
WELCOME

to the

**I-25 Central
Planning and
Environmental
Linkages Study**

**PUBLIC
MEETING**



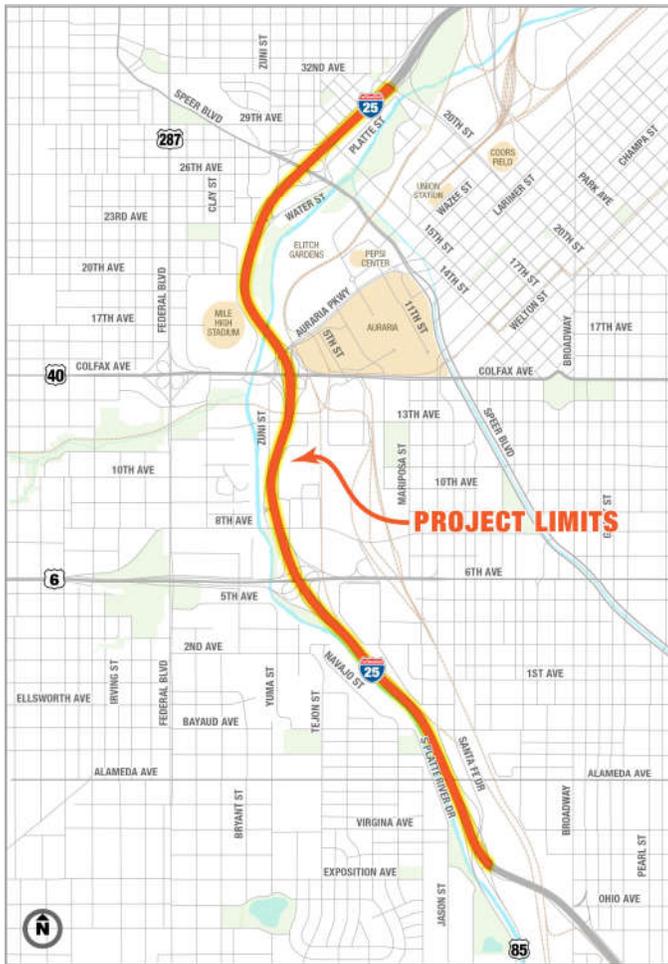
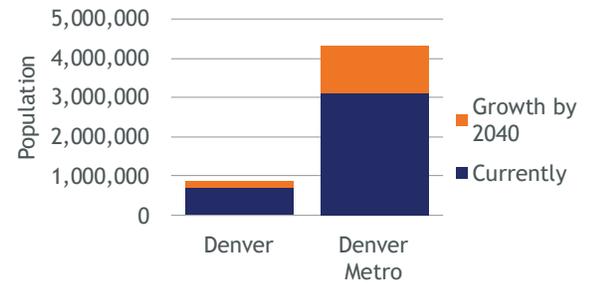
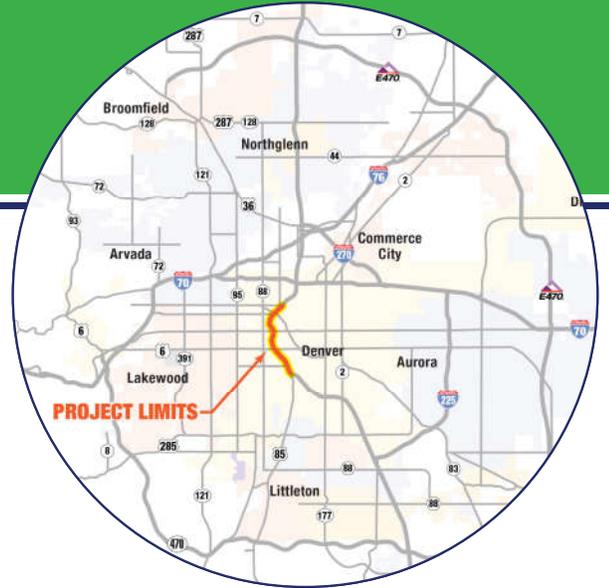
COLORADO
Department of Transportation



I-25 Central PEL

CORRIDOR CONTEXT

I-25 Central, extending from US 85/Santa Fe Drive to 20th Street, represents a critical transportation link for Denver, the metropolitan region, Colorado, and the nation. By 2040, population within the Denver Metro region is projected to grow rapidly, which is expected to result in increased traffic in the corridor.



