fixed object (2), rear end (1), wild animal (1)	Addition of a center lane and shoulders will improve safety.
Jay Road/Cheesman Street (2014-2018)	Eight crashes, fixed object (6)	A signalized intersection to improve safety. The nearby schools must be considered when designing this intersection and signal.

FIGURE 1.8 - FIVE-YEAR CRASHES

SEGMENT #1 - CITY OF LONGMONT

SEGMENT #2 - BOULDER/WELD COUNTY

SEGMENT #3 - TOWN OF ERIE



BRIDGES AND STRUCTURES

The ECLR/WCR 1 corridor includes multiple crossings of streams, creeks, ditches, and other drainages, including four bridges with a minimum of 20-foot-long spans and four structures of significant size. Based on an analysis of structural conditions and allowable roadway width, several of these crossings are recommended for replacement. Additionally, the existing structures at Spring Creek, Dry Creek, Boulder Creek and Coal Creek do not meet current storm water conveyance requirements of the associated owner's/jurisdiction's design criteria. There are also several irrigation ditches and minor crossings throughout the corridor. These irrigation facilities will need to be considered as part of future individual designs. See **Table 1.6** and **Figure 1.9**.

Table 1.6 – Bridge Inspection Results and Future Needed Improvements

No.	Bridge-Crossing/Type	Future Needed Improvements
Segment 1 - City of Longmont		
1	Spring Creek/ 5.5'x4' metal pipe culvert	The culvert does not pass the 100-year storm. The City of Longmont has completed plans to construct a new crossing at this location.
Segment 2 - Boulder County/ Weld County		
2	ECLR/WCR 1 over St. Vrain Creek (BC-902-22.1-SVA)/280' long x 37'-2" bridge	Bridge width is adequate for vehicle traffic with two eleven-foot lanes and two six-foot shoulders. A separate multiuse pedestrian bridge east of the vehicle bridge is recommended. Utilities and a drainage structure are east of the existing bridge, and Boulder County open space extends both east and west of the exiting bridge.
3	ECLR/WCR 1 south of Quicksilver Road/ 48' long concrete box culvert w/13'-9" x 8'3" opening pedestrian undercrossing	Concrete box culvert is in good condition. Existing width would allow for a widened shoulder. There may be a need/desire to update the existing barrier for bicyclist safety.
4	ECLR/WCR 1 over Big Dry Creek (BC-901-20.5-DR2)/31' long x 27' wide bridge	Total replacement of this structure is recommended. The roadway width over the bridge is not wide enough for seven-foot shoulders. The current bridge could be replaced with a box culvert designed to pass historic flows.
5	ECLR/WCR 1 over Boulder Creek (BC-901-11.6-BO)/126' long x 38'-9" bridge	The current structure was built in 1976. The bridge rail does not meet current standards. The current roadway width would allow for two twelve-foot vehicle lanes and two six-foot shoulders. The 2015 Boulder Creek Restoration Master Plan performed by ICON Engineering recommends bridge replacement.
Segment 3 - Town of Erie		
6	Boulder and Weld County Ditch/40' long concrete box culvert	Increasing roadway width to add shoulders will require extending the concrete box culvert. Extension of box with like precast members is an option. Widening to west may be preferred. Address scour issues with widening.
Not Inspected	Kenosha Road over Coal Creek (BC-38-7.9-CO) 29' Span, 28' wide) 4 – Double Tee Girders	Replace bridge with new structure that can pass 100-year or desired storm event. Increase width to allow 7-shoulders. Analyze relocation of Coal Creek and/or Kenosha Road to fit tight field parameters.
7	Coal Creek/36' long concrete box culvert	Replacement of existing concrete box culvert with a new bridge. The 2017 Coal Creek Restoration Conceptual Design Report performed by ICON Engineering recommends bridge replacement.
8	ECLR/WCR 1 over Sullivan Ditch/20' long x 38'2" wide concrete bridge	Increasing roadway width to add shoulders will require extension or replacement of existing 20-foot long bridge. Guardrail will also need to be replaced.

