I-25, CO Springs to South Denver PEL
Public Meetings
May 14th and 16th, 2019
I-25 South GAP Groundbreaking August 31, 2018
Purpose of Tonight’s Meeting

PEL Study Conclusions:
• I-25 Mainline Recommendations
• Phasing of I-25 Improvements
• Transit Vision (Bus and Rail)
• Input and Next Steps
I-25 PEL Study Limits

Limits of potential physical improvements:

- Northern terminus at C-470/E-470 Interchange
- Southern terminus at SH 105/Monument
CDOT’s I-25 Recommendation and Phasing

**Recommendation:** Extend the Express Lanes* currently being constructed in the Gap north to C-470 and construct a second additional travel lane in each direction the length of the corridor between SH 105 and C-470.

**Initial Phase:** Extend the Express Lanes north of the Gap to C-470

- Only solution that provides reliable travel times throughout the corridor long-term
- Maximizes the effectiveness of the Express Lanes currently under construction in the Gap
- Makes bus service and rideshare more attractive
- Improves travel times in general purpose (GP) lanes
- Allows for Direct Connect access to C-470 Express Lanes
- Interim options include converting a GP lane to an Express Lane or using a shoulder lane during peak periods (PPSL)

**Subsequent Phase(s): Construct a Second Additional Travel Lane in Each Direction the Length of the Corridor**

- Substantial travel time benefit for GP lanes
- Further improves mobility, safety, and incident management
- Potential for use as dedicated autonomous vehicle lanes
- Reduces regional vehicle hours of travel
- Operation of lane (Express Lane or GP lane) to be determined

*Express Lanes are tolled lanes with HOV 3+, transit, and motorcycles traveling for free.
Bustang and Outrider Network Plan
Existing and Proposed Bustang Stops/Service

Existing Service:
• 7 Round-Trips
• 20 Minute Peak-Hour Departures

Proposed Service:
• 28 Round-Trips
• 10 Minute Peak-Hour Departures
Front Range Rail

- Governor appointed Commission
- Alignments, costs, and ridership
- PEL and Commission coordination
## Strategic Transit-Related Projects in the I-25 PEL Study Area

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<tr>
<th>Project/Location</th>
<th>Description</th>
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<td>Troy Hill Garage*</td>
<td>Design and construction of new 10-bay bus maintenance facility in central Colorado Springs.</td>
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* Not located in the I-25 PEL Study Area, but is necessary for service.
Mobility Hub Elements
(Centerra-Loveland Example)

- Local Transit Connections, Bike Storage
- Parking and EV Charging, ITS Components
- Ped and Bike Access
- Bustang Station and Service
- Future Transit Oriented Development
- Potential Opportunity for Future Front Range Passenger Rail Station

Other Elements
- Wi-Fi Connections
- First/Last Mile Connectivity (TNC, Micro-Transit)
Supplemental Elements

PEL Study Conclusions:
• Interchanges
• Auxiliary Lanes
• Climbing Lanes
• Port of Entry
• Chain up Stations
• Wildlife Crossings
Next Steps for I-25 PEL Study and Beyond

• Finalize PEL Report in June

• Ongoing coordination with CDOT management and our Steering Committee to identify innovative funding options for the next phases

• Engage stakeholders in future projects when funding is identified
Open Discussion/Questions?
May 2019 Public Meetings Presentation
WELCOME to the
I-25 PEL: CO Springs
Denver South Connection
PUBLIC MEETING
Purpose of Tonight’s Meeting

- Present I-25 Mainline Recommendation
- Discuss phasing of I-25 improvements
- Discuss I-25 Transit Vision (Bus and Rail)
- Gather input and next steps
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 stuck 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
**Recommendation:** Extend the Express Lanes* currently being constructed in the Gap north to C-470 and construct a second additional travel lane in each direction the length of the corridor between SH 105 and C-470.

