



# WELCOME to the

## North I-25 Planning Environmental Linkage (PEL)

## Public Open House

May 9, 2012



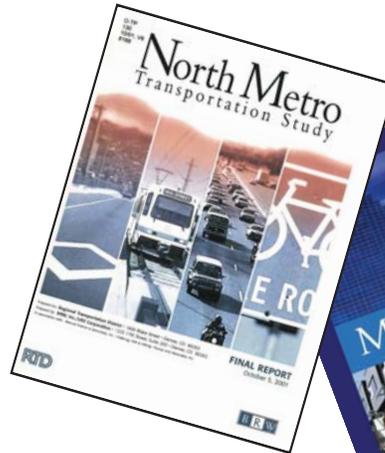
*This study has been initiated to evaluate near-term improvements to address congestion on I-25 between US 36 and SH 7.*



# Corridor History

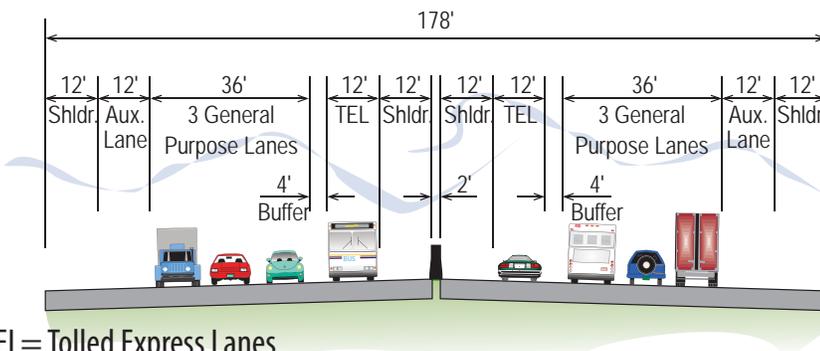
■ **2001 North Metro Transportation Study (2001)**

- Identified need for additional capacity
- New capacity included in Denver Regional Council of Governments (DRCOG) Metro Vision 2035 Plan



■ **North I-25 EIS (2011)**

- Considered only a limited set of improvements in the metro area



TEL= Tolleed Express Lanes

**I-25  
US 36 to SH7**



■ **CDOT and Community Recognition**

- Community requests study to address congestion
- CDOT proposes Planning Environmental Linkage Study (PEL)



■ **North Area Transportation Alliance**

- Passed resolution (Feb. 2010) supporting PEL approach



■ **North I-25 PEL initiated October 2011**

## What is a PEL?

*PEL stands for Planning Environmental Linkage. It is an approach to transportation decision-making that considers environmental, community, and economic goals early in the planning stage and carries them through project development, design, and construction. It is a process developed by the Federal Highway Administration (FHWA).*

- **PEL is a process with a variety of applications**

- Can be applied to typical planning studies  
(corridor feasibility studies, