

## ATTACHMENT C

Date: July 20, 2010

To: Chair and Members of the Regional Transportation Committee

From: Fred Sandal, Long Range Transportation Planning Coordinator

Subject: **Requested Changes to the Designated 2035 Regional Roadway System for the 2035 MVRTP**

### REQUESTED ACTION

Motion to recommend to the Board of Directors suggested changes to the designated 2035 Regional Roadway System for the *2035 Metro Vision Regional Transportation Plan* (2035 MVRTP).

### SUMMARY EXPLANATION

- In May 2010, partner agencies and local governments were asked to submit any proposed changes to the designated system classification in the current 2035 MVRTP regional roadway system. Supporting information to justify requests was requested. Sponsors were required to provide concurrence from other directly affected jurisdictions, where applicable.
- Networks being prepared for air quality modeling associated with the Fiscally Constrained 2035 RTP must include applicable roadway classifications. Roadways designated as principal arterials and above are potentially eligible for TIP funding of operational and reconstruction projects.
- Table 1 lists the proposed deletions (downgrade to minor arterial) to the regional roadway system. The locations are displayed in Figure 1. The Indiana Street and 96<sup>th</sup> Avenue locations, as described, were recommended for approval by the Transportation Advisory Committee (TAC).
- Table 2 lists the requested additions (as principal arterials). The locations are displayed in Figure 1. The requested additions were not recommended by the TAC, as there appears to be no compelling reason to do so. The facilities may be reconsidered for the 2040 MVRTP.
  - Wildcat Reserve Parkway does not provide a through route connection between perpendicular regional system arterials and is situated at the edge of developable land.
  - Broadway and Lucent Boulevard would not need to be extended if Wildcat Reserve Parkway is not added to the system.
  - 80<sup>th</sup> Avenue is located less than a mile from the parallel 86<sup>th</sup> Parkway. Both 72<sup>nd</sup> Avenue and 86<sup>th</sup>/88<sup>th</sup> Avenue provide longer parallel regional connections.
  - The proposed extension of North Meadows Parkway is a very short segment, has little regional continuity, and serves primarily local trips.
- As noted above, the Transportation Advisory Committee recommended approval of the proposed deletions. The final resulting 2035 Regional Roadway System is shown in Figure 2.

**BACKGROUND INFORMATION**

Attachments:

Table 1 Requested Deletions to the Designated Regional Roadway System

Table 2 Requested Additions to the Designated Regional Roadway System

Figure 1 Locations of Requested 2035 MVRTP Regional Roadway System Changes

Figure 2 TAC Recommended 2035 MVRTP Regional Roadway System

**ADDITIONAL INFORMATION**

Should you have any questions, please contact Fred Sandal at [fsandal@drcog.org](mailto:fsandal@drcog.org) or 303-480-6731.

**- TAC Recommended -**

**Table 1 - Requested Deletions to the Designated Regional Roadway System**

(July 8, 2010)

<b>Sponsor/Location</b>	<b>Roadway: Location</b>	<b># of Direct Freeway Interchange Connections</b>	<b>Avg. Spacing of Nearest Regional Facility (Miles)</b>	<b>Segment Length (Miles)</b>	<b>Model Area Type</b>
<b>Deletions (Downgrade from Principals to Minor Arterials)</b>					
Jefferson County	Indiana Street: 86th Pkwy to 120th Ave (SH-128), existing 2 lanes	0	1.0	4.2	Rural
Westminster <i>(Per DRCOG staff suggestion)</i>	96th Ave: Indiana St to Alkire St, existing 2 lanes	0	1.0	1	Rural

**- Not Recommended -**

**Table 2 - Requested Additions to the Designated Regional Roadway System**

(July 8, 2010)

<b>Sponsor/Location</b>	<b>Roadway: Location</b>	<b># of Direct Freeway Interchange Connections</b>	<b>Avg. Spacing of Nearest Regional Facility (Miles)</b>	<b>Segment Length (Miles)</b>	<b>Model Area Type</b>	<b>Existing ADT</b>	<b>Est. 2035 ADT</b>
<b>Additions as Principal Arterials</b>							
Douglas County	Lucent Blvd: Highlands Ranch Pkwy to Broadway, existing 4 lanes	0	1.0	1	Suburban	14,000	20,000
Douglas County	Wildcat Reserve Pkwy: Highlands Ranch Pkwy to University Blvd, existing 4 lanes	0	1.2	5.4	Suburban	15,000	18,000
Douglas County	Broadway: Highlands Ranch Pkwy to Wildcat Reserve Pkwy, existing 4 lanes	0	1.3	1.6	Suburban	28,000	36,000
Arvada	80th Ave: Alkire St to Kipling St, existing 2 lanes, future 4 lanes	0	0.7	2	Suburban	11,000	18,000
Arvada	80th Ave: Kipling St to Sheridan Blvd, existing 4 lanes	0	1.0	3	Suburban	20,000	24,000
Castle Rock	North Meadows Pkwy extension: US-85 to I-25, new 4 lanes	1	1.1	0.8	Suburban	na	18,900

**Figure 1**

**Locations of Proposed 2035  
MVRTP Roadway System  
Changes**  
(June 28, 2010)

