

Technical Advisory Committee Meeting #2

April 4, 2012

Agenda

Meeting Goals

- Ensure common corridor understanding
- Purpose and Need discussion
- Public meeting overview
- Introductions
- Tiger IV update
- Visioning Workshop summary
- Draft Purpose and Need Statement and goals
- Additional data collection
- Next steps
- Public meeting
- Next meeting

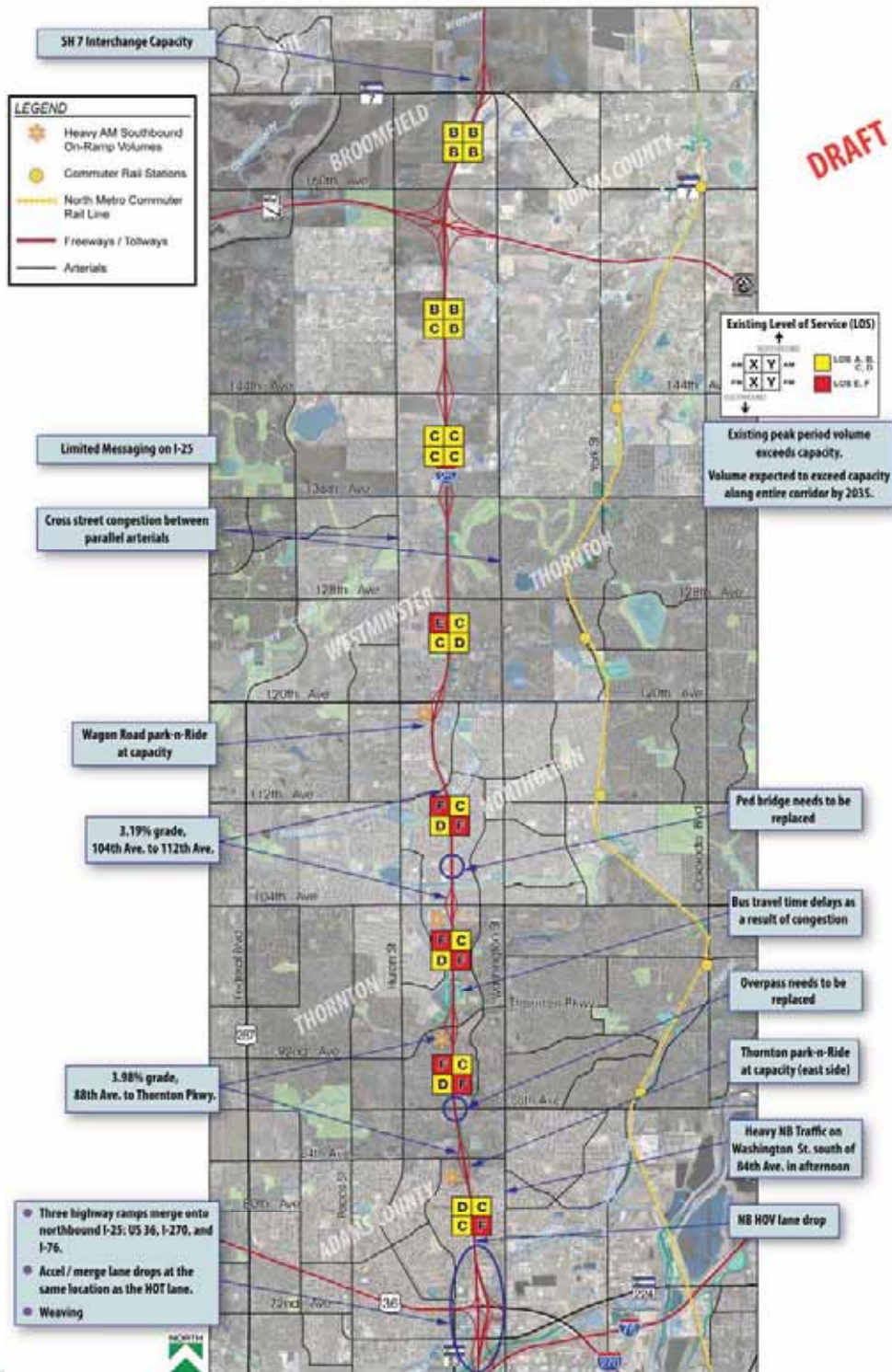
Tiger IV

- Submitted March 19, 2012
- Requested \$15 million
- Total project cost \$44 million
- Updates from Tiger III
 - Prioritization
 - Safety - ATDM
 - Local match
- Award notification anticipated –
End of May 2012
- Included as base case for this
project

Visioning Workshop Summary

- Reached agreement with the Operating Protocols
- Summarized stakeholder interviews
- Confirmed support for the PEL approach
- Identified issues and potential solutions

Visioning Workshop Summary



What is a Purpose and Need Statement?

- Describes the intention of the project (project purpose)
- States the problems (project needs)
- Determines and limits the range of alternatives
- Not mode specific or biased toward a particular solution

DRAFT Purpose and Need Statements

Project Purpose

- The purpose of the project is to reduce congestion and improve safety on I-25 between US 36 and SH 7 by implementing near-term, multi-modal, and cost-effective transportation improvements that would neither preclude long-term options nor require reconstruction of recently built structures.

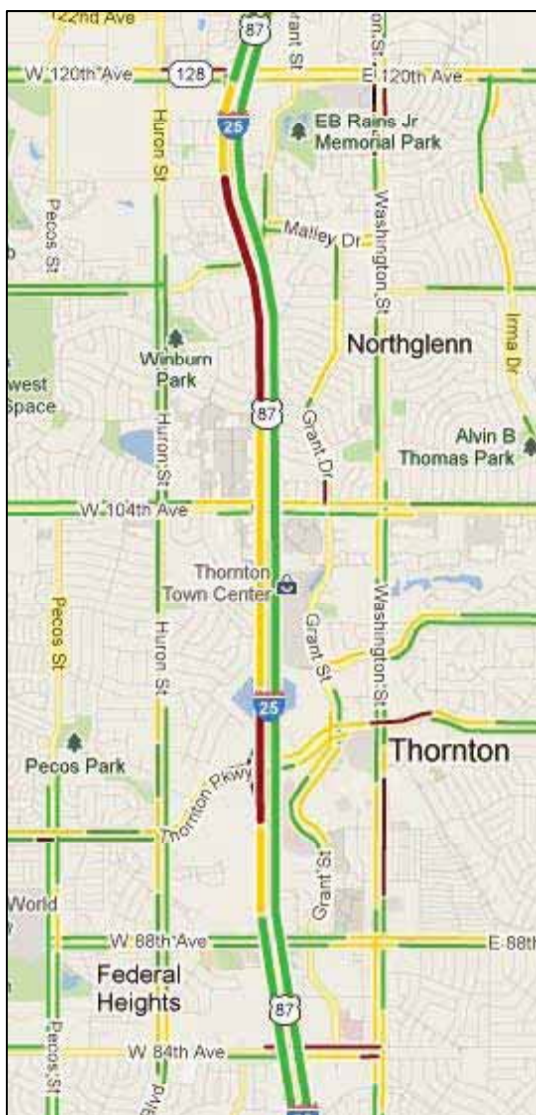
Need for Project

- Mobility Problem: Recurring and nonrecurring congestion along the corridor.
- Safety Problem: Higher than expected crashes due to traffic congestion.
- Multimodal Problem: Over capacity multimodal facilities.