**Initial Phase: Extend the Express Lanes north of the Gap to C-470**
- Only solution that provides reliable travel times throughout the corridor long-term
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**Subsequent Phase(s): Construct a Second Additional Travel Lane in Each Direction the Length of the Corridor**
- Substantial travel time benefit for GP lanes
- Further improves mobility, safety, and incident management
- Potential for use as dedicated autonomous vehicle lanes
- Reduces regional vehicle hours of travel
- Operation of lane (Express Lane or GP lane) to be determined

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**Bustang and Outrider Network Plan**

**Strategic Transit-Related Projects in the I-25 PEL Study Area**

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** Not located in the PEL study area, but is necessary for service.
**Existing and Proposed Bustang South Stops/Service**

**Statewide Bustang/Outrider Network Plan**

- **Existing Service**
  - 7 Round Trips
  - 20-Minute Peak-Hour Departures

- **Proposed Service**
  - 28 Round Trips
  - 10-Minute Peak-Hour Departures

**Proposed Improvements Area Shown at Right**

- Denver Bus Greyhound Station
- Denver Union Station
- California/Stout Civic Center
- RTD Colorado Station
- Denver Tech Center
- Castle Rock
- Larkspur
- Monument Park-n-Ride
- Woodmoor Park-n-Ride
- Colorado Springs Downtown Terminal Tejon/I-25

**Existing Service**
- 20-Minute Peak-Hour Departures
- 7 Round Trips

**Proposed Service**
- 10-Minute Peak-Hour Departures
- 28 Round Trips
Mobility Hub Elements (Centerra-Loveland Example)

- Local Transit Connections/Bike Storage
- Parking and EV Charging/ITS Components
- Other Elements:
  - Wifi Connections
  - First/Last Mile Connectivity (TNS, Micro-Transit)
- Potential Opportunity for Future Front Range Passenger Rail Station
- Future Transit-Oriented Development
- Bustang Station and Service
- Pedestrian and Bike Access
Next Steps

• Finalize the PEL Report in June
• Ongoing coordination with CDOT management and our Steering Committee to identify innovative funding options for the next phases
• Engage stakeholders in future projects when funding is identified
Upcoming Construction Impacts – Summer 2019

1 Traffic Crossover Near Monument Weigh Station
The Work: Adding new lanes and wider shoulders.
What to Expect: Southbound (SB) I-25 will be moved to ride head-to-head with northbound (NB) traffic. A concrete barrier will separate traffic. Placing this configuration will require overnight lane closures, but it will help maintain two travel lanes in each direction.
Timeframe: Starting in late May 2019 and lasting about 2 months.

2 County Line Ramps Near Monument
The Work: Rebuilding ramps and drainage improvements.
What to Expect: Crews will close the NB on and SB off ramps for up to 10 days at a time. Detours will maintain local access.
Timeframe: July 2019

3 Greenland Interchange Crossover
The Work: Crews will completely rebuild this one-lane box culvert into a two-lane interchange and construct a new wildlife crossing just to the north of the interchange.
What to Expect: As crews build this new bridge in halves, all I-25 traffic will be shifted to one side or the other. Periodic ramp closures will be necessary to reach this configuration.

4 Sky View Lane Ramp Closures and Traffic Shift
The Work: Major drainage improvements.
What to Expect: The on-ramp from Sky View Lane (Tomah Road) to NB I-25 will be temporarily closed. The East Frontage Road will also need to be closed, though not at the same time as the on-ramp. Traffic will be shifted, so both NB and SB traffic will ride head-to-head on the SB side of I-25, separated by a concrete barrier.
Timeframe: June-July 2019

5 Traffic Shift Between Castle Rock and Larkspur
The Work: So far, crews have been working in the median of I-25. This summer, work will shift to the outside.
What to Expect: Two travel lanes will remain open in both directions during peak travel times. Watch for traffic shifts and overnight lane closures. Lanes will continue to be tight, and shoulder space will vary.

6 Frontage Road Work Near Castle Rock
The Work: Drainage improvements.
What to Expect: Daily one-way flagging on both frontage roads; overnight flagging on both frontage roads; long-term closures of sections of both frontage roads. However, both frontage roads will not be closed at the same time.
Timeframe: Flagging is underway. Full closures slated to start in June 2019.

7 Re-striping on I-25 Near Plum Creek Parkway
The Work: SB I-25 will be reworked so that both right lanes exit at Plum Creek Parkway. This moves the merge point of the construction zone.
What to Expect: Overnight closures over 2 nights for striping and overhead sign replacement.
Timeframe: May 2019. New striping will last throughout the duration of the project.