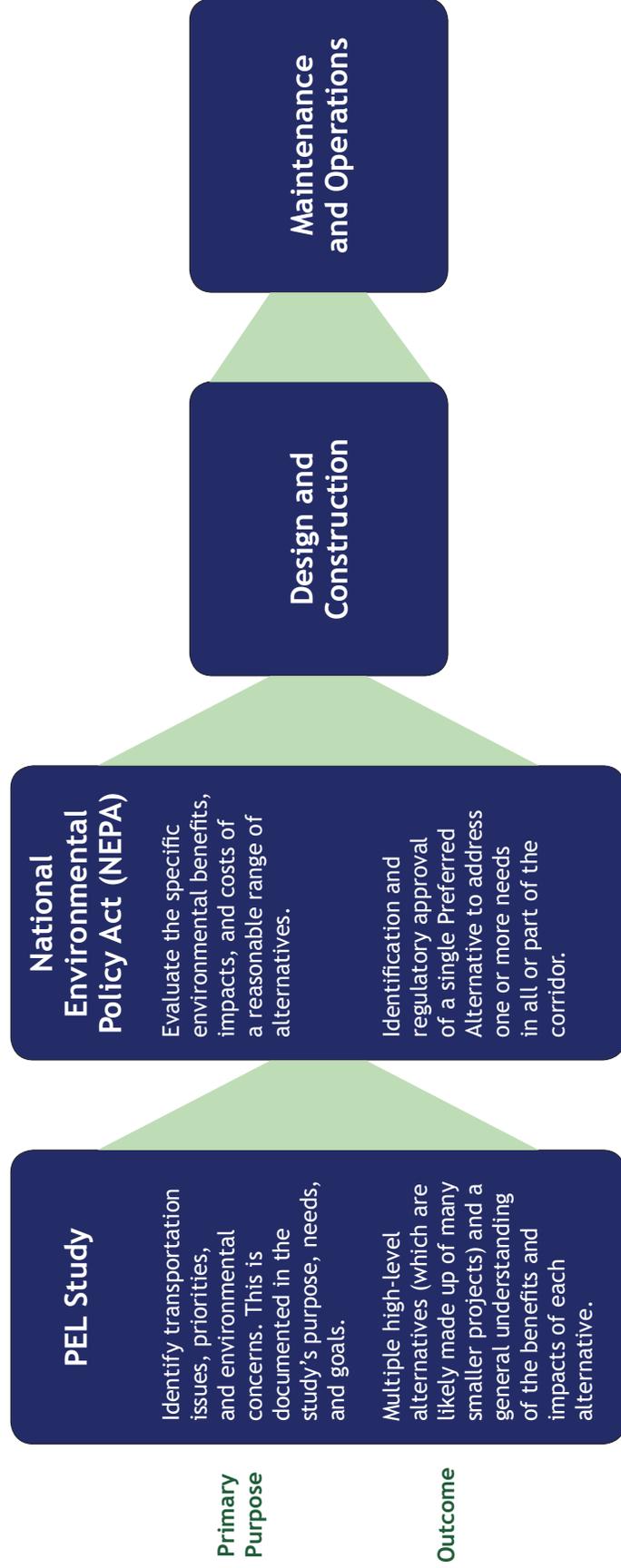
Timeline of I-25

| | |
|---|-----------------|
| Initial I-25 (Valley Highway) Study | 1944 |
| Mile High Stadium (originally Bears Stadium) opens | 1948 |
| I-25 opens between 46th Avenue (now I-70) and University Drive | 1958 |
| Growing congestion on I-25 Central leads to its widening from four to six lanes; I-70 opens between I-25 and Colorado Boulevard | 1964 |
| Coors Field opens | 1995 |
| The Pepsi Center opens | 1999 |
| Broncos Stadium at Mile High opens | 2001 |
| Voters approve RTD's FasTracks | 2004 |
| I-25 improvements from Broadway to I-225 (T-REX) are completed | 2006 |
| Bronco Arch Bridge replaced | 2012 |
| I-25 is widened between I-70 and Speer Boulevard | 2013 |
| Initial phases of the Valley Highway EIS improve the US 85/Santa Fe Drive and US 6 interchanges | 2015 |
| I-25 Central PEL begins to determine the future of I-25 through central Denver | 2018 |
| Specific projects begin to be identified and implemented | 2019 and beyond |

PROJECT IMPLEMENTATION PROCESS



A planning and environmental linkages (PEL) study is the first step to implementing improvements. The purpose of a PEL is to create a comprehensive plan for the future. This ensures that individual projects work together to create the full corridor vision over time.