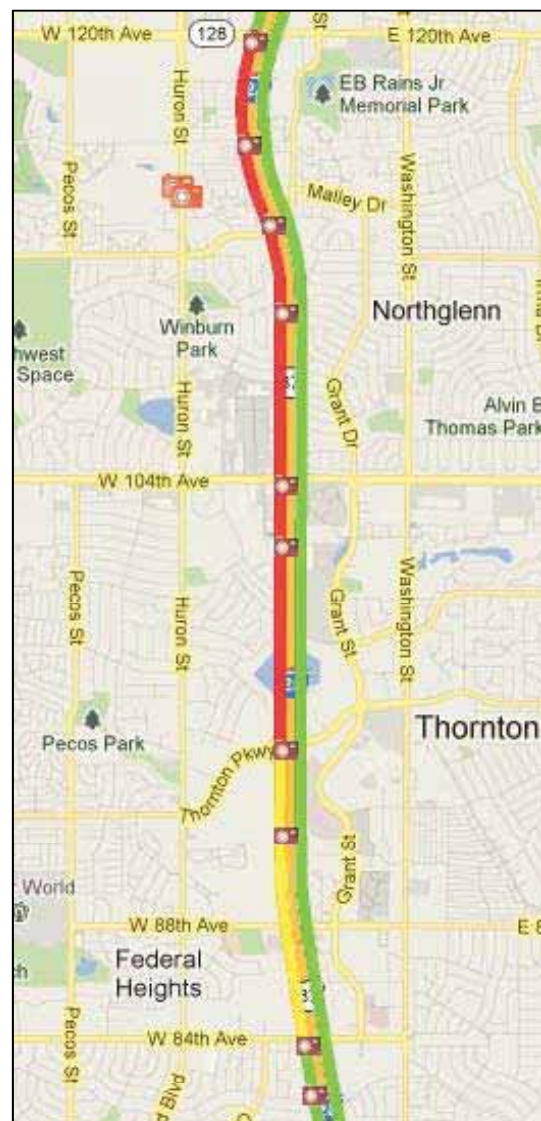
Project Goals

Mobility Problem Recurring Congestion Southbound AM

Google Maps



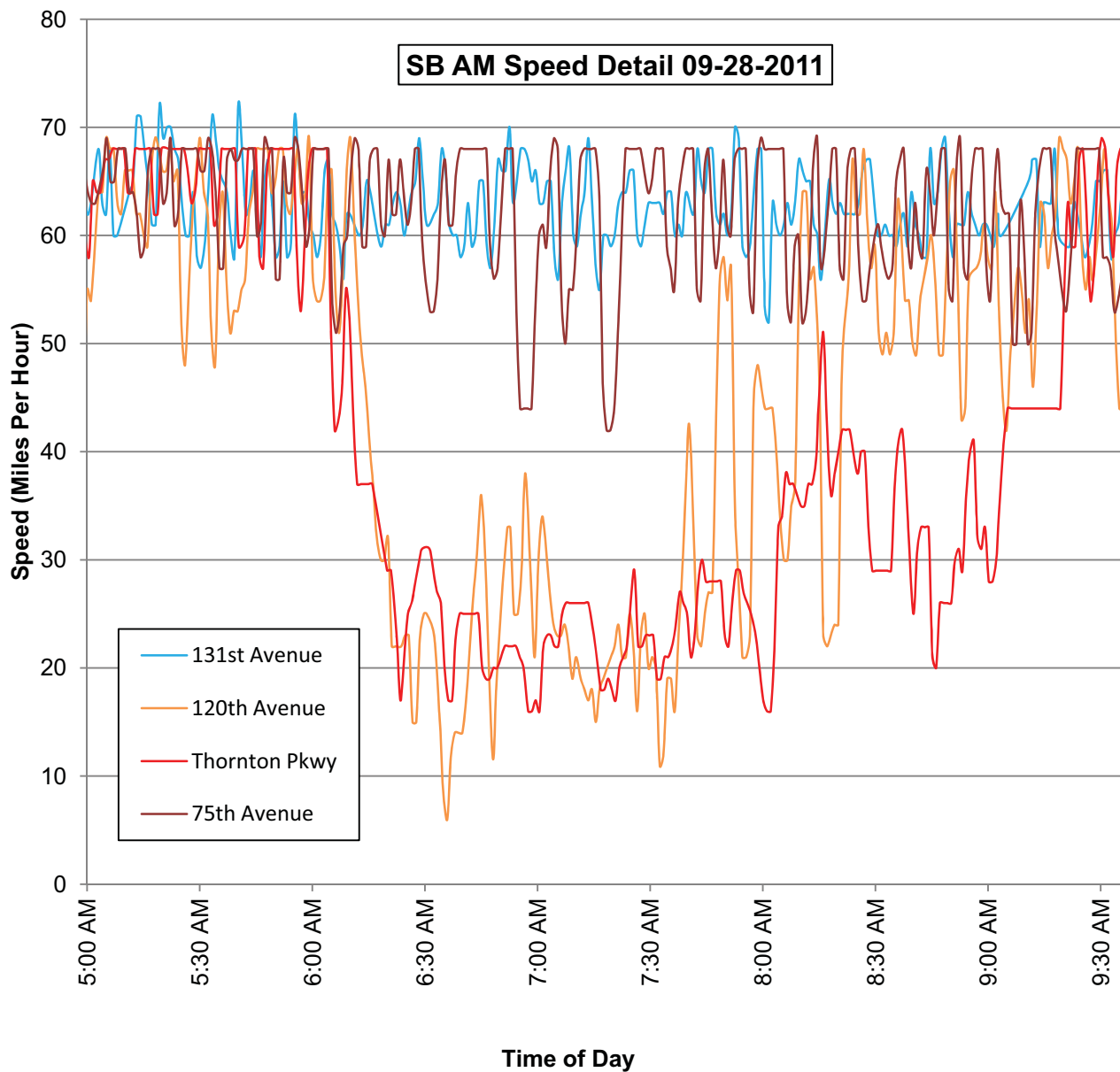
Cotrip



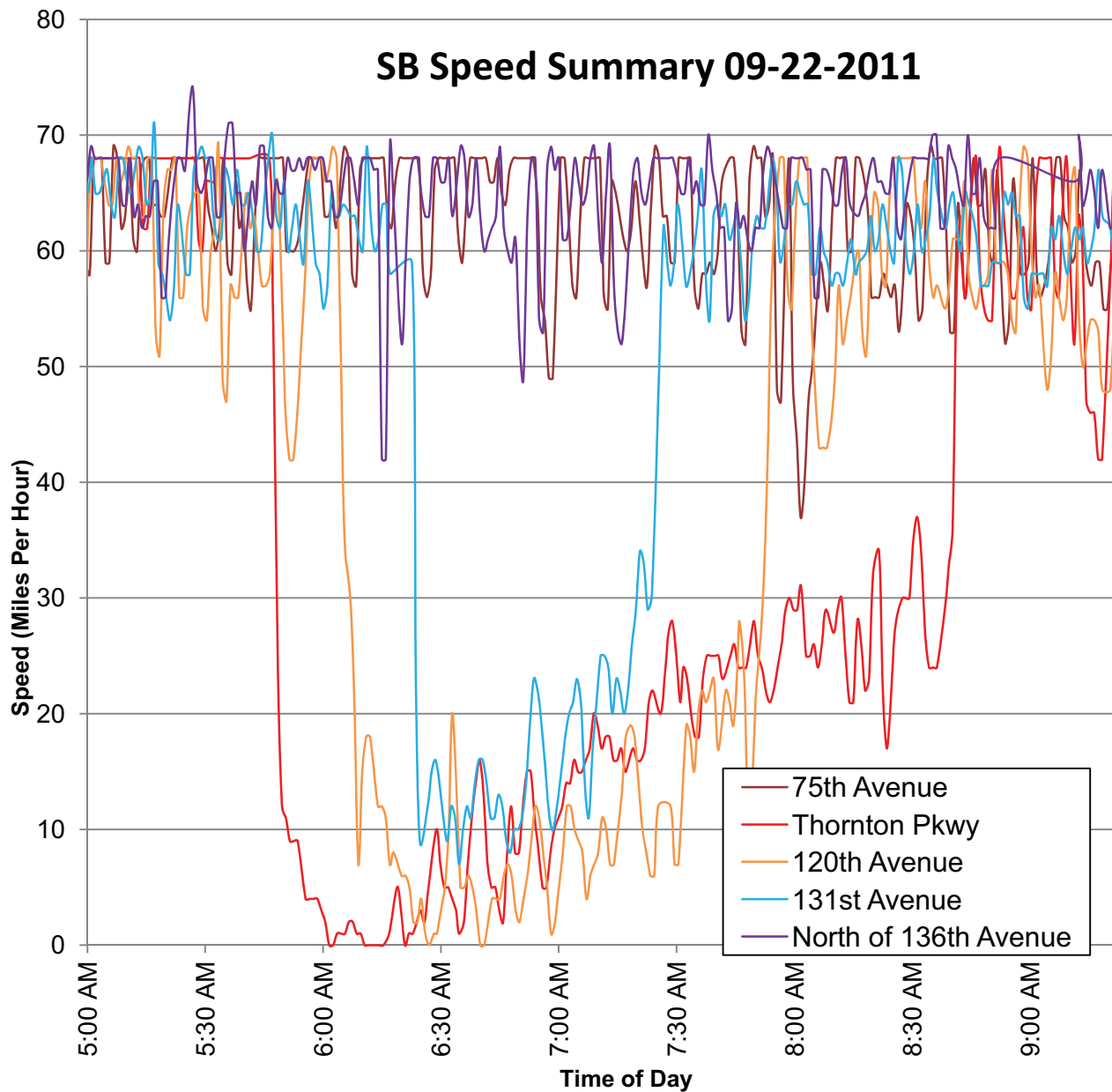
March 22, 2012

6:35 AM

Mobility Problem Recurring Congestion Southbound AM