PAY ATTENTION!
Watch for changing traffic patterns. Speed limits will be a maximum of 65 mph Throughout the work zone.
I-25 PEL: CO Springs
Denver South Connection
PUBLIC MEETING
Comments

WE WANT TO HEAR FROM YOU:
Fill out a comment form or talk to our staff here tonight.

Project website: www.codot.gov/projects/I25COSDEN
CDOT held several public meetings for the I-25 PEL Study between 2017 and 2019. The meetings allowed us to gather your input on the study and the future of I-25 South, Denver to Colorado Springs.

### What We Heard from the Public

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<tr>
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<tr>
<td><strong>FREIGHT TRUCK ISSUES</strong></td>
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<td><strong>“What are you doing about trucks? They really disrupt travel, especially when they pass each other!”</strong></td>
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<td><strong>NEED FOR MORE LANES</strong></td>
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<td><strong>“At least three general purpose lanes beyond the Express Lane are needed in the Gap.”</strong></td>
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<td><strong>SPEED LIMITS AND SPEEDING</strong></td>
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<td><strong>“How will the recommendations improve safety? We need more enforcement for speeding and aggressive drivers!”</strong></td>
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<td><strong>EXPRESS LANES</strong></td>
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<td><strong>“I still don’t understand or agree with why CDOT is building Express Lanes in the Gap and recommending extending them north.”</strong></td>
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<td><strong>TRANSIT OPTIONS</strong></td>
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<td><strong>“CDOT should invest in transit instead of building more highway lanes. But it may not be practical in this corridor.”</strong></td>
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<td><strong>WILDLIFE</strong></td>
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<td><strong>“Animal-vehicle collisions are a safety issue for drivers.”</strong></td>
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## What We Heard from Resource Agencies and the Technical Working Group

The Technical Working Group (TWG) and Resource Agency Group (RAG) comprise engineering, planning, and environmental experts representing corridor jurisdictions and state and federal resource agencies. They guided technical aspects of the project and assisted in identification of critical issues and technical data/information collection.

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<tr>
<td>Retain a peak period shoulder lane (PPSL) option for implementation of future highway capacity but consider the safety importance of shoulders in decision making.</td>
<td>• The PEL Study recommends PPSL as a component or option for additional highway capacity, considering costs and benefits.</td>
</tr>
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<td>Adding a lane or two north of the Gap will create a lane imbalance with the existing four-lane section at C-470. Adding capacity south of C-470 without addressing capacity to the higher-volume section north will exacerbate congestion and create a new bottleneck.</td>
<td>• As projects from the PEL Study recommendations advance, detailed engineering and traffic analysis associated with NEPA and preliminary engineering will need to consider potential impacts to adjoining highway sections and/or require more consideration of transitions between cross sections.</td>
</tr>
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<td>More analysis is needed to determine interchange operations and needs in the Castle Rock area; interchange improvements could have impacts on the mainline recommendations.</td>
<td>• The PEL Study recommendations focus on meeting the I-25 purpose and need, and conflicts with interchanges from the I-25 mainline recommendation (such as narrow bridges) have been identified. • Local planning objectives in Castle Rock will need to be coordinated with the mainline recommendations; the resulting interchange recommendations could require modifications to the conceptual mainline footprint.</td>
</tr>
<tr>
<td>The Town of Castle Rock is anticipating substantial commercial and residential development in the Crystal Valley area, south of Plum Creek Parkway. Castle Rock could become the new bottleneck, and I-25 improvements need to consider this localized growth.</td>
<td>• The PEL Study recommends the next phase of highway improvements extend the Express Lanes north to C-470/E-470 to serve I-25 through traffic demands for regional travel reliability. • The PEL Study recommends a subsequent phase, once funding is identified, to add a lane (operations undefined) in each direction after the Express Lanes north of the Gap are constructed. Based on planned development in the south end of Castle Rock, the new lanes might extend from SH 105 to Plum Creek Parkway or Meadows Founders Parkway.</td>
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<td><strong>FREIGHT TRUCK ISSUES</strong></td>
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<td>Move the weigh station and include other improvements to facilitate freight use of the corridor and reduce traffic conflicts.</td>
<td>• The Gap Project includes an improved chain-up area at the former rest area and a southbound climbing lane north of the rest area. • The PEL Study recommends further evaluation of how and where to relocate the weigh station/port of entry, including the potential of repurposing the former rest area on the east side of I-25 near Greenland; extension of the southbound climbing lane; and consideration of additional climbing lanes, auxiliary lanes, and chain up stations to reduce freight conflicts.</td>
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<td><strong>TRANSIT</strong></td>
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<td>The I-25 mainline recommendation needs to be integrated with transit recommendations and planned local projects.</td>
<td>• Transit is a key component of the PEL Study recommendations, which include short-term operational improvements for regional bus (Bustang) and longer-term implementation of passenger rail in the corridor.</td>
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<td>Compatibility with the future Interregional Connectivity Study (ICS) for high-speed or passenger rail should be considered.</td>
<td>• Potential conflicts between the ICS alignment and the recommended buildout of the I-25 mainline were considered at a high-level in the PEL Study. Next steps for Front Range passenger rail will be assessed and balanced as planning for the I-25 mainline advances.</td>
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<td>Consider and implement additional wildlife crossings to complement investments in wildlife crossings from the Gap Project.</td>
<td>• The PEL Study incorporated recommendations stemming from the Gap Project to continue wildlife mitigation by adding an additional overpass in the Gap area, as well as mitigation north of the Gap, if needed.</td>
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What We Heard from the Steering Committee

