



The Osprey Group Report

A report describing interview results prepared
for review by the C-470 Financial Analysis
and Implementation Committee



Interview Background

- Nineteen interviews conducted
- Heavy reliance on policy makers and elected officials
- Followed a semi-structure interview guide
- Comments not for attribution
- Report is sole product of the Osprey Group (for better or worse)



Interviewees

- Susan Beckman, Commissioner, Arapahoe County
- Gil Butler, Chair, Highlands Ranch Metropolitan District #2
- Peggy Catlin, Deputy Director, Colorado Department of Transportation
- Geoff Collins, Vice President, Flatiron Construction Company
- John Cotton, City of Lone Tree
- Shaun Cutting, Program Delivery Engineer, Federal Highway Administration
- Ed Delozier, E-470 Tolling Authority
- Joe Donahue, E-470 Tolling Authority
- Duane Fellhauer, Public Works Director, Douglas County
- Kevin French, Transportation Engineer, Jefferson County
- Pam Hutton, Director, Region VI, Colorado Department of Transportation
- Nanette Neelan, Special Projects, Jefferson County
- Tom Norton, Executive Director, Colorado Department of Transportation
- John O'Boyle, Mayor, City of Lone Tree
- Liz Rao, Assistant General Manager, Regional Transportation District
- Jim Taylor, City of Littleton
- Jeff Wasden, Director, Highland Ranch Community Association
- Bryan Weimer, Capital Improvement Program Manager, Arapahoe County
- Melanie Worley, Commissioner, Douglas County



Key Issues

- **Physical Design:** Even if costs are equal, there are concerns about the mechanics of integrating tolled lanes with general purpose lanes.
- **Willingness:** There is willingness to discuss tolling as part of an overall funding package.
- **Equity:** Tolling raises equity concerns, both for individuals and for local jurisdictions.
- **Spillover Traffic:** Tolling is expected to have a spillover effect on intersections and arterials.
- **Metro-wide Perspective:** There is a belief that a C-470 tolling solution is piecemeal in the context of long-term metro-wide transportation planning.



Key Issues

- **Phasing:** A number of local entities prefer a phased approach, thinking that it addresses immediate needs, is more cost-effective and preserves flexibility.
- **Fundamental Funding Problem:** A root problem is how to fund transportation improvements, not just for C-470. There is a growing gap between transportation capital improvement needs and the revenue generated by fuel taxes.
- **Multiple Taxation:** A combination of tolling and local funding is perceived as politically unacceptable (multiple taxation).
- **Objectivity:** There is a perception by some that CDOT is biased in favor of tolls and that the EA has followed accordingly.
- **Trust:** Trust at various levels of CDOT and at some units of local government has deteriorated.



Critical C-470 Transportation Needs

Everyone agrees C-470 needs to be addressed and soon.

When asked about critical C-470 transportation needs in the future, responses included:

- Congestion
- Capacity improvement
- Mobility (not just about cars)
- Maintain opportunities for other modes (light rail)
- Bike path

- Traffic flow & safety
- Interchanges (I-25, Colorado, Santa Fe)
- North-south routes like Colorado & Kipling
- Not enough major north-south or east-west travel routes
- Intersection capacity
- Need four lanes both ways
- Deal with the corridor all the way between I-25 and I-70
- Light rail connected to DTC
- Concern about best long-term solution



Expanding Capacity: General Opinions

- Mixed emotions.
- Need to be able to move people and afford the solution.
- If \$ not a consideration, prefer general purpose lanes.
- Initial study seemed biased – “toll road or no road.”
- Like the idea of user pay.
- Need open philosophical debate about the tradeoffs.
- Not an all or nothing choice.
- Look at all tools available to meet demand.
- FasTracks is an intriguing model that might have applicability for addressing transportation needs in the metropolitan area comprehensively.
- Good interim fix would be to add only one more lane in each direction.

April 2005

The Osprey Group Report

Page 7



Specific Concerns: C-470 and Connections

- Nexus between toll lanes, interchanges and arterials
- Impact on local streets
- Santa Fe is an “absolute nightmare”
- Environmental justice concerns around Santa Fe
- Quebec has stacking problems even on Saturday
- Colorado Boulevard is a major north-south arterial presently cutoff/difficult access
- Portion of C-470 is on Corps of Engineers’ easement
- Limited number of left-turn lanes; serious backups

April 2005

The Osprey Group Report

Page 8