Mobility Problem Non-recurring Congestion Southbound AM



Mobility Problem Recurring Congestion Northbound PM

Google Maps



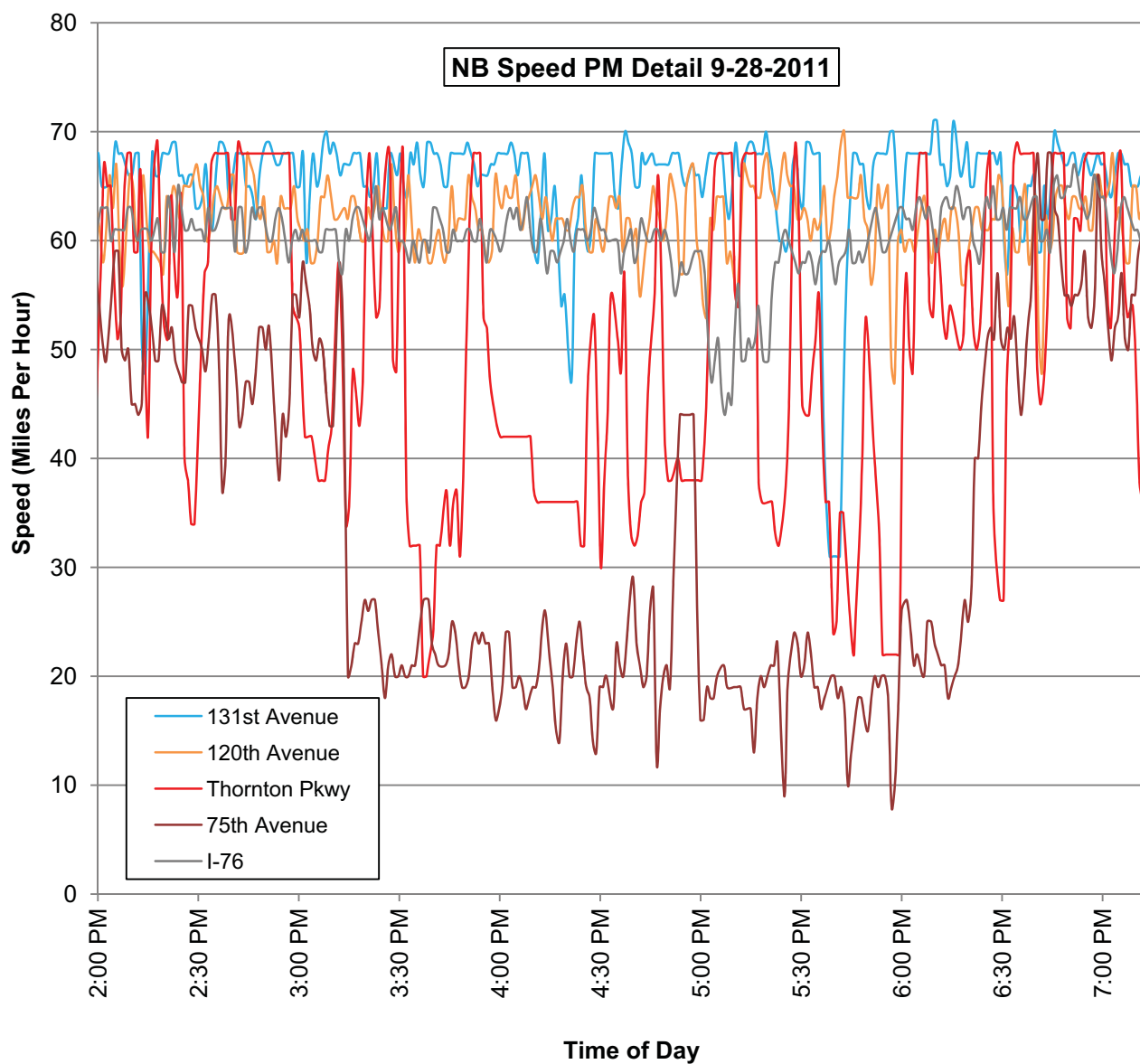
Cotrip



March 13, 2012

4:35 PM

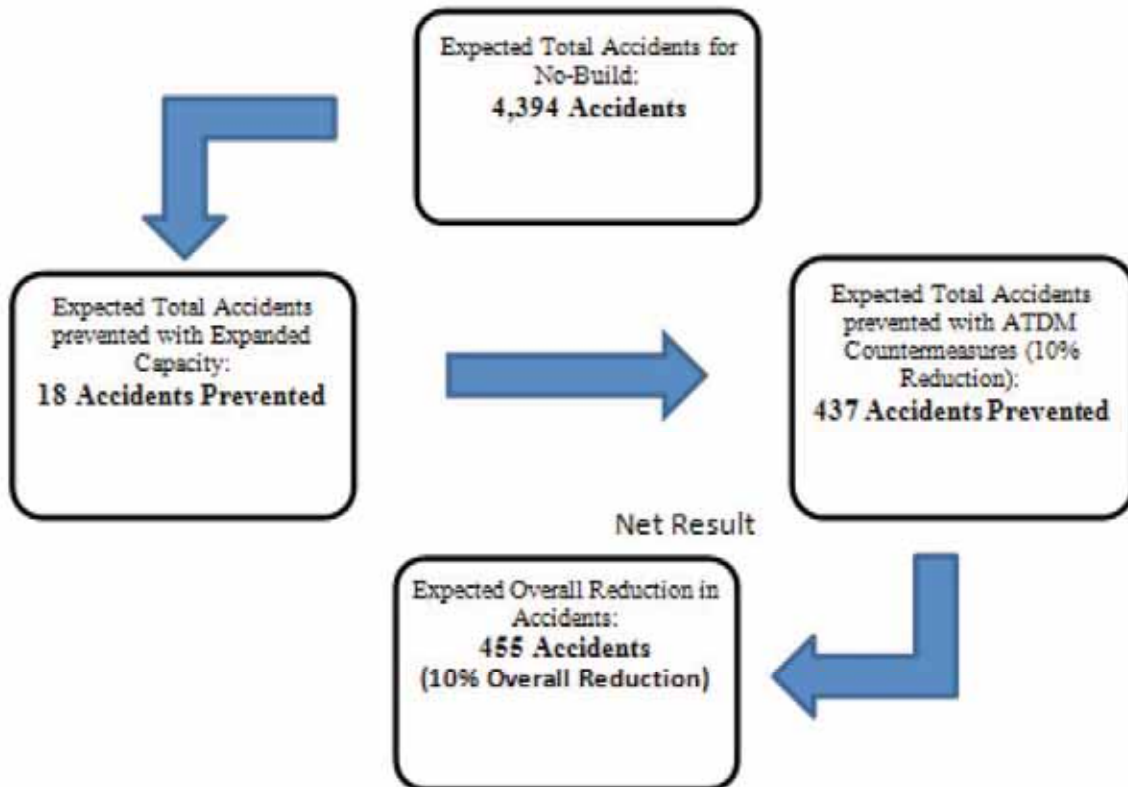
Mobility Problem Recurring Congestion Northbound PM



Safety Problem Higher than Expected Crashes



Safety with Tiger IV Enhancement



Multimodal Problem Over Capacity Multimodal Facilities

- Some Express Bus trips in each peak period are at or near capacity
- Wagon Road (120th Ave) pnr is at capacity
- Thornton (88th Ave) pnr (east side) is nearing capacity



Project Purpose

The purpose of the project is to reduce congestion and improve safety on I-25 between US 36 and SH 7 by implementing near-term, multi-modal, and cost-effective transportation improvements that would neither preclude long-term options nor require reconstruction of recently built structures.

Concurrence

- Do the need statements accurately identify transportation problems along the corridor?
- Do you support moving forward with the Purpose and Need statements presented here?

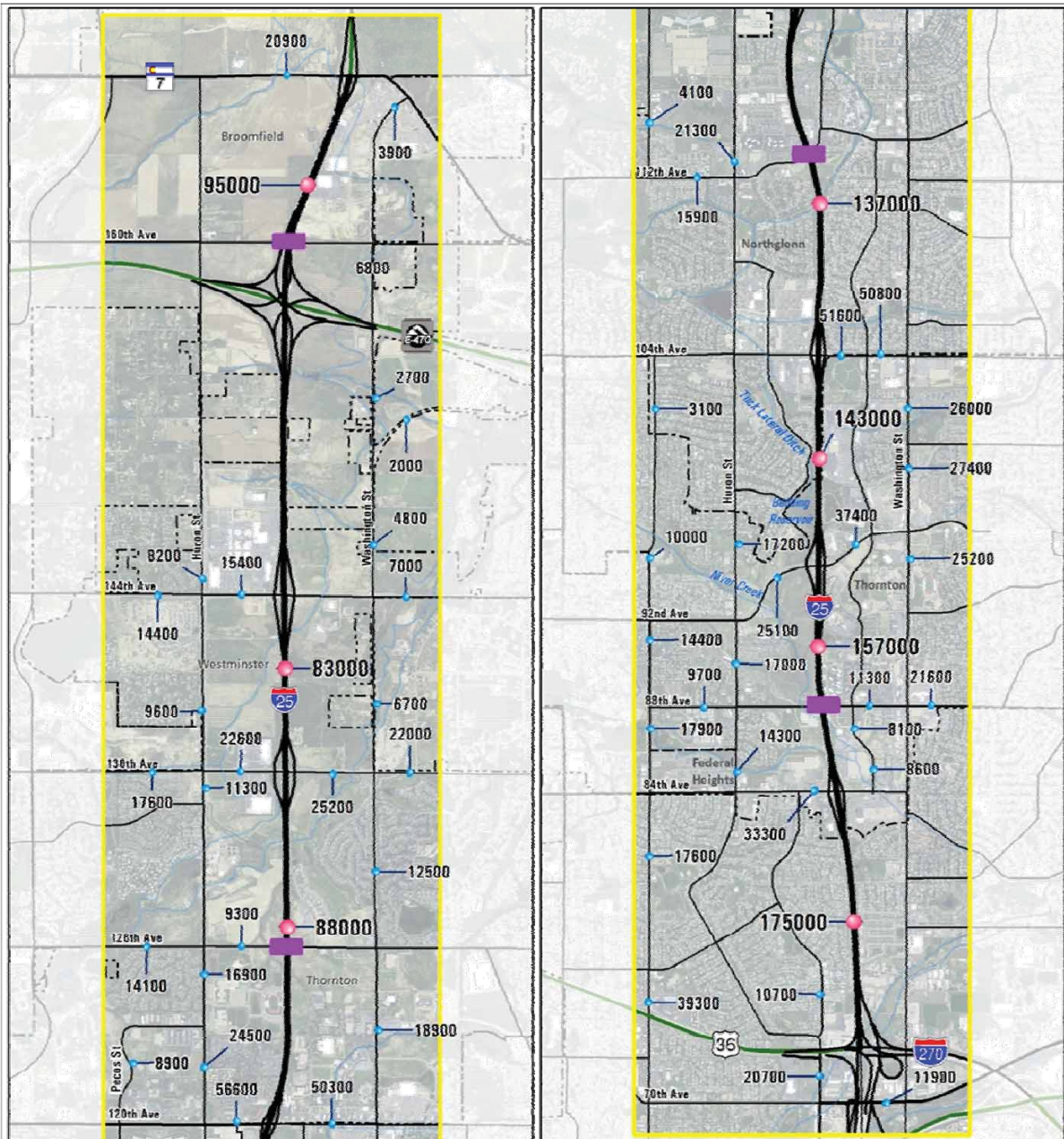
Project Goals

Alternatives should:

1. Maximize the use of existing infrastructure
2. Expand/enhance transportation options
3. Complement and utilize services of the newly formed TMO
4. Avoid and minimize impacts to environmental resources
5. Identify and prioritize improvements that can proceed independently
6. Coordinate with local plans and projects
7. Maximize duration of benefits

Additional Data Collection Transportation

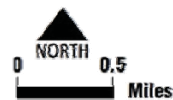
More trips on Washington than Huron



Counts Note: Assembled from readily available sources

LEGEND

- I-25 Crossing
- Freeways / Tollways
- Traffic Analysis Study Area
- I-25 Corridor
- Arterials



North I-25 PEL
Current Daily Traffic Volumes

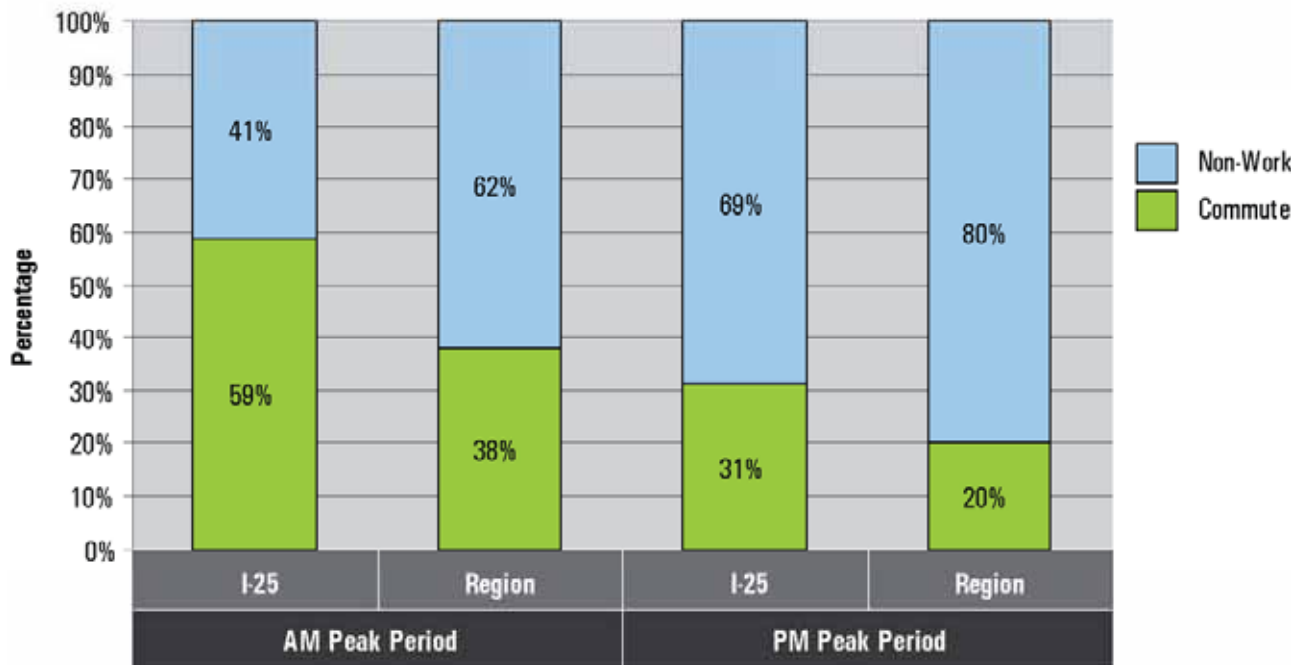
Express routes have higher than average boardings per hour