PUBLIC INVOLVEMENT

This PEL study incorporates the feedback of various groups and committees through a series of technical meetings, focus groups, public meetings, and surveys.



660+ Survey Responses

95 Email Comments

30 Stakeholder Interviews

50 Stakeholder Focus Members

470 Email Blast and Newsletter Recipients



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I-25 Central PEL

MEETINGS AND MILESTONES



This study started in the fall of 2017 and is anticipated to conclude in the winter of 2019.

Study alternatives have been evaluated at two progressively more-detailed levels with an additional level of evaluation to come. Stakeholders have provided comments for the first two levels of evaluation and will continue to provide valuable feedback during the final, most-detailed level.



PURPOSE AND NEED

I-25 Central PEL Purpose Statement:

The purpose of the recommended transportation improvements in the I-25 Central Corridor between approximately Santa Fe Drive and 20th Street is to reduce congestion and improve safety and travel-time reliability for the movement of people and goods. The improvements also will consider access to and from I-25 as well as connectivity across I-25 for bicycles, pedestrians, transit, and local traffic.

Safety



There are more than 1,000 crashes per year, which averages out to be about three crashes per day.

Congestion



Carrying more than 250,000 vehicles per day, I-25 Central experiences over 8 hours of congested travel conditions daily.

Travel Time Reliability



Travel times through the corridor are unpredictable. Typical peak travel times vary by more than 80 percent from one day to the next.

Access



Approximately 80 percent of vehicles on I-25 Central enter and/or exit the highway within the study area.

Crossings



Crossing I-25 Central can be difficult and often requires out of direction travel and/or usage of outdated facilities.

STUDY GOALS

Study goals are supplemental targets the project hopes to achieve in addition to accomplishing the purpose statement. During level 2 screening, alternatives were evaluated on how well they achieved the goals of the study, among other factors.



SAFETY ISSUES

Today, there are more than 1,000 crashes per year along this section of I-25. Crashes not only represent a safety issue, but they are also a source of congestion and unpredictable travel time delays.

From 2013 to 2015 there were:

