WELCOME

to the

I-25 PEL: CO Springs Denver South Connection

PUBLIC MEETING
Purpose of Tonight’s Meeting

• Reintroduce the Planning and Environmental Linkages (PEL) Study, which was put on hold to focus on the I-25 South Gap project (now under construction)
• Provide an update on I-25 corridor improvements being studied
• Gather input on recommendations for I-25 improvements “after the Gap” project
Study Overview

The purpose of improving I-25 is to enhance safety and improve travel reliability and mobility of I-25 between Colorado Springs and Denver South.

SAFETY
A high number of crashes occur on the corridor. The mix of users and travel speeds, along with difficult passing conditions and limited recovery areas, present special challenges. Higher than expected crashes occur due to weather, wildlife conflicts, and darkness.

RELIABILITY
Travel times in the corridor are highly variable; unexpected and unreasonably long traffic delays are increasingly common, and delays are getting worse, particularly on weekends.

MOBILITY
Physical conditions in the corridor hamper mobility. With no reasonable alternate routes or other reliable travel options, drivers have little option but to be struck in traffic in congested conditions. Maneuvering in the corridor is challenging due to the mix of vehicles and varying operating speeds, lack of passing opportunities, steady uphill grades, and narrow shoulders and medians that do not provide adequate recovery space for disabled vehicles or shelter from severe weather.

Vision
Conduct an open and transparent process that builds partnerships and provides a roadmap to implement projects to improve safety, travel reliability, and mobility on this vital stretch of I-25, with special focus on advancing an early action construction project in the “Gap” area between Monument and Castle Rock.
**Corridor Characteristics**

**MP 161 to MP 179**

**Transportation Characteristics**
- Two general purpose lanes each direction
- One tolled express lane in each direction (under construction)
- Wider shoulders, wildlife crossings, modified interchanges, drainage improvements under construction
- Steady gradual southbound incline
- 6 interchanges
- Truck weigh station
- 2017 Average Annual Daily Traffic (AADT): 77,000-86,000
- Trucks make up 8.4% of traffic

**Environmental Characteristics**
- High incidence of wildlife conflicts
- Many stream crossings, Preble’s Meadow jumping mouse habitat
- Protected open space and wildlife habitat

**MP 178 to MP 189**

**Transportation Characteristics**
- Urban 6-lane
- Narrow shoulders
- 6 interchanges
- 2017 Average Annual Daily Traffic (AADT): 99,000-133,000
- Trucks make up 6.7% of traffic

**Environmental Characteristics**
- Developed and growing communities
- Nearby Plum Creek runs parallel to the highway and includes Preble’s Meadow jumping mouse habitat
- High incidence of wildlife conflicts

**MP 189 to MP 194**

**Transportation Characteristics**
- Urban 8-lane, recently widened
- 3 interchanges
- Steep grade at Surrey Ridge
- Light rail stations at Lincoln Ave, Sky Ridge, Lone Tree City Center, and RidgeGate Pkwy (under construction)
- 2017 Average Annual Daily Traffic (AADT): 133,000-196,000
- Trucks make up 5.3% of traffic

**Environmental Characteristics**
- Rapidly developing commercial and residential area
- High incidence of wildlife conflicts
A Lot Has Happened So Far!

- Conducted comprehensive *corridor assessment*: infrastructure review and design criteria, environmental conditions, traffic characteristics unique to the corridor
- Developed *Purpose and Need*
- Conducted *safety assessment*
- Developed *travel demand model*, including extensive weekday and weekend traffic counts and 2040 traffic projections
- Developed suite of *potential transportation solutions* throughout the 34-mile I-25 corridor to address the biggest problems
- Developed the *I-25 Gap Project* as an early action project – construction began August 2018
- Evaluated a *range of travel lane scenarios* for traffic performance and feasibility, to determine which scenarios to carry forward as recommendations for I-25
Where We Are in the Alternatives Evaluation Process