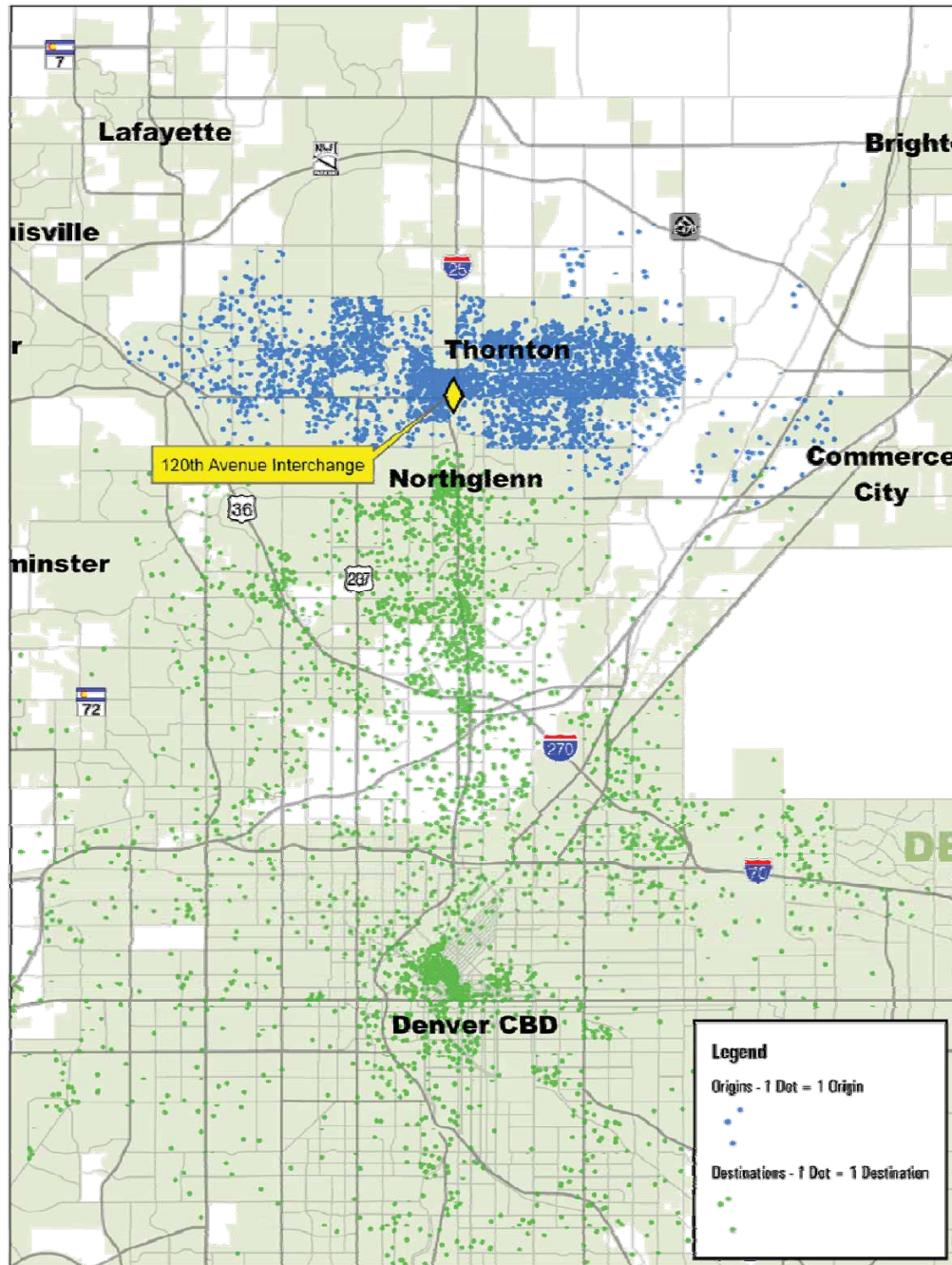
LEGEND

- = park-n-Ride
- = West 80th Express
- = 104th Ave.
- = 120th Ave. / Brighton
- = 28th St. / Civic Center
- = 72nd Ave.
- = 80th Ave. - 80
- = 92nd Ave. - 92
- = Boulder / Anschutz-Fitzsimons
- = Boulder / Colorado Blvd.
- = Boulder / DIA
- = Boulder / Denver
- = Boulder / Greenwood Plaza
- = Brighton / Denver
- = Broomfield / Wagon Rd.
- = Denver / East Boulder
- = Downing St.
- = East 48th Ave. / Commerce City
- = E. 6th Ave. / North Pecos
- = Longmont Denver
- = North Broadway / Huron
- = North Colorado Express
- = North Federal Express
- = Northglenn / Commerce City / Stapleton
- = Wagon Rd. / Civic Center Express
- = Wagon Rd. / DIA
- = Wagon Rd. / Thornton Express
- = West 112th Ave.
- = Westminster Center Express
- = Federal Heights call-n-Ride
- = South Thornton / Northglenn call-n-Ride
- = Thornton / Northglenn call-n-Ride

