

I-25 Central PEL

Stakeholder Focus Group (SFG)

SFG Roles & Responsibilities

- Provide input at project milestones
- Share PEL info with your organizations
- Attend SFG meetings throughout PEL process

I-25 Central PEL Video

What is a Planning and Environmental Linkages (PEL) Study?

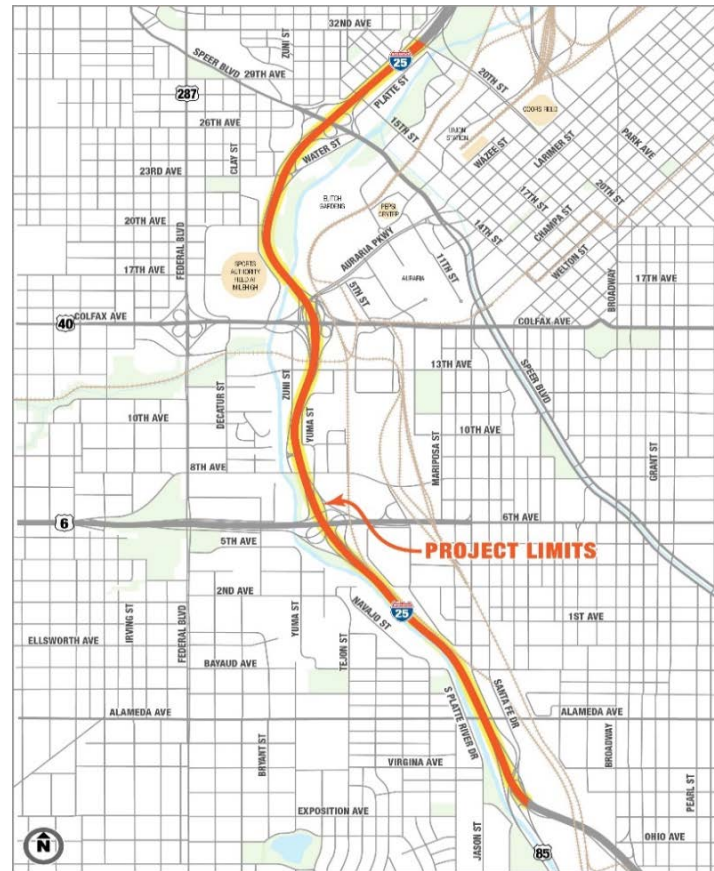
At a high-level, planning scale:

- Identifies corridor needs
- Performs detailed traffic analysis
- Defines and evaluates potential improvement projects
- Reviews existing environmental resources and possible impacts from proposed alternatives
- Develops a vision and implementation plan for priorities large and small

Study Overview

CDOT is conducting a Planning and Environmental Linkages (PEL) Study of I-25 between Santa Fe Drive and 20th Street

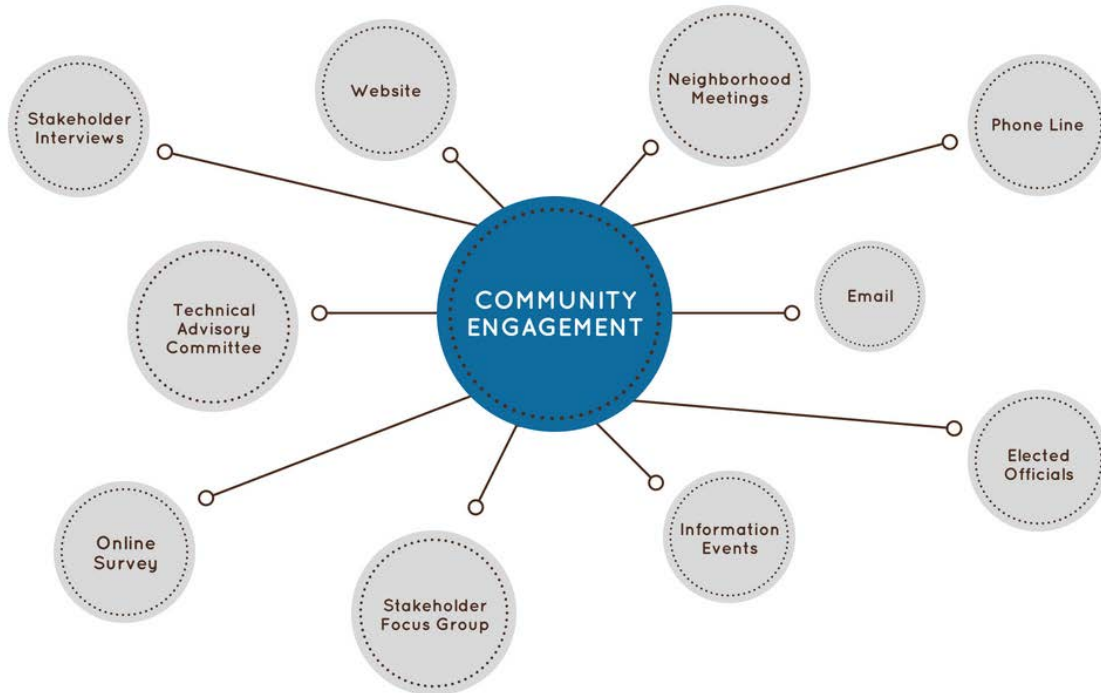
- 5-mile segment of I-25
- Much of the corridor are remaining parts of the 1950s Valley Highway era
- Most traffic in all of Colorado