**Level 1 and 2 evaluations (conducted in 2017)**
- Identify transportation needs within I-25 corridor
- Develop core concepts and supplemental elements to address I-25 needs
- Collect public and agency input and suggestions

**Level 3 sensitivity analysis of I-25 corridor scenarios with Gap project in place (we are here - results presented tonight)**
- Evaluate scenarios for adding a range of new capacity on I-25, with the Gap project in place, using travel demand modeling, engineering, and environmental analysis
- Make preliminary recommendations for vision and implementation
- Collect public and agency input

**Level 4 evaluation (to be conducted winter/spring 2019)**
- Evaluate, refine, and prioritize recommendations from Level 3
- Develop an implementation plan for developing, funding, and phasing projects
- Collect public and agency input
### Travel Lane Scenarios Evaluated

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Monument</th>
<th>The Gap</th>
<th>Castle Rock</th>
<th>Castle Pines</th>
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<tbody>
<tr>
<td><strong>Do Nothing After Gap Project Completion</strong></td>
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<td>3-4 Travel Lanes Each Way Including 1 EL Each Way in Gap</td>
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<td><strong>Convert GP Lanes to Express Lanes</strong></td>
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<td>Convert 1 GP Lane to EL Each Way North of Gap</td>
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<td>Convert All GPs to ELs Each Way</td>
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<td><strong>Add Capacity: Less Than 1 Lane</strong></td>
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<td>Add PPSL Each Way North of Gap</td>
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<td>Add Reversible Lane North of Gap for Use During Peak Hours</td>
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<td><strong>Add Capacity: 1 Lane Each Way</strong></td>
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<td></td>
<td>Add 1 GP Lane Each Way North of Gap</td>
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<td>Add 1 EL Each Way North of Gap</td>
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<td>Add 1 EL Each Way North of Gap + 1 GP Each Way in Gap</td>
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<td><strong>Add Capacity: 2 Lanes Each Way</strong></td>
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<td>Add 2 GP Lanes Each Way North of Gap + 1 GP Lane Each Way in Gap</td>
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<td>Add 2 ELs Each Way North of Gap + 1 GP Lane Each Way in Gap</td>
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<td><strong>Add Max GP Lanes</strong></td>
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<td>Add GP Lanes As Needed to Relieve Congestion Throughout Corridor (in Gap and north of Gap)</td>
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*GP = General Purpose, EL = Express Lane, PPSL = Peak Period Shoulder Lane*
Evaluation criteria focused on purpose and need factors of mobility, reliability, and safety

**Mobility and reliability evaluation:**

- Traffic modeling shows that EL scenarios provide a continuous reliable trip choice with shorter trip times than general purpose lanes; and that scenarios with only general purpose lanes result in congestion across all lanes.
- Scenarios adding two lanes, regardless of operation (GP or EL), have better traffic performance; scenarios adding one lane provide near-term congestion relief and could be part of an interim solution or phasing option.

**Safety improved under all scenarios (except Do Nothing)**

**Evaluation also considered compatibility with community planning goals, engineering and maintenance constraints, and environmental impacts**

- Scenarios adding more lanes require more right-of-way acquisition and have more physical impacts to surrounding frontage roads, local roadways, rail lines, buildings, recreational resources, open space, and environmental resources, such as streams and wildlife habitat. These wider footprint scenarios also have more effects on I-25 infrastructure, requiring interchanges, bridges, walls, guardrail, signs, etc. to be replaced.
CDOT’s Preliminary Recommendation for I-25

CDOT’s multimodal vision for I-25 includes highway, transit, and other localized improvements, and addresses critical needs to enhance safety, reduce travel delays, improve travel reliability, and expand travel choices as funding becomes available.