High portion of commuter trips on I-25 – southbound AM peak

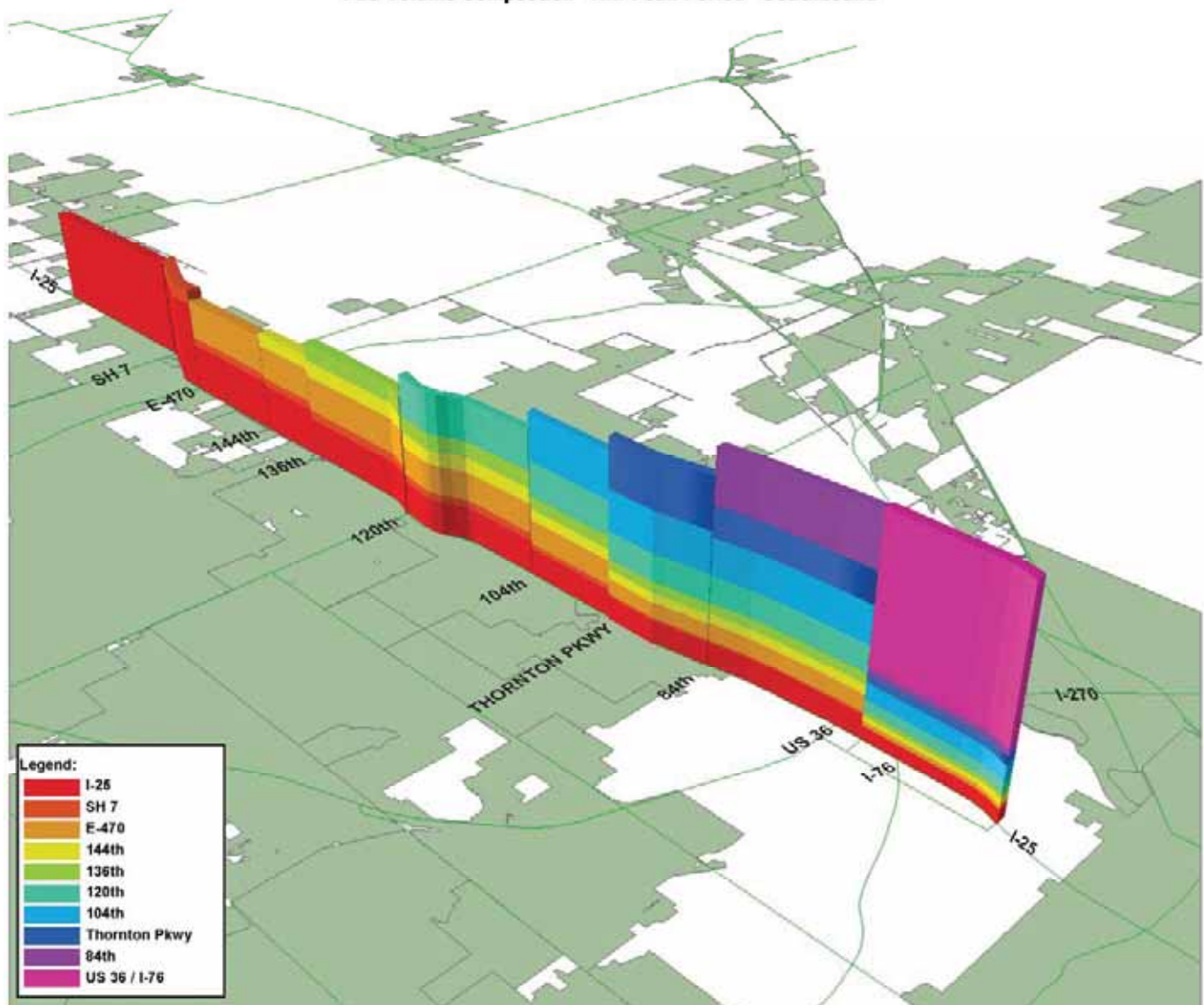


10 – 15% destined to downtown
Denver - southbound AM peak



High percentage of trips both enter and exit within the study area

I-25 Volume Composition - AM Peak Period - Southbound



Observations

ADT

- Volumes on I-25 increase as you go south – from 85,000 vpd in the north to 175,000 vpd near US-36
- Washington and Huron each carry as many as 25,000 vpd, with Washington carrying more traffic than Huron
- 104th and 120th each carry more than 50,000 vpd

Buses

- RTD operates 28 bus routes in the study area
- Two of RTD's most popular express routes serve the corridor – the 120X and 122X
- These bus routes carry 50% more passengers than the average RTD Express route

Commuter Share

- High percentage of commuters on I-25, compared to Region
- AM Southbound commuter share is highest
- Travelers are familiar with the corridor

Observations (*cont.*)

120th Origins/Destinations

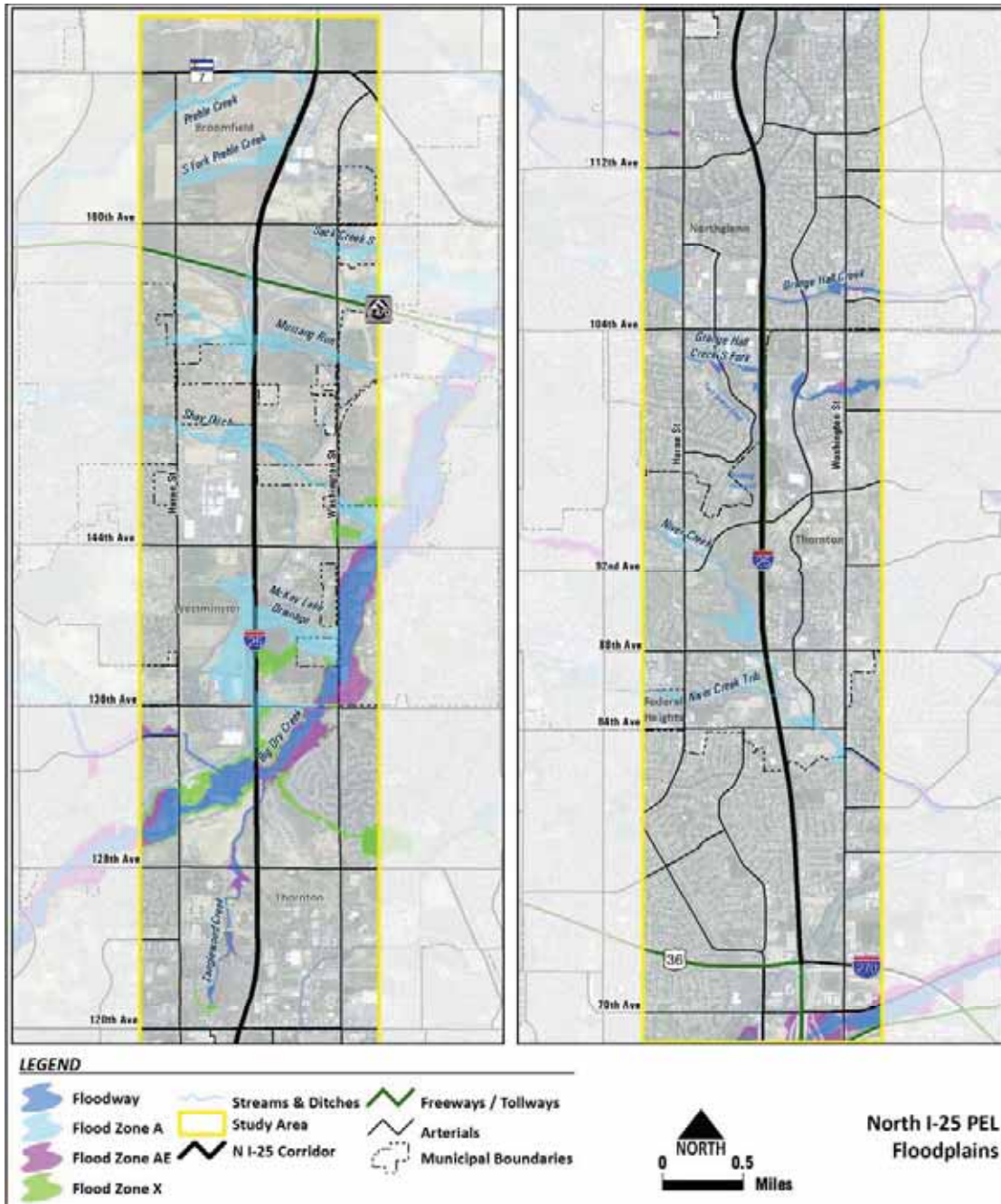
- Origins of trips using the 120th Avenue interchange are concentrated near 120th
- Destinations concentrated in Downtown Denver and near I-25 within the Study Area
- 20% of all trips on I-25 in the Study Area are less than 10 miles long