7

Fatal Crashes

604

Injury Crashes

2,423

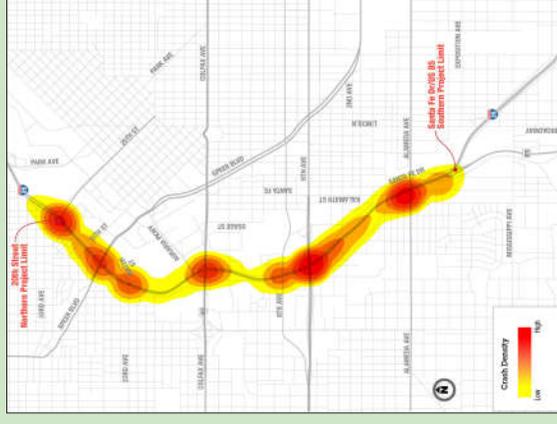
Property Damage Crashes



Most crashes occur at interchanges, near to entrance and exit points



All Crashes



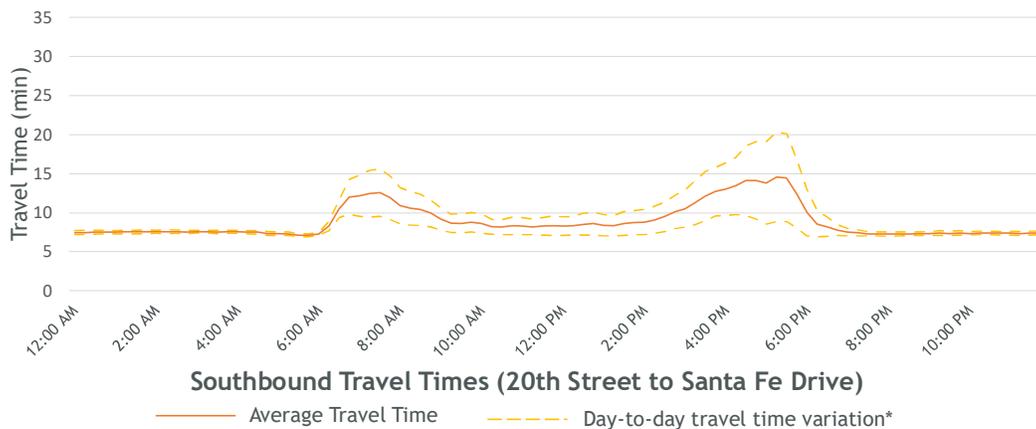
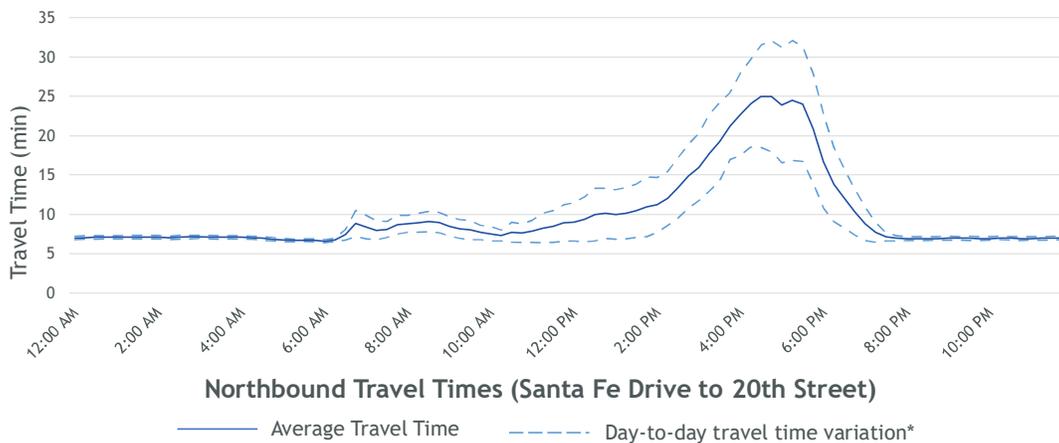
Fatal and Injury Crashes

CONGESTION ISSUES

Without traffic, trips between Santa Fe Drive and 20th Street take 7 minutes.

During peak traffic periods, this same trip can take between 20 and 30 minutes, or about three times as long.

Travel times through the corridor are also unpredictable. Typical peak travel times vary by more than 80% from one day to the next.



* Travel time variation is the measure of how much typical travel times can change from one day to the next.

INFRASTRUCTURE ISSUES

Roadway Issues (deficiencies compared to standards)



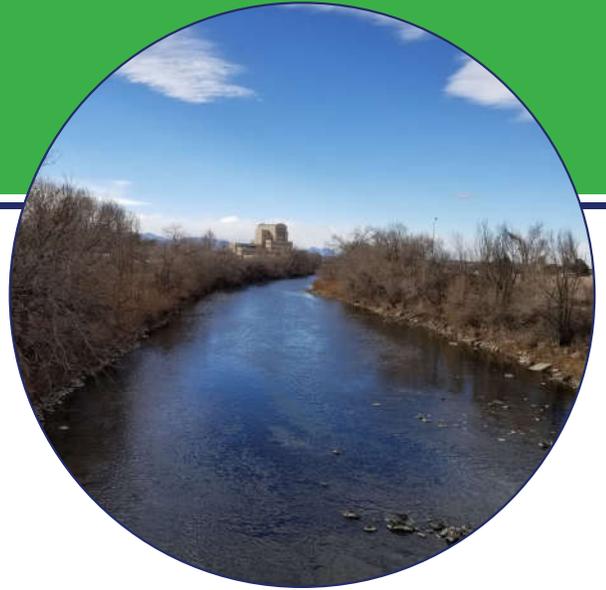
Low Clearances

The bridges over I-25 at Speer Boulevard and 23rd Avenue have lower-than-standard clearance between the roadway and the bottom of the bridge and are the lowest-clearance bridges on I-25. This results in trucks and other tall vehicles hitting the bridges.