Highway Improvements

• **Two new travel lanes each direction** on I-25 between Monument and C-470, including:
  - **One Express Lane** in each dir
    - Monument to Castle Rock (the Gap) Express Lanes (one each direction) already under construction
    - Continue Express Lanes (one each direction) from Gap to C-470 Express Lanes/E-470
  - **One additional travel lane** in each dir (managed or general-purpose lane)

Highway Recommendations

Transit Opportunities

• Enhanced regional bus (Bustang) service
  - Reliable travel in Express Lanes
  - Increased service frequency
  - New stop/service for Castle Rock

• Front Range Rail (planned not funded)
  - Service between Pueblo and Fort Collins
  - Potential phase between north Colorado Springs (Briargate) and DEN airport

Other Localized Improvements

The PEL Study is considering and will recommend other improvements to complement the regional highway and transit vision, such as:

• Interchange improvements
• New interchanges/highway connections
• New or enhanced truck facilities
  - egress station (Chain-up)
• New climbing lane(s)
• New auxiliary lane(s)
• Frontage Road improvements/extension
• New or enhanced bicycle facilities
• Technological/communications improvements

The PEL Study will consider implementation priorities, phasing, and timing. What do you think?
Existing and Planned Front Range Transit Service

Supporting Elements for Bustang

- Monument Park-n-Ride (Existing planned improvements)
- Castle Rock Park-n-Ride (Planned)
- Express Lanes in Gap (Under Construction)
- Express Lanes north of Gap (Potential)
- Extend RTD light rail service from Ridgegate south to Castle Rock (Potential)

RTD Light Rail, Commuter Rail, Express Bus Service Area

RTD

Colorado Springs

Pueblo

Planned Passenger Rail

Existing and Planned Expansion of Bustang regional bus service

I-25 PEL Study Corridor

Monument

Castle Rock

Potential Passenger Rail Initial Operating Segment (Briargate to DEN Airport)
CDOT, Douglas County, and Castle Rock are discussing potential express bus transit station locations, shown as yellow stars on the map.

- The PEL will not identify a preferred location, but will identify pros and cons of each location.
- Additional elements to be studied in future projects include:
  - Parking (surface, structure)
  - Station configuration
  - Required interchange modifications
  - Access changes
  - Ability to connect to future passenger rail service
  - Ability to phase station development
Next Steps

• Consider public input on the scenarios and preliminary recommendations presented tonight
• Evaluate, refine, and prioritize alternatives based on their ability to solve the biggest problems on I-25, in combination with potential future transit solutions
• Develop an implementation plan for developing, funding, and phasing projects
• Request public feedback on implementation plan
• Finalize PEL Study in Spring 2019
THE STATE OF TRANSPORTATION IN COLORADO

With increased vehicle fuel efficiency resulting in less gas tax revenues, increased population and vehicle miles traveled creating more wear and tear on the roads, and declining purchasing power of gas tax revenues (fixed since 1991), **CDOT is facing a $25 billion funding gap over the next 25 years.**

Increased fuel efficiency = less gas tax revenues

Millions more people and billions more vehicle miles on Colorado roads by 2040

Declining purchasing power: Colorado’s gas tax has been fixed for more than 25 years. A 1991 dollar is worth about 56 cents in 2017, lowering CDOT’s purchasing power by 44 percent.
What is the construction plan for the I-25 Gap Project?

**Sky View Lane North** – The first phase of this package includes work in the exiting median, such as grading, paving, and installation of permanent center barriers. The second phase will shift traffic to the newly constructed center of the roadway so that paving can occur on the outside sections. The third phase will shift traffic back to the outside to complete the final paving and striping.

**Middle Segment** – This is the most complex work package and includes bridge replacements at Upper Lake Gulch Road, Spruce Mountain Road, and Plum Creek, along with five wildlife crossings.

**Greenland Road South** – This package includes raising I-25 to accommodate the wildlife undercrossing north of Greenland Road, replacing the single-lane box culvert at Greenland Road with a two-lane bridge, and flattening the vertical curves approaching Greenland Road.
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PUBLIC MEETING

Comments

WE WANT TO HEAR FROM YOU:
Fill out a comment form, talk to our staff here tonight, and/or participate in the online survey at one of the computer stations or on the project website.

Project website: www.codot.gov/projects/I25COSDEN