Project Schedule



Engaging the Community



Who has been involved in the process so far?

- Auraria Campus
- CCD - Office of Economic Development
- CCD - Public Works
- CCD - Community Planning and Development
- CDOT - Colorado Transportation Management Center
- Children's Museum
- Colfax Business Improvement District (BID)
- Denver Aquarium
- Denver Broncos
- Denver City Council: Brooks, Clark, Espinoza, Ortega, Lopez
- Denver Mayor's Office
- Denver Metro Chamber of Commerce
- Denver Police Department
- Elitch Gardens
- Freight Advisory Council (FAC)
- Greenway Foundation
- Jefferson Park United Neighbors
- Joshua Station
- Metropolitan Football Stadium District
- Mile High Ministries
- Pepsi Center
- RTD



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Data Collected

Traffic Study Area

- The traffic analysis study area is much larger than the project study area



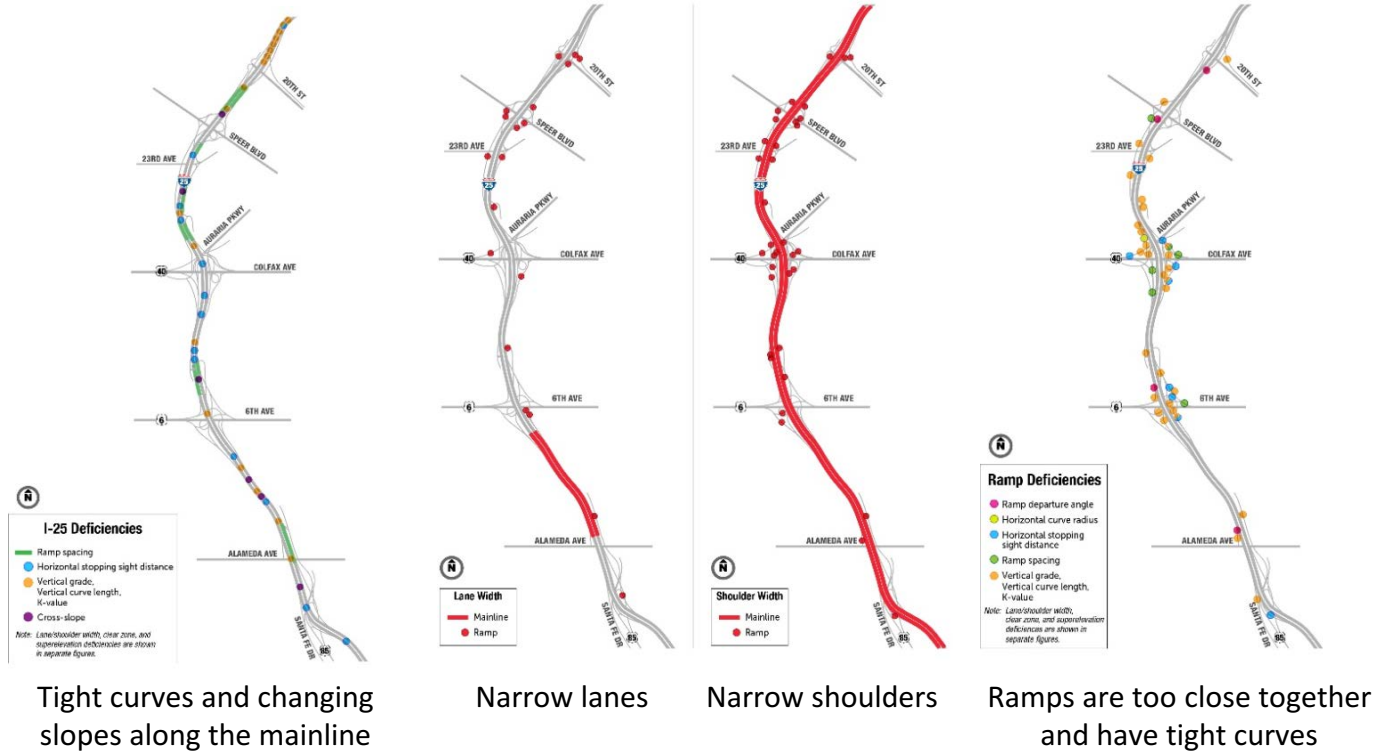


Need: Improve Safety

High number of crashes
1,000 crashes per year within project limits

Need: Improve Safety

Roadway deficiencies



Tight curves and changing slopes along the mainline

Narrow lanes

Narrow shoulders

Ramps are too close together and have tight curves

Need: Reduce Traffic Congestion

More than 250,000 vehicles per day on some portions of I-25



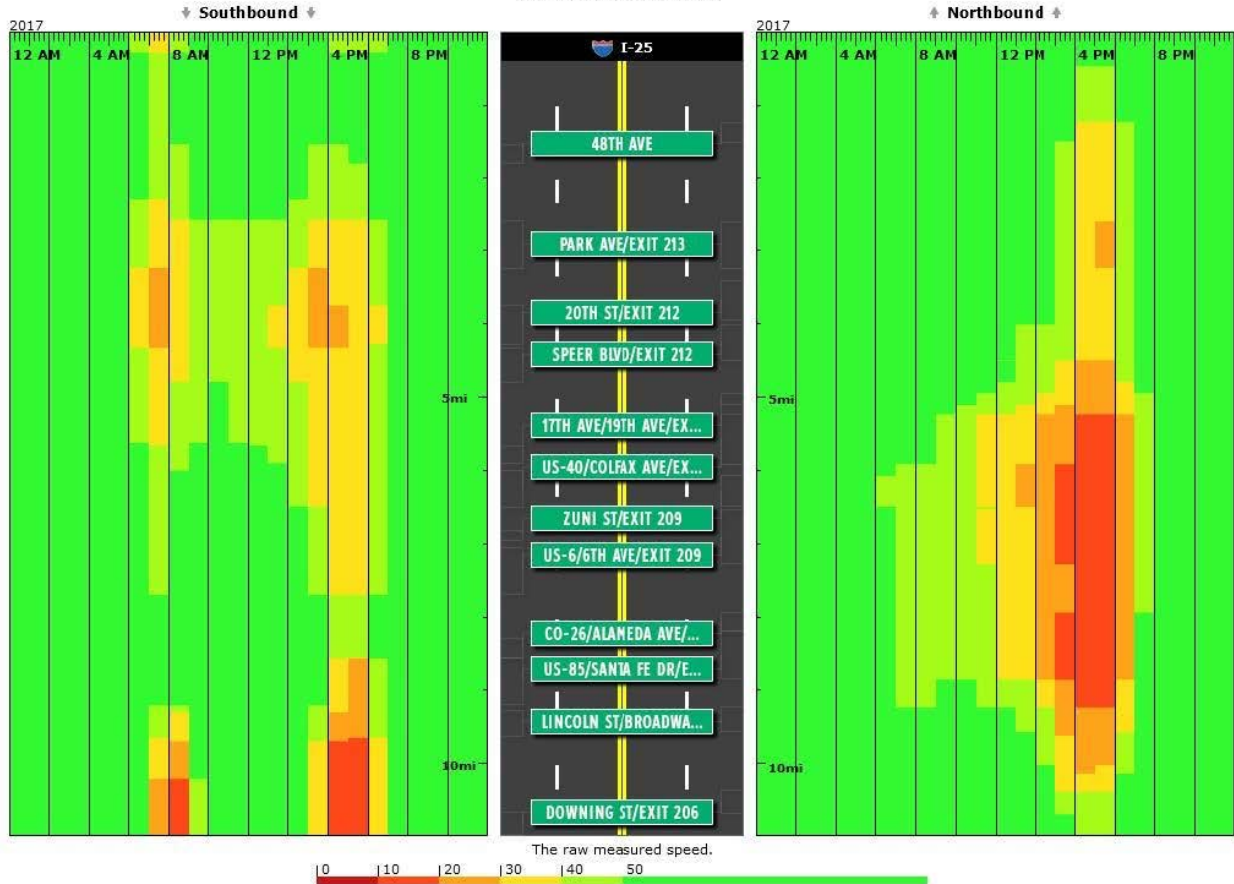
Morning Peak: 3 hours
Evening Peak: 5.5 hours



Typical peak travel times can be 3.5 times greater than free flow times and vary by up to 88%