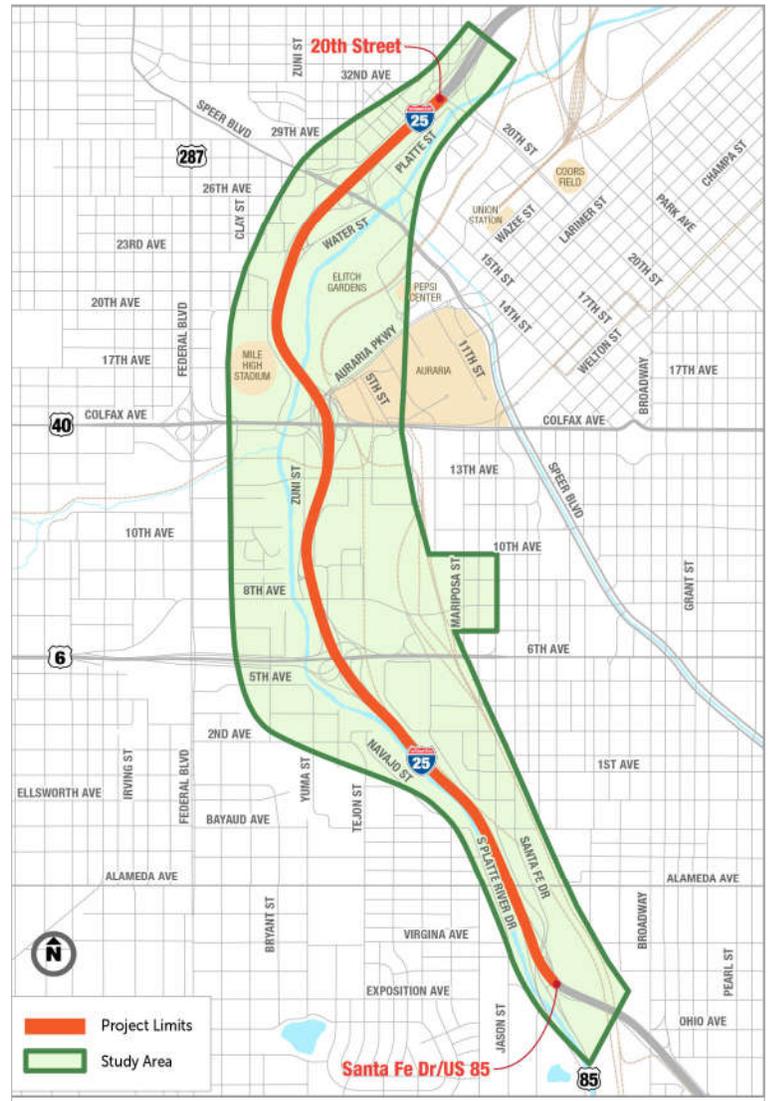
ENVIRONMENTAL RESOURCES

The purpose of the environmental evaluation in a PEL study is to determine the resources of most concern/greatest potential impact. This information will help streamline future NEPA efforts.



Resources Considered in the PEL Process:

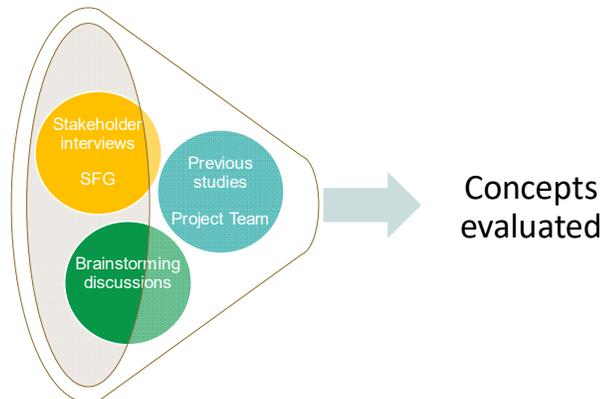
- Social and Economic Conditions
- Environmental Justice
- Right of Way
- Air Quality
- Traffic Noise
- Historic Resources
- Archaeology
- Paleontology
- Geologic Resources and Soils
- Hazardous Materials
- Parks and Recreation/Section 6(f)
- Section 4(f)
- Visual and Aesthetics
- Floodplains
- Water Quality
- Wetlands and other Waters of the U.S.
- Vegetation and Noxious Weeds
- Wildlife and Fisheries
- Threatened and Endangered Species
- Cumulative Impacts