The Steering Committee consisted of Local, State, and Federal Elected Officials and Executive Management. The Steering committee informed the PEL process and reviewed progress and direction of the PEL for consistency with community needs.

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| What can we do to continue the momentum and secure funding for future improvements? | • Stay engaged with CDOT and elected officials to advocate for prioritizing I-25 improvements.  
• Consider opportunities to leverage Express Lane revenues to fund future corridor projects.  
• Consider alternative funding and financing opportunities. |
| **GAP PROJECT CONSTRUCTION** |              |
| How is the construction going? Have crashes increased? How is CDOT monitoring safety? | • Construction is going well.  
• CDOT and the contractor continually review safety and implement new practices. The contractor is keeping notes about crashes; the data are not statistically significant but it appears the number of crashes are about the same as before construction. |
| **I-25 MAINLINE** |              |
| How will the recommendations for I-25 mainline coordinate with I-25 north of C-470 and south of Founders Parkway? | • The PEL Study identifies long-term needs but how the vision will be implemented and how it would transition with adjoining highway sections north (and south) need to be considered as improvements advance to implementation. |
| How do peak period shoulders fit into the recommendations? How will safety of using the shoulders be considered if they are implemented? | • The PEL Study did some additional evaluation of the feasibility of peak period shoulders, such as how much additional right-of-way may be needed, to inform future studies.  
• The concerns about the safety benefits of the shoulders will be noted in the PEL Study as a consideration in the implementation plan and feasibility. |
| **INTERCHANGES** |              |
| What level of analysis was conducted for interchanges? How many are affected by the mainline recommendation? | • The PEL Study did not address interchange operations specifically but those interchange bridges or ramps that would be affected by highway widening were identified.  
• CDOT will continue to work with Castle Rock to evaluate local interchanges in that area that may need modifications. (Interchanges south of Castle Rock are largely low volume and addressed by the Gap Project; interchanges to the north are either new or already planned for replacement.) |
| **TRANSIT** |              |
| What are the options for a Bustang transit station in Castle Rock? Could a route service with multiple stops through Castle Rock work better than a single transit station? | • The PEL Study identified the need to provide transit service in Castle Rock but not the options on how to do it. Concurrent with the PEL Study, CDOT’s Division of Transit and Rail has been working with Castle Rock, Castle Pines, Douglas County, and local developers to evaluate transit station locations. Three station areas have been identified for further study.  
• The PEL Study did not consider Bustang operations, but Bustang is flexible to serve demand as needed. If a location can attract sufficient bus ridership, a stop is considered. Multiple stops are challenging for travel times on a regional route. |
| What is the potential for these Bustang transit stations to serve future rail? Are there advantages to the locations for bus or rail service that we should consider now? | • The pros and cons of the three potential transit station locations in Castle Rock, including the potential to serve future passenger rail, were considered. Long-term and shorter-term benefits differ between the options; the comparison will be included in the PEL Study. |