RESILIENCY EVALUATION

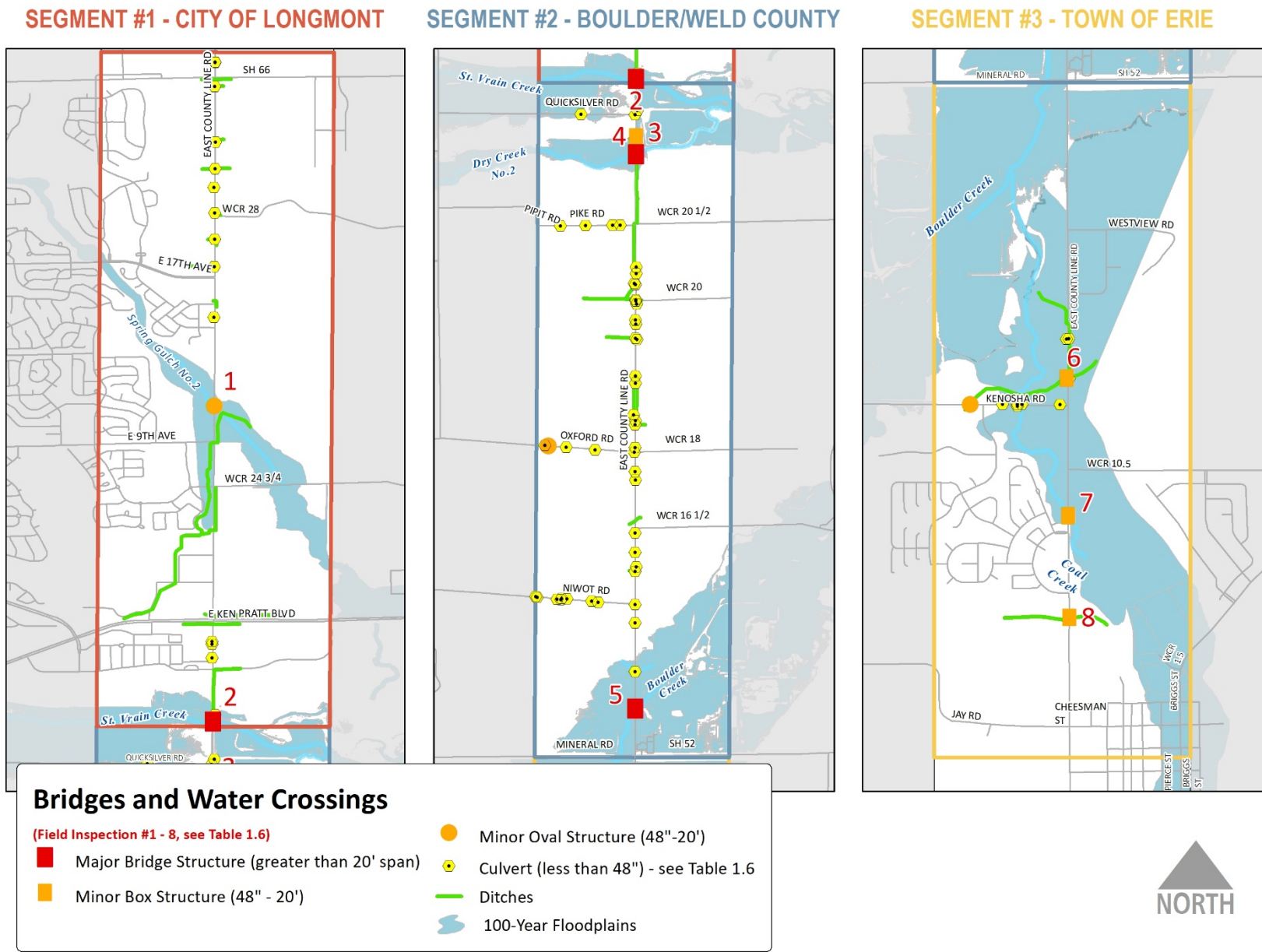
ECLR/WCR 1 crosses five major floodplains along its ten-mile stretch. Generally, all the major floodplains cross the corridor from west to east except for Coal Creek, which crosses from southeast to northwest prior to its confluence with Boulder Creek upstream of Highway 52. Based on Federal Emergency Management Agency (FEMA) delineations of the regulatory floodplains, the existing 100-year crossing facilities do not meet the selected evaluation criteria except for the St. Vrain Creek crossing, which was replaced with a larger bridge after the 2013 Flood and does not overtop during the 100-year flood event. As such, resiliency improvements are needed if protection against flood events is desired. The 100-year floodplain crossings are summarized in **Table 1.7** and shown in **Figure 1.9**.

Generally, evaluation focuses on developing concept floodplain crossing configurations that would protect ECLR/WCR 1 from overtopping during the one percent (100-year) annual change discharge flood event and assumes future widening projects would consist of a two or four-lane roadway. One of the main goals of this master plan is to evaluate and identify how much, if any, of the corridor should be protected from the one percent 100-year flood, where improvements are needed, and what types of improvements are needed. Four of the five major floodplain crossings within the study area do not meet selected evaluation criteria: 1) Spring Gulch No. 2, 2) Dry Creek No. 2, 3) Boulder Creek, and 4) Coal Creek.

Table 1.7 – 100-year Floodplain Crossings and Potential Solutions

Floodplain	Floodplain Crossing Conditions	Potential Solutions
Segment 1 - City of Longmont		
Spring Gulch No. 2	Detailed overtopping information not included in best available data sources.	City of Longmont 2018-2019 Design for Channel & Trail Improvements. Detailed 100-year floodplain information not available.
Segment 2 - Boulder County/ Weld County		
St. Vrain Creek	Post 2013 Flood structures passes the updated 100-year discharge without overtopping. Slightly less freeboard than standard exists due to updated hydrology after construction.	No updates are required for resiliency. A pedestrian bridge is recommended east of the vehicle bridge. Resiliency efforts similar to the vehicle bridge should be followed.
Dry Creek No. 2	Between Quicksilver Road and Dry Creek only a small percentage of the 100-year flows pass under ECLR/WCR 1 at the existing Dry Creek Crossing. The remaining flows overtop ECLR/WCR 1.	A drainage study of the Dry Creek floodplain was completed. Improvement alternatives include re-channelizing Dry Creek, replacement bridge at ECLR/WCR 1, possible addition of a bridge on Quicksilver Road. The recommended alternative includes replacement of the bridge with a box culvert, raising ECLR/WCR 1, and overland grading to allow Dry Creek overtopping flows to reach the St. Vrain Creek.
Boulder Creek	The existing Boulder Creek Bridge will pass only minor storms. The 100-year storm will overtop ECLR/WCR 1 starting approximately 1,000-feet south of the bridge to a point approximately 1,400-feet north of the bridge. Overtopping is as much as two feet in depth.	Construction of a new, larger bridge at Boulder Creek and ECLR/WCR 1 is recommended. Bridge replacement design should occur in coordination with channel improvements to Boulder Creek. Resiliency measures to protect ECLR/WCR 1 should be part of the design.
	From Highway 52 to Westview Road: Boulder Creek flows overtop ECLR/WCR 1 south of Highway 52.	Improvements to Boulder Creek and Coal Creek along with replacement bridges will address flooding issues along this section of road. Raising of the roadway may be required.
Segment 3 - Town of Erie		
Coal Creek	From Westview Road to CW Bixler Boulevard (approximate distance of one-and-a-half miles), ECLR/WCR 1 is overtopped in the 100-year storm event.	Construction of a new, larger bridge at Coal Creek and ECLR/WCR 1 is recommended. Bridge replacement design should occur in coordination with channel improvements to Coal Creek. Resiliency measures to protect ECLR/WCR 1 (including raising the road) should be part of the design. The realignment of Kenosha Road along with the replacement of the Kenosha Bridge should be included in the design/construction effort.

FIGURE 1.9 – BRIDGES AND WATER CROSSINGS



UTILITIES

Overhead electrical lines, vaults and boxes owned by both United Power and Xcel Energy run along the entire corridor. Left Hand Water District has a water line that runs throughout Segment 2, predominately on the east side of the corridor.

Xcel distribution gas lines run north-south along the corridor. Additionally, there are private oil facilities between CR 16.5 and CR 20. These facilities include two oil tank batteries and one well head just east of the ROW line. There is also an oil tank battery on the west side of the road approximately 1,800-feet north of Boulder Creek, and a large oil facility consisting of numerous well heads and tanks on the northeast corner of WCR 10.5 and ECLR/WCR 1.

Ditch and utility companies were contacted as part of the study process and will need to be contacted again as individual projects are developed. Due to the extensive effort associated with contacting utility owners, only a partial list of known utility owners with facilities along the corridor were identified, as shown in **Table 1.8**.

Table 1.8 – Utility Owners (Partial List)

Crestone Peak Resources	Town of Erie
Extraction Oil & Gas	Left Hand Water District
KP Kaufmann & Co	Level 3 now CenturyLink
Kerr McGee Anadarko Production...Gathering, Platte Valley	New Consolidated Lower Boulder Reservoir & Ditch
Xcel Energy	Northern Water
PDC Energy	United Power Inc.
Peterson Energy	United Private Networks
Black Hills Energy District	CDOT Region 4
8 North, LLC (Extraction Oil & Gas)	

ENVIRONMENTAL CONSTRAINTS

There are multiple environmental conditions that could impact the design of future improvements of the ECLR/WCR 1 corridor; however, none of these conditions are likely to impact the feasibility of improving safety, mobility and/or flood resiliency.