IDENTIFYING CONCEPTS AND EVALUATIONS PROCESS

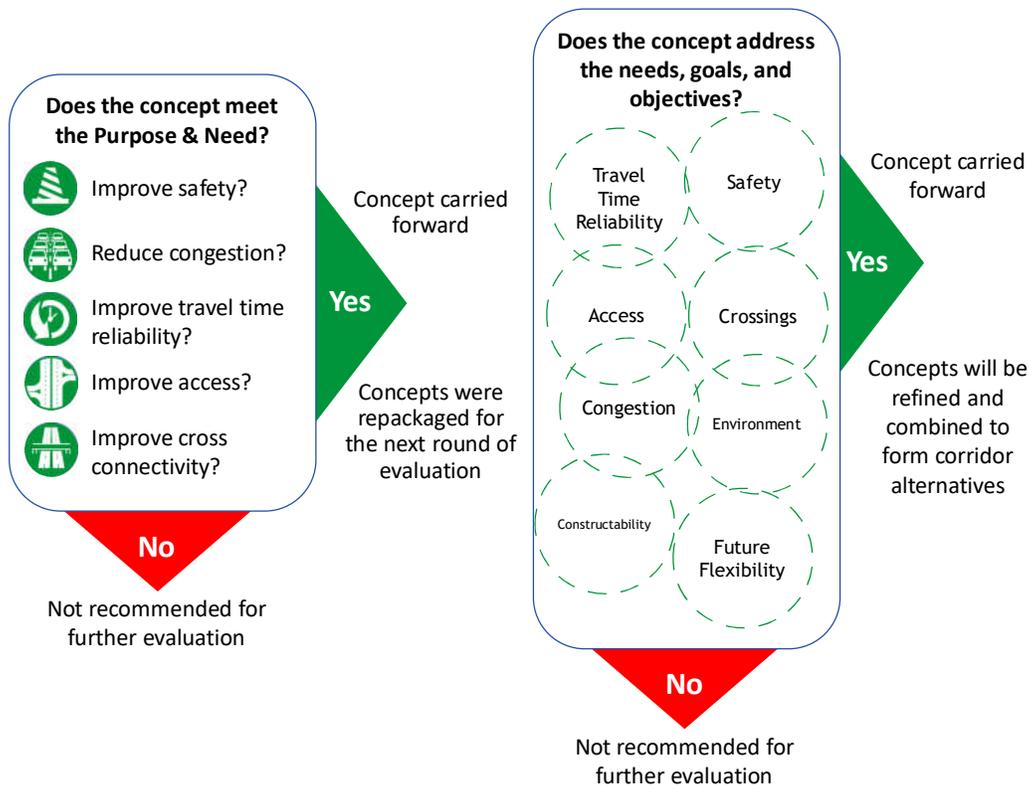
Identifying Concepts

Many concepts (improvement ideas) were evaluated in the process of developing alternatives. These concepts were identified through interviews with local stakeholders, previous studies, and input from our Stakeholder Focus Group (SFG).

