

**City of Boulder
PO Box 791
Boulder, CO 80306**

**Boulder County
PO Box 471
Boulder, CO 80306**

**City of Louisville
749 Main Street
Louisville, CO 80027**

**Town of Superior
124 E. Coal Creek Drive
Superior, CO 80027**

October 5, 2005

Members of the NW Corridor EIS
Corridor Consensus Committee

Dear Members:

On behalf of our respective jurisdictions, we have been actively involved in providing input into the Draft Northwest Corridor Environmental Impact Statement. During this process we have presented a number of issues and concerns regarding both the content and the process of the EIS. Some of these issues and concerns have been addressed and some have not. The purpose of this letter is to consolidate our issues and concerns and clearly state our joint position with regard to the NW Corridor EIS.

- US 36 Corridor congestion relief and mobility is the major priority for Southern and Central Boulder County residents and jurisdictions. We continue to believe that NW Corridor improvements are clearly more important to jurisdictions and residents in Broomfield and Jefferson Counties; and therefore, these jurisdictions should bear the majority of the impacts of NW Corridor improvements, just as they will enjoy the majority of the benefits of such improvements. The relatively small potential trip numbers on the north end of Highway 93 and related arterials in Boulder County confirm the validity of this position. Therefore, Boulder County, City of Boulder, Louisville and Superior continue to be adamantly opposed to inclusion of NW Corridor transportation routes that traverse through Boulder County and its municipalities, and particularly, those that go through or impact publicly owned open space. Currently, we are satisfied that the routes that traverse through open space in Boulder County have been eliminated from consideration. However, we continue to be concerned with the routes that border open space and environmentally sensitive areas of Boulder County jurisdictions.
- We are concerned about the impact any major transportation improvement will have on open space, and undeveloped open lands not yet preserved as open space, along the current Hwy 93 corridor from Boulder to Golden and on the foothills backdrop. Preservation of open space should be encouraged around whatever final alignment is determined through the Northwest Corridor EIS and should be considered a major mitigation approach, potentially funded as part of the transportation project, as it was used in the Northwest Parkway development. Otherwise, the travel benefits of any of the improvements being considered are likely to be significantly reduced by induced demand associated with new development that will be spurred by the transportation improvements.

Page Two
October 5, 2005

- ❑ We are concerned that the environmental analysis that has been conducted, and was used to eliminate alternatives, has not included adequate analysis of the land development or transportation demand that will be induced by the potential transportation improvements. The environmental impact associated with induced development is likely to be by far the largest impact of this project.
- ❑ We have grave concerns with the screening of alternatives. In particular, we do not believe that the early removal of modest improvements to existing arterials meets the credibility test.
- ❑ State Highway 93 between Boulder and Golden should be kept free and unencumbered. We would like explicit guarantees that Highway 93 will continue to be maintained as a functional free highway corridor linking Boulder County to Golden and the I-70 corridor.
- ❑ We have concerns about local access at the intersection of US 36 and 96th Street and any extension to the Northwest Parkway. We would like guarantees that local access will be preserved at the intersection of US 36 and 96th Street, as well as further north to any planned connections at the Northwest Parkway.
- ❑ We are concerned that one of our colleague local governments, namely the City of Golden, will be dramatically impacted by the remaining alternatives under consideration in this EIS, especially those that call for either a major tollway or freeway intersecting their community. We strongly believe that more work needs to be done to mitigate the potential adverse impacts to this one community.
- ❑ Finally, we are concerned with the allocation of regional resources. The 2030 traffic forecast under a no action scenario demonstrates relatively modest traffic volumes along both the N-S and E-W corridors within the study area. We believe that there are far higher regional priorities for investment of limited transportation funds, whether of state, federal, or Colorado Tolling Enterprise (CTE) origin.

We are requesting that these issues and concerns be placed on a future NW Corridor CCC meeting for discussion and resolutions.

Sincerely,

Councilman Andy Schultheiss
City of Boulder

Commissioner Will Toor
Boulder County Board of Commissioners

Mayor Charles Sisk
City of Louisville

Mayor Mark Hamilton
Town of Superior

Cc: Members of the Northwest Corridor Technical Committee