Wetlands and waters in the study area include 33 mapped features consisting of irrigation ditches, roadside drainages, swales, natural streams, fringe wetlands and one pond. Several irrigation ditches occur in the study area. Major irrigation ditches, such as the Liggett Ditch, have wide open-water channels with abutting wetland and/or riparian vegetation. The irrigation laterals vary from well-defined channels with well-developed wetlands to narrow (one-foot wide) field laterals lacking any wetland vegetation. Some of the field laterals are constructed of concrete. The smaller laterals and roadside drainage ditches were not included in the mapping unless they are associated with well-developed wetland vegetation that extends beyond the main ditch. Natural drainages include St. Vrain Creek, Dry Creek, Boulder Creek and Coal Creek.

EXTERNAL STAKEHOLDER OUTREACH

The Master Plan employed a comprehensive public outreach process to evaluate the needs, issues and opportunities along ECLR/WCR 1. Public outreach activities to notify stakeholders about the project and invite them to participate in the process were combined with an interactive comment map for users to provide a comment on the nature and specific location of their concerns.

PUBLIC OUTREACH

Aside from several meetings and close coordination with Boulder County, Weld County, City of Longmont and Town of Erie representatives, a robust public outreach process was used to gather input from property owners, the general public, ditch and utility companies.

PROPERTY OWNERS

There are approximately 179 properties along the ECLR/WCR 1 corridor. Existing public ROW widths vary along the corridor but are predominately 60-feet within the counties and between 60 and 120-feet in some areas within the incorporated areas. In areas where road improvements have occurred, ROW has often been dedicated during development to match the City/Town ROW needs based on the roadway classification.

As with many projects, additional ROW will be required, especially in areas where the existing county ROW is all that is currently available. All property owners along the corridor were notified during the planning process and all four jurisdictions are committed to working with individual property owners during future design and construction processes.

GENERAL PUBLIC

Stakeholders were notified by email, social media, press release website and postcard of the project and invited to provide input and feedback. Public involvement efforts yielded over 300 comments from online interactive maps, public open houses, and one-on-one stakeholder interviews.

The public input process included two rounds of public input opportunities. The May 2019 outreach effort included a public open house and a map-based online comment option. The second outreach effort in December 2020/January 2021 included four virtual open houses and a revised map-based online comment option depicting recommended improvements.

May 2019 Public Open House

The May 16, 2019 public open house served as an opportunity to present corridor conditions, visit with the public, and collect feedback. Maps, stickers, and flipcharts were displayed, and participants were encouraged to add their comments directly on the location of concern. Maps were split by corridor segments and jurisdictional staff were on hand to answer questions. There were 62 meeting attendees, 78 comments received at the open house, and 102 online comments received during the first comment period.

Comments received were separated into four categories: access, safety, congestion, bike/pedestrian, or other. Safety was the most categorized comment, followed by congestion and bike/pedestrian concerns. **Table 1.9** summarizes the types of comments received and **Figure 1.10** shows the comment locations for the May 2019 public outreach effort.

Table 1.9 – Public Comment Types (May 2019)

Comment Category	Number of Comments	Percent
Safety	72	40%
Other	45	25%
Congestion	30	17%
Bike/Pedestrian	20	11%
Access	13	7%
Total	180	100%

FIGURE 1.10 – PUBLIC COMMENTS (MAY 2019 OUTREACH EFFORT)