Speed on I-25 between Downing St/Exit 206 and 58th Ave/Exit 215 using INRIX data

Averaged by 1 hour for 2017





Need: Improve Travel Time Reliability

Breakdown type incidents impact travel reliability



Connectivity

For all modes to, from, and across I-25

Environmental Resources and Constraints



South Platte River and Trail Railroad

Numerous parks and recreational opportunities along the corridor

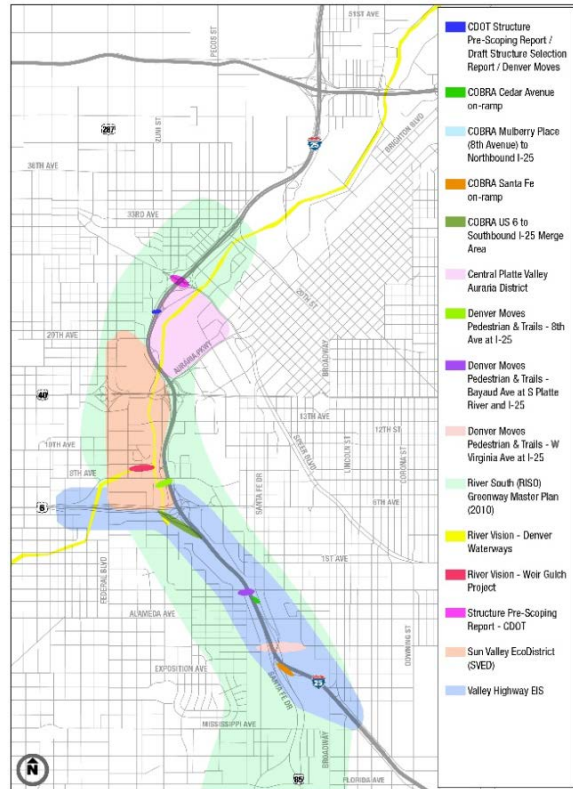
Historic resources

Environmental justice communities

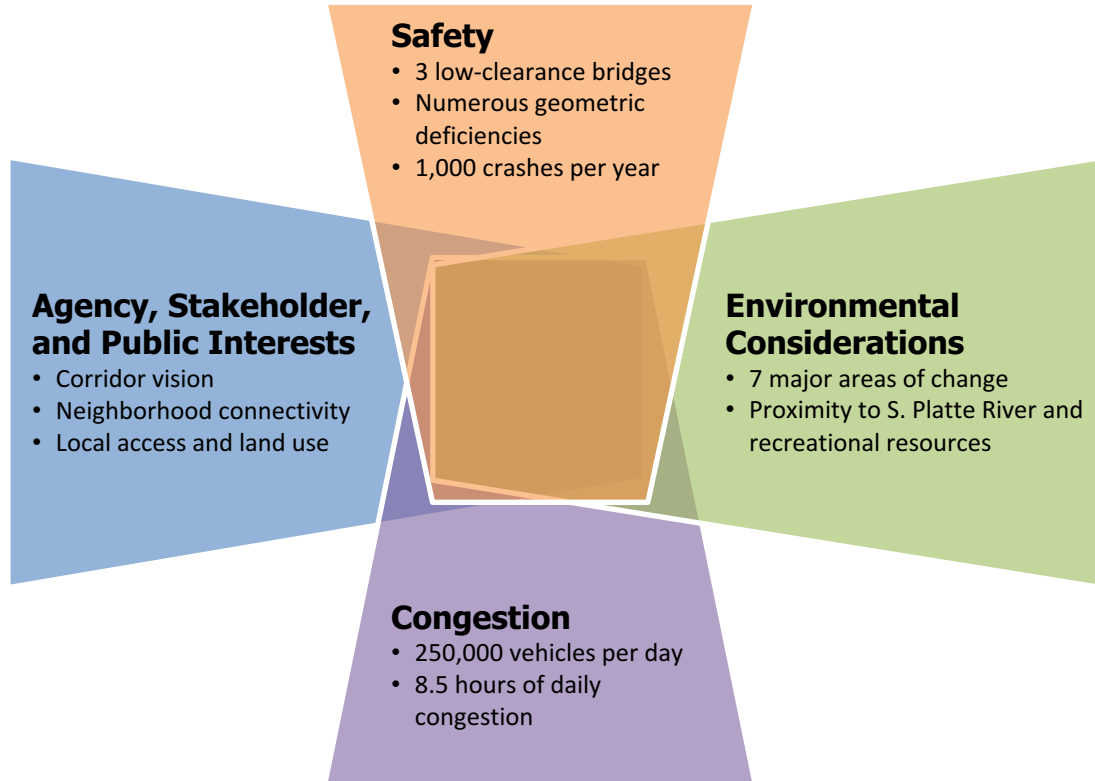


Areas of change

- Additional studies examining surrounding land uses and the local transportation network
- Major Land Use changes
 - Sun Valley
 - Elitches/River Mile
 - more



What interactions are at play on the corridor?





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Purpose and Need

Project Purpose

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 will also consider access to and from I-25 as well as connectivity across I-25 for bicycles, pedestrians, transit and local traffic.



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SFG Issues, Concerns, and Ideas for the I-25 Central PEL

Interactive input gathering of SFG members using corridor maps



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Next Steps