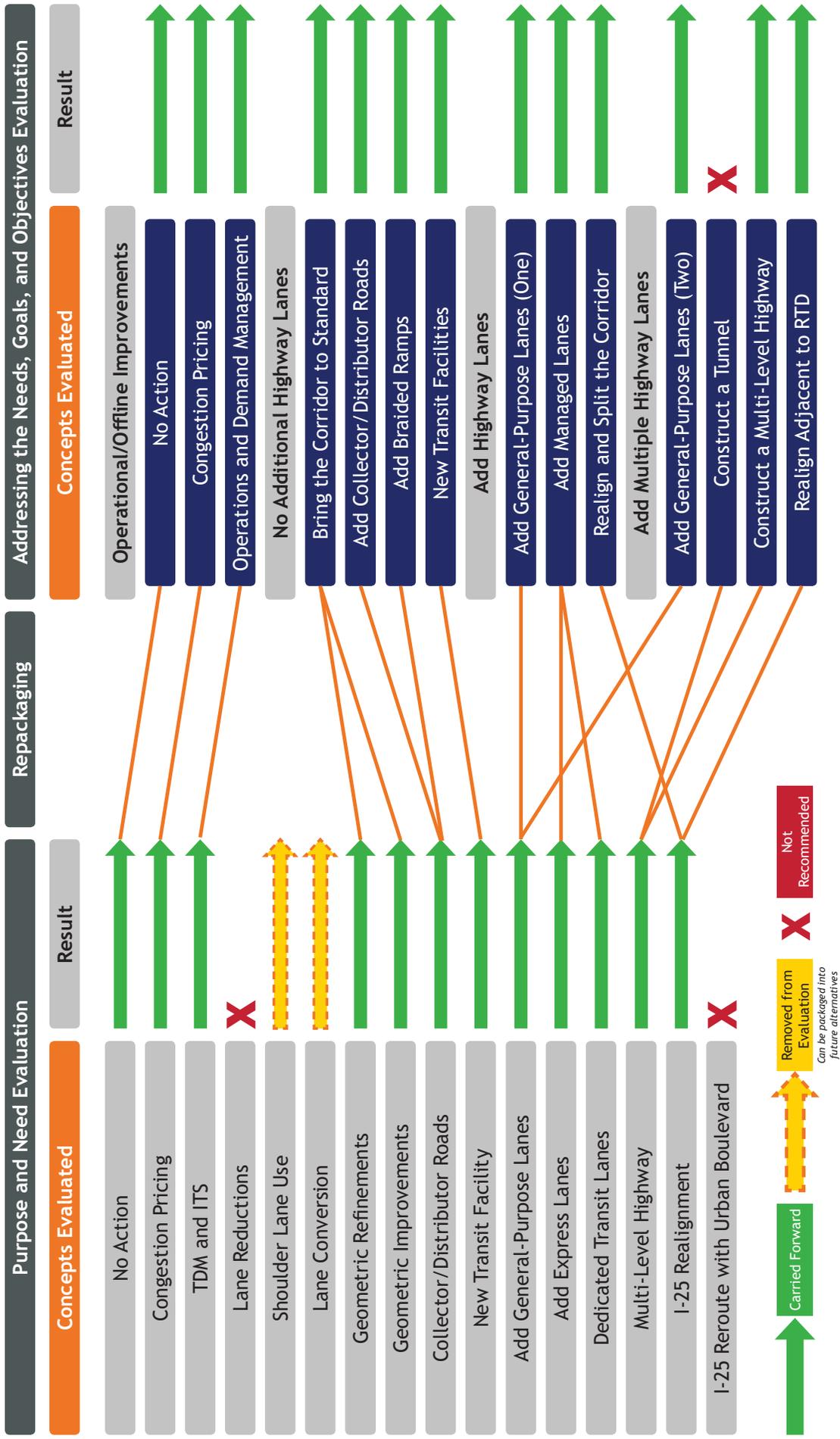


Evaluation Process

Concepts were first evaluated to see if they meet the Purpose and Need. Concepts carried forward then were evaluated to determine if they address the needs, goals, and objectives of the Study.



EVALUATION PROCESS AND RESULTS



EVALUATION RESULTS

At the completion of the evaluation, four concepts were “Not Recommended” or removed from further evaluation. All other concepts were carried forward.

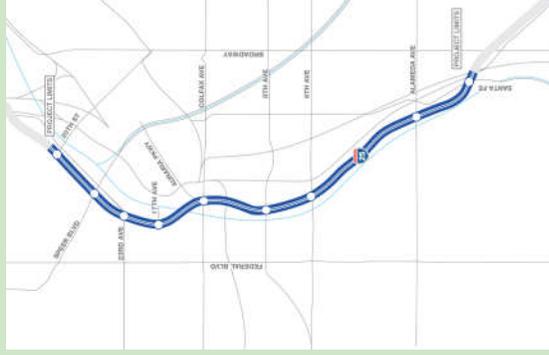
I-25 Reroute with Urban Boulevard



- Reroute regional traffic around the urban core using I-76, I-70, and I-225
- Replace the existing highway with a signalized urban boulevard (Santa Fe Drive to 20th Street)

Not Recommended

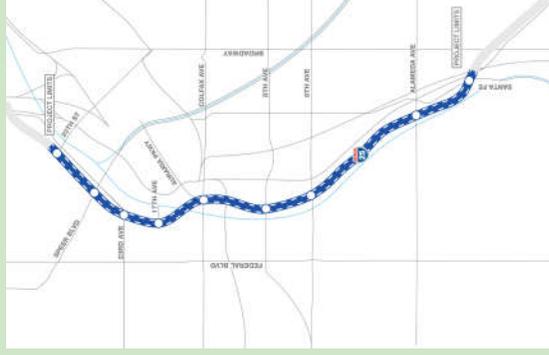
Lane Reductions



- Remove travel lanes to implement a more standard cross section within existing right of way

Not Recommended

Shoulder Lane Use & Lane Conversion



- Bring existing shoulders to current standards
- Use shoulders as travel lanes during peak travel periods
- And/or convert existing travel lanes into managed lanes (free use or tolled)

Removed from Evaluation

Construct a Tunnel



- Construct a tunnel underneath the existing highway to allow through traffic to bypass the corridor
- Existing highway remains at the surface to service local entrance and exit ramps

Not Recommended

ALTERNATIVE DEVELOPMENT

Concepts carried forward following evaluation will be grouped together to determine how well different combinations/packages of concepts address the Purpose and Need, Goals, and Objectives. These benefits will be compared against the potential impacts and recommendations for different combinations/packages will be made. Concepts to be combined/packages are described below and on the following boards.