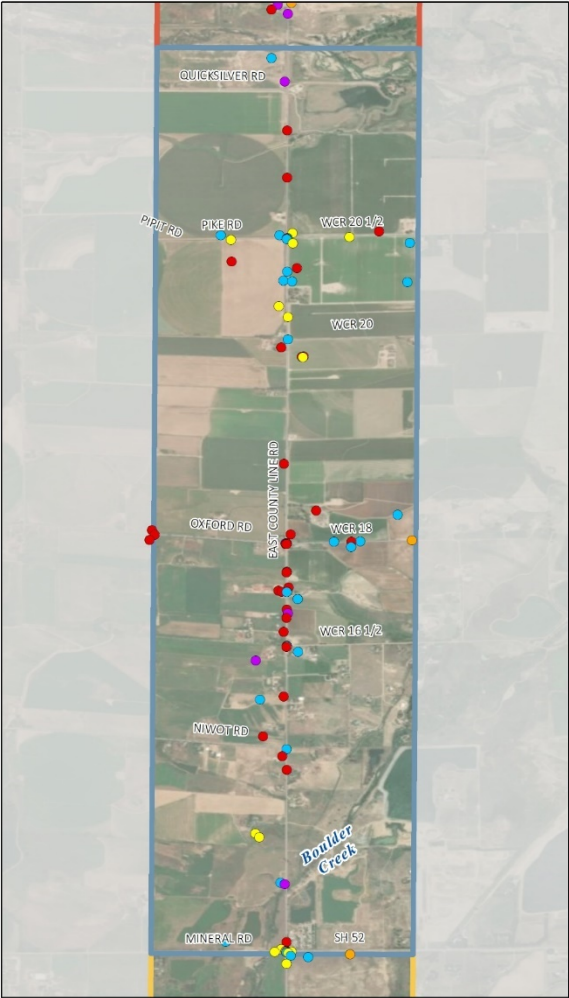
49 Comments

SEGMENT #1 - CITY OF LONGMONT



85 Comments

SEGMENT #2 - BOULDER/WELD COUNTY



46 Comments

SEGMENT #3 - TOWN OF ERIE

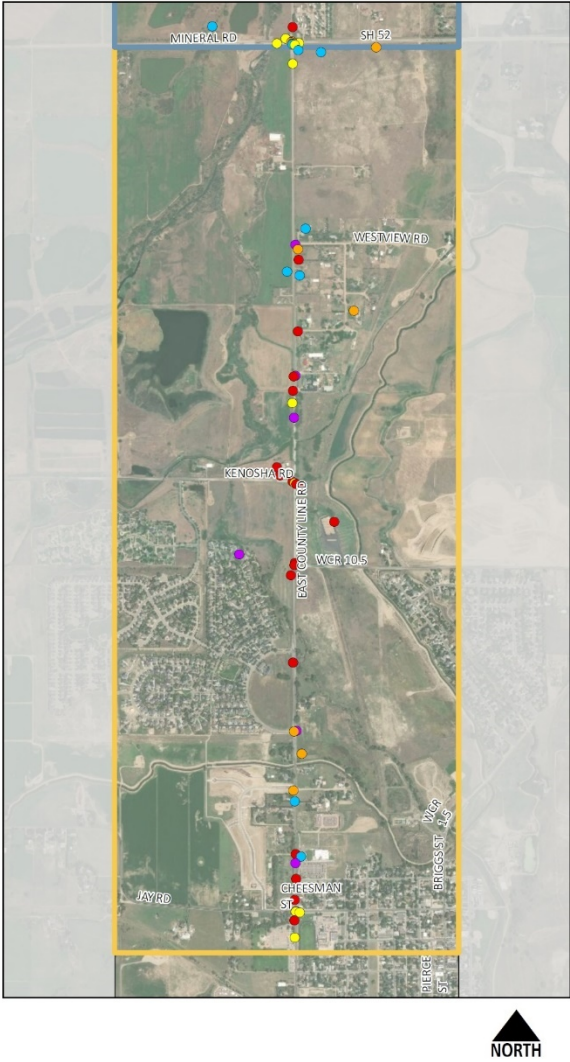


Table 1.10 summarizes public comments from the May 2019 public comment period, and project numbers (i.e. “L1”) are incorporated to demonstrate concerns that will be addressed with recommended improvements. Comments in the “Public Comments on Existing Conditions” column of **Table 1.10** are from the May 2019 public input period and were specifically used to develop alternatives and revise “Preliminary Project Concepts”.

Table 1.10 – Public Comments (May 2019)