I-25 Volume Composition

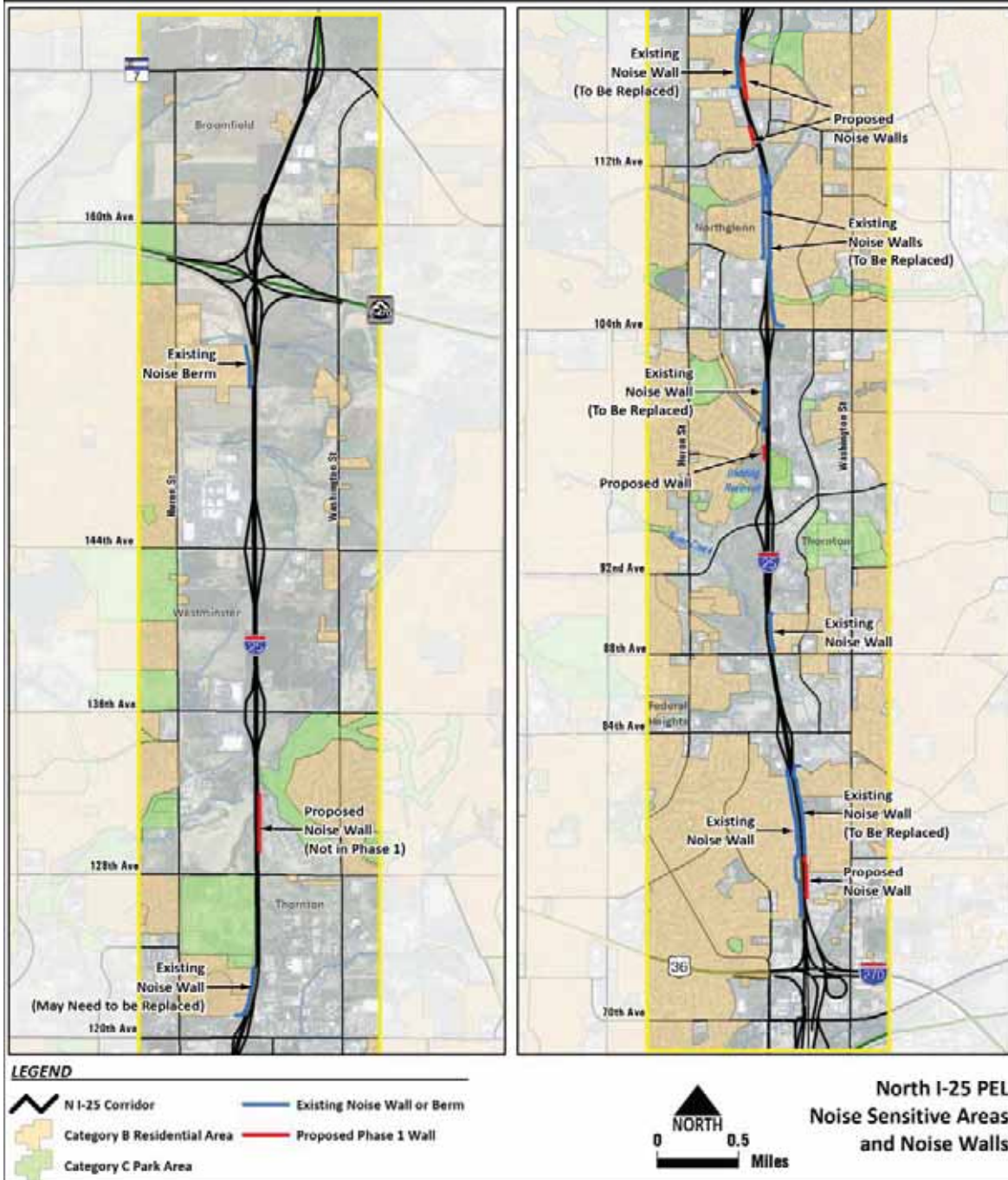
- Composition of traffic on each segment of I-25 in the Study Area
- Colors represent location I-25 traffic entered the interstate
- Very few through trips
- The US-36, I-270 & I-76 interchanges both attract and generate a large portion of the traffic on I-25

Environmental Resources

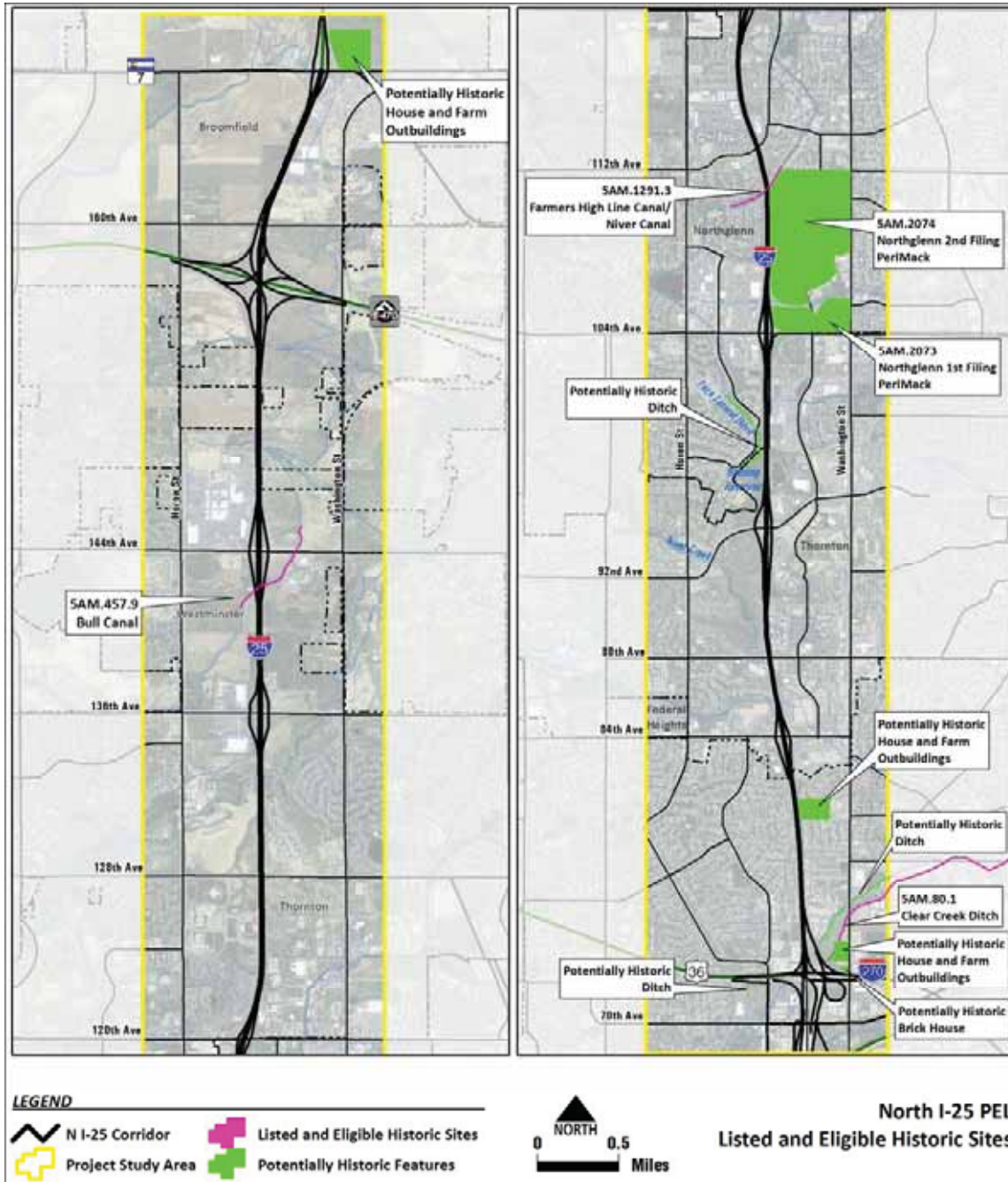
Numerous areas of flood waters on surface of I-25