Existing Highway Concepts

Bring the Corridor to Standard

- Improve/add shoulders
- Smooth curves
- Improve/add acceleration and deceleration lanes
- Improve sight distances around curves



ALTERNATIVE DEVELOPMENT ADDITIONAL CAPACITY CONCEPTS

Add General-Purpose and/or Managed Lanes

- Add general-purpose (free for all travelers to use) travel lanes
- Add managed lanes (bypass lanes, tolled express lanes, or other concept)

Bypass lanes are free-to-use through lanes on the freeway that are separated from the other lanes. Entry into or out of the lanes is limited, and they are designed to accommodate travelers passing all the way through an area without stopping.



Add Collector/Distributor Roads

- Add collector/distributor roads parallel to I-25

Collector/distributor roads are dedicated lanes on the side of the highway used by vehicles entering and exiting the highway. These lanes usually have a lower speed limit and facilitate vehicles entering and exiting the highway without impacting the through lanes.



Add Braided Ramps

- Add braided ramps to I-25

Braided ramps allow traffic entering the highway to pass over or under traffic exiting at the next interchange. This grade separation prevents the entering and exiting traffic from having to weave across each other.



ALTERNATIVE DEVELOPMENT TECHNOLOGY AND TRANSIT CONCEPTS

Operations and Demand Management

- Support travel mode shift away from single-occupancy vehicles to reduce demand for I-25 through education and incentives
- Implement more technology on I-25 to better manage congestion (smart ramp meters, variable speed limits, more variable message signs, etc.)



Congestion Pricing

- Charge all or some vehicles a fee for using I-25 to reduce demand during the peak travel periods



New Transit Facilities

- Implement high-capacity transit improvements on Federal Boulevard
- Implement high-capacity transit improvements on Broadway/Lincoln
- Add two additional tracks to the existing RTD light rail corridor between Broadway and Colfax Avenue

ALTERNATIVE DEVELOPMENT OTHER CONCEPTS

Realign and Split the Corridor

- Move southbound I-25 to the west side of the South Platte River through part of the study area
- Narrow the remaining northbound highway to provide additional space for the South Platte River and associated amenities/parks



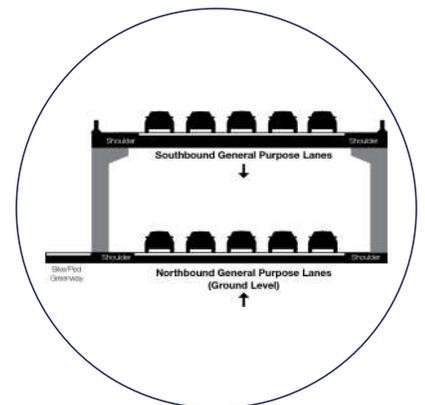
Realign Adjacent to RTD

- Move I-25 to the east to be next to the existing RTD light rail tracks between Broadway and Colfax Avenue
- Add two new light rail tracks next to RTD's existing light rail tracks (this will result in four tracks total)
- Remove the existing highway currently adjacent to the South Platte River between Santa Fe Drive/US 85 and Colfax Avenue



Construct a Multi-Level Highway

- Double-deck all or some of the highway with northbound traffic on top of or below southbound traffic
- Lower some or all of the highway to allow local roadways/amenities to be constructed on top



NEXT STEPS



PEL Study Next Steps

- Combine/package concepts into alternatives
- Evaluate benefits and impacts of developed alternatives
- Develop recommended alternatives/packages and an Implementation Plan
- Complete PEL Study

Early Action Projects

The replacement of the bridges at Speer Boulevard and 23rd Avenue is a high priority. Funding for the design and part of the construction has been secured. The project will upgrade the deficient bridge structures, examine interchange improvements in more detail, and explore opportunities to improve local bicycle and pedestrian connectivity. This project is anticipated to begin in 2021.



STAY INVOLVED



Take the survey:
bit.ly/I-25CentralSurvey



Project website:
i25centralpel.codot.us



Project email:
cdot_i25centralpel@state.co.us

Project phone number:
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