Location	Public Comments on Existing Conditions (May 2019)	Preliminary Project Concepts
General and Miscellaneous (applicable to most of the corridor)	<ul style="list-style-type: none"> • Designated or protected bike lanes throughout the corridor • Consider alternate parallel bike corridor • Potholes were noted as a maintenance issue • Industrial/oil industry-related truck traffic • Consider wildlife corridors and impacts, particularly around creeks and drainageways • Historic properties, buildings and facilities 	Project recommendations include widened shoulders and/or bike lanes whenever possible/feasible and will follow design guidelines to accommodate traffic volumes and truck traffic. Environmental impacts will also be considered with every project, including wildlife corridors and historic properties, buildings and facilities.
Segment 1 - City of Longmont		
Highway 66 (L1)	<ul style="list-style-type: none"> • Future widening should occur on the west, on the City of Longmont side, to lessen impacts to existing residences on the Weld County side • A traffic study should be conducted, and a traffic light is needed at Hwy 66 • Intersection should be expanded to two lanes in each direction from 9th to 66 • Suggestion for 35 mph and electronic speed limit signs 	Upgrade the existing signalized intersection with five lanes south of Highway 66 with a detached multiuse pathway on the west side. Future movements would include dual westbound left-turns off Highway 66. City of Longmont property west of the roadway would allow for future widening to avoid or minimize the need for acquisition of right-of-way from property owners east of ECLR/WCR 1.
17th Avenue (L3)	<ul style="list-style-type: none"> • A traffic signal should be installed at this intersection • Issues and safety concerns with turning north from 17th Avenue onto ECLR/WCR 1 • Speed of traffic causes pedestrian crossing issues on 17th Avenue at the Jim Hamm Nature Area • Maneuverability issues/tight turning and congestion (need for reconfiguration and additional lanes) 	Replace the stop-controlled “T” intersection with a double-lane three-legged roundabout to improve safety, traffic flow and maneuverability. The roundabout and approaches would include detached sidewalks to improve pedestrian access and safety. The double-lane roundabout would help regulate/reduce speeds through the intersection.
Sunshine Avenue (L3)	<ul style="list-style-type: none"> • Access on to county road from driveway • High traffic volumes, narrow shoulders • Area is dark, suggested streetlights • Suggested adding a traffic signal or roundabout 	Proposed future roadway widening to five lanes and sidewalk improvements along this stretch of the corridor.
9th Avenue (L4)	<ul style="list-style-type: none"> • Replace light with roundabout, concerns about traffic speeds 	
Deerwood Drive/County Road 26 (L5)	<ul style="list-style-type: none"> • Concerns about traffic speed and noise in residential area • Suggested pedestrian crossing light for safe access to Union Reservoir Nature Area • Request for northbound right turn lane on ECLR/WCR 1 onto County Road 26 	Proposed future traffic signal.
Ken Pratt BLVD/Highway 119	<ul style="list-style-type: none"> • Improve turn lane markings for those turning into the distribution center. • Suggested bike/pedestrian underpass for safer access to Walmart • Driver confusion about merging and yielding for eastbound traffic heading southbound on ECLR/WCR 1 	No improvements are being recommended as part of this Master Plan.
Great Western/Zlaten Drive (L6)	<ul style="list-style-type: none"> • Need pedestrian crosswalk for Great Western to Zlaten Drive and protected bike lanes • Connections to the St. Vrain Greenway and surrounding destinations are desired • A turn lane for northbound traffic turning onto Zlaten and advance notice that people are turning would aid traffic turning southbound out of Walmart 	Widen ECLR/WCR 1 between Zlaten Drive and the bridge over the St. Vrain Creek to allow for paved shoulders. The multiuse trail would be extended south to St. Vrain Creek and connect to the proposed pedestrian bridge over St. Vrain Creek. Recommend installing a traffic signal or roundabout at time of full residential buildout.
Segment 2 - Boulder County/ Weld County		
Quicksilver Road/St. Vrain Creek (C2)	<ul style="list-style-type: none"> • Consider sparing removal of fences, gates, and well-established trees • Extend no passing zone further to the south to the fire station • Suggested roundabout at Quicksilver Road 	Proposed future widened shoulders from Quicksilver Road to County Road 20.5.

Location	Public Comments on Existing Conditions (May 2019)	Preliminary Project Concepts
Pike Road/County Road 20.5 (C4)	<ul style="list-style-type: none"> Add bike lanes and a shoulder or a multiuse trail/path Recommend turn lanes and a roundabout or traffic signal Visibility and speeding issues Liggett Ditch has erosion/sedimentation impacts Narrow shoulder and ditch on the west side of the road Concerns about traffic speed 	Improve the existing two-way stop-controlled intersection with a single-lane roundabout to accommodate future traffic volumes. Major irrigation facilities with the existing ditch running diagonally under intersection should also be addressed with the proposed project.
Oxford Road/WCR 18 (C6 & C6A)	<ul style="list-style-type: none"> Recommend roundabout or traffic signal and widened shoulders to address speed, facilitate traffic flow and improve safety Sight distance/visibility concerns associated with trees and fences on the NW corner of the intersection Driveway access and domestic farm animal presence concerns 	Improve the existing two-way stop-controlled intersection with a single-lane roundabout to accommodate future traffic volumes and improve approaches and sight distance. Irrigation improvements would also be included.
WCR 16.5 (C8 & C6A)	<ul style="list-style-type: none"> Safety issues associated with passing on a double yellow line/speeding, and poor visibility/sight distance Concerns about adding a third lane through this area Widening should occur on the undeveloped side of the road 	Improve the existing one-way stop-controlled intersection with a single-lane roundabout to accommodate future traffic volumes. Improve access to the adjacent property owners with realigned driveways and/or connector roads. Improve visibility and access to and from the existing western driveways by removing the sub-standard vertical curve.
Niwot Road (C10 & C6A)	<ul style="list-style-type: none"> Both concerns and advocating for roundabout Suggestion for a four-way stop Speed and truck traffic concerns Visibility/sight distance issues with vertical curves Residential access issues 	Improve the existing one-way stop-controlled intersection with a new single-lane roundabout.
Mineral Road/Highway 52 (C13)	<ul style="list-style-type: none"> Residential access close to the intersection – safety concerns Signal timing improvements needed Add turn lanes and additional through lanes Increase length of turn lane onto Highway 52 	Existing traffic signals are operated by the Colorado Department of Transportation (CDOT) which is currently being studied through the SH 52 PEL Study. Traffic analyses for this Master Plan indicates that a southbound right turn lane is needed to accommodate 2040 volumes of ECLR/WCR 1 and Mineral Road/Highway 52. Additionally, there is a need to increase storage and add shoulders.
Segment 3 - Town of Erie		
Westview Road	<ul style="list-style-type: none"> No turn lane and poor visibility. Historic site (southeast of West View Road) Existing water well to be aware of 	Proposed future road widening to three lanes with shoulders from Highway 52 to Jay Road.
Buffalo Road	<ul style="list-style-type: none"> Concerns about turning left off Buffalo Rd. onto ECLR/WCR 1, suggested a left turn lane or median 	
South of Buffalo Road	<ul style="list-style-type: none"> Increased congestion, difficult for school bus traffic pulling from dirt to asphalt. Poor visibility Steep ditches 	
Kenosha Road/Weld County Road 10.5 (E3)	<ul style="list-style-type: none"> Request turn lane on ECLR/WCR 1 Poor visibility (vertical sight distance issues) when turning from Kenosha Rd on to ECLR/WCR 1 Lots of driveways/access points Motorists frequently run stop signs Request for separated sidewalk/path Speeding concerns, suggested electronic speed monitoring signs 	Proposed future road widening to three lanes from Highway 52 to Jay Road. Proposed future roundabout at Kenosha and WCR 10.5.
CW Bixler Boulevard	<ul style="list-style-type: none"> Speeding concerns, recommended 35mph past neighborhoods Lack of desire for raised medians 	Proposed future road widening to three lanes and shoulders from Highway 52 to Jay Road.
South of CW Bixler Boulevard	<ul style="list-style-type: none"> Lack of room to expand road (homes, mature trees and utilities) Speeding concerns, prefers no medians Need for sidewalks Request for turn lanes into subdivision 	
Evans Street	<ul style="list-style-type: none"> Request for turn lanes to accommodate church traffic 	
Jay Road/Cheesman Street (E6)	<ul style="list-style-type: none"> Recommend sidewalks and turn lanes School zone sign flashing activates with no children present Heavy congestion around school drop off/pick up 	Improve the existing four-way stop-controlled intersection with a traffic signal to meet current and future traffic demand. Intersection improvements would be designed to improve approaches and bicycle and pedestrian safety in a school zone area.

December 2020/January 2021 Virtual Open Houses

The virtual open houses held between December 2020 and January 2021 provided an opportunity to present the draft Master Plan, answer questions from the public, and collect additional feedback on the recommended projects. Each of the four events were held on a Zoom platform and included a map and diagram-based presentation on the proposed recommendations, an interactive discussion, and question and answer sessions with community members. The first three virtual open houses each pertained to a different segment of the corridor, City of Longmont, Boulder/Weld Counties, and Town of Erie. The fourth open house, held in January 2021, focused specifically on the proposed recommendations for the WCR 16.5 intersection of the Boulder/Weld Counties segment. A total of 102 community members attended the virtual open houses, and another 88 participated using the map-based online comment option during the second comment period. During the online open houses, participants provided feedback through live polls, chat comments and verbal discussion.