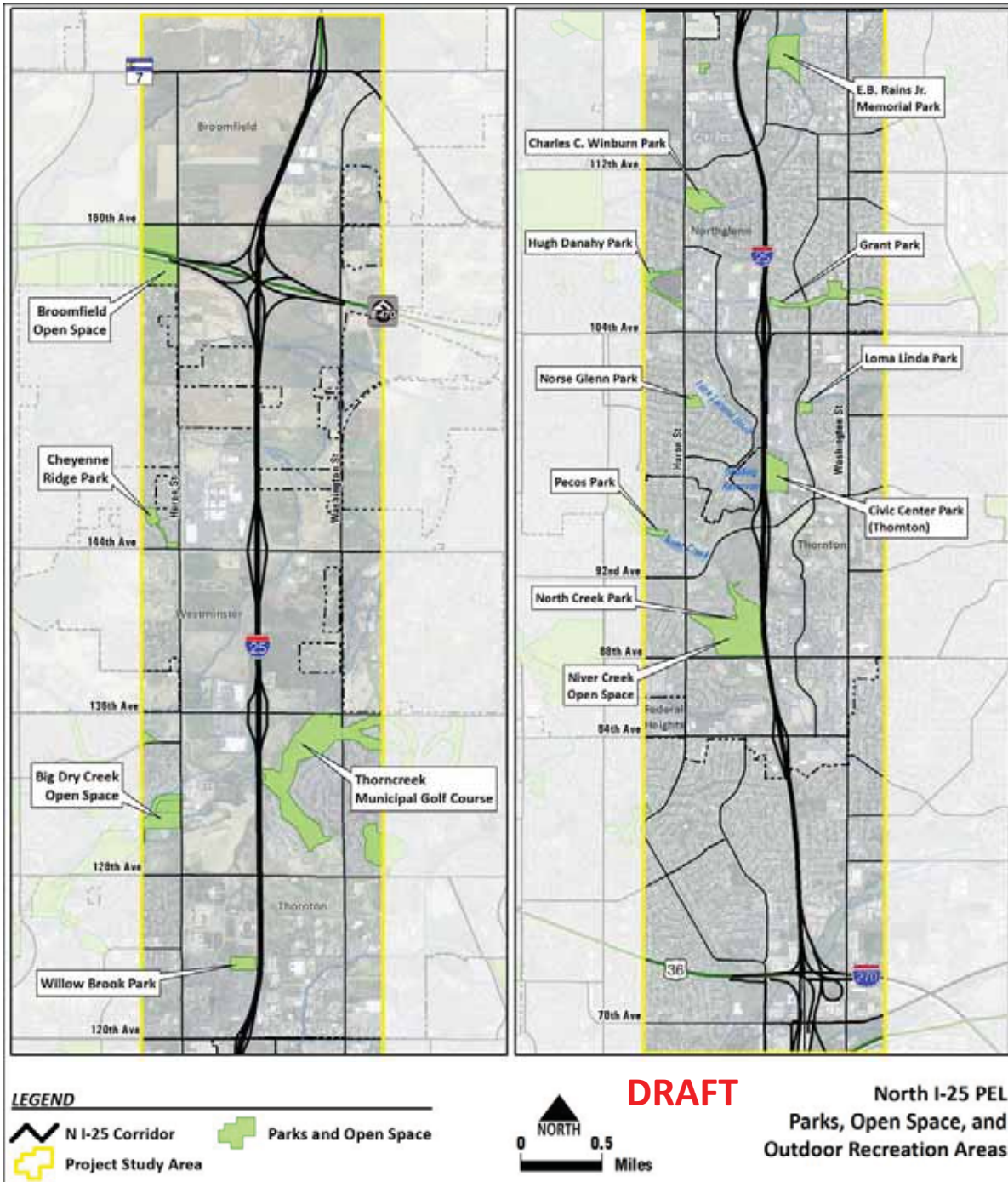
Noise barriers existing and proposed



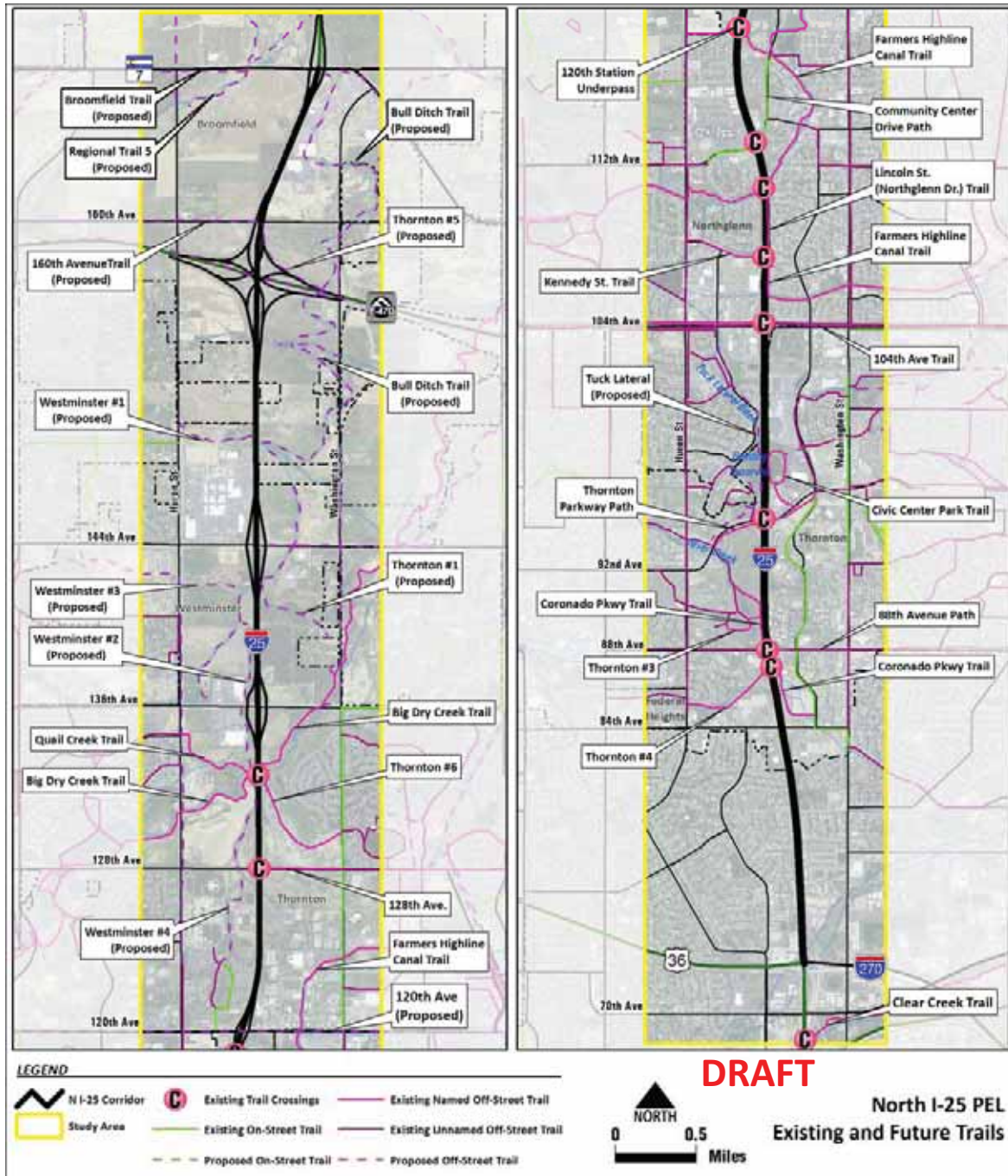
Three historically eligible ditches and multiple potential historic sites



Five parks and open space facilities adjacent to I-25



Extensive trail crossings I-25



Next Steps

- Complete Corridor Conditions Report
- Complete data analysis for Purpose and Need
- Initiated alternatives development and screening
- Begin preparation for the public meeting

Public Meeting

- Tentatively scheduled
 - Wednesday, May 9th , 5-7 PM
 - Thornton Police Department
 - Open house format
- Advertising
 - TAC functions
 - Team functions
- Topics
 - Project background and PEL process
 - Purpose and need, project goals
 - Preliminary existing conditions findings
 - Issues map
 - Solicit input

Next TAC Meeting

- May 30th (tentative)
- Public meeting summary
- DynusT update
- Introduce long-term options
- Introduce near-term alternatives