The live polls asked participants to rate their comfort level with the proposed recommendations, providing four options to choose from: comfortable, somewhat comfortable, I have concerns, and I need more information. In each workshop, the poll results illustrated that a majority of participants were comfortable with the proposed recommendations and felt they met a clear need in the community. Public comments indicated an increased understanding of the proposed corridor improvements among participants. Comments also brought attention to safety concerns, particularly the implementation of roundabouts, and an expressed interest in implementing different mechanisms to address them. Comments indicated there will be a need for clear opportunities to engage with the public on the use of roundabouts in the design stage of each project.

Table 1.11 summarizes “Public Comments on Project Recommendations” from the December 2020/January 2021 public comment period. Input was used to evaluate if the alternatives met and accurately addressed the community concerns .

Table 1.11 – Public Comments (December 2020/January 2021)

Public Comments on Project Recommendations (December 2020/January 2021)	
General and Miscellaneous (applicable to most of the corridor)	
<ul style="list-style-type: none"> • Small town character • Tree preservation • Sidewalk and bike path connectivity consistent throughout • Options for bicyclist access during construction 	
Segment 1 - City of Longmont	
<ul style="list-style-type: none"> • Consider less widening, speed cameras, and other mechanisms to discourage speeding • Interest in seeing roundabouts at additional intersections • Ability of tractor and related equipment to maneuver safely within roundabout • Interest in bike path/lane connectivity between Ken Pratt Blvd and UTE/Highway 66 • Suggested further coordination with City of Longmont to add the groundwork for future signalized intersections • Consider placing a bike ramp between the multi-use trail, currently labeled as existing sidewalk, and where the on-street bike lane ends • Approval of improved connectivity between Mill Village and the Greenway 	
Segment 2 - Boulder County/ Weld County	
<ul style="list-style-type: none"> • Support for roundabout as an efficient and safe option • Consider cyclist education on roundabout usage • Ability of drivers to adapt to roundabout usage • Suggested to keep roundabouts well-lit • Concern with proximity of bike access to pasture fencing and boundary 	

Public Comments on Project Recommendations (December 2020/January 2021)
Segment 3 – Town of Erie <ul style="list-style-type: none"> • Concern medians may impede visibility • Realignment of Coal Creek and impact on Coal Creek Trail • Interest in bike connectivity between Erie Village and ECLR/WCR 1 • Concern with ability of other drivers to follow Yield signs and navigate roundabout safely

NEXT STEPS/FUNDING

The projects recommended in this study are meant as first steps toward identifying needs, securing potential partnerships, and prioritizing within a larger scope of infrastructure needs within each jurisdiction. Funding for transportation improvements is limited compared to needs. However, all of the improvements recommended in this report have benefits that far outweigh costs and should be pursued by the participating agencies.

Potential funding sources include road funds from all four jurisdictions, private development, oil and gas revenues, and state and federal safety funds.

BOULDER COUNTY

A 2007 Boulder County ballot issue passed by voters in 2007 provides funding for a list of forty-seven projects including improvements to ECLR/WCR 1. The countywide sales tax has funding available to add paved shoulders to ECLR/WCR 1 south of Longmont to Jay Road in the Town of Erie. However, given the newly identified safety and flood resiliency needs identified in this report, it recommends funding those needs as well.

WELD COUNTY

While Boulder County has maintenance responsibility for ECLR/WCR 1 south of Longmont, many of the intersection needs on the corridor primarily access Weld County and are of high benefit to Weld County residents. Cost-sharing or other funding arrangements are likely needed for specific locations where benefit to both counties warrant additional discussion on funding and implementation. Property acquisition for ROW should be handled by each corresponding jurisdiction to avoid property ownership in one county by the other.

CITY OF LONGMONT

The City of Longmont has sole responsibility for implementation of most of the improvements in Segment 1. Ownership, both north of 17th Avenue and south of Zlaten Drive, is jointly owned by Boulder County and Weld County and could provide opportunities for funding partnerships.

TOWN OF ERIE

The Town of Erie has primary responsibility for implementation of future improvements south of Kenosha Road within Segment 3. Ownership north of Kenosha Road is jointly owned by Boulder County and Weld County and could provide opportunities for funding partnerships.

CONCLUSION

Regardless of funding source, time of implementation, or final design of specific projects, the improvements recommended in this plan will greatly enhance access, mobility, safety, and resiliency for users from within and beyond the four jurisdictions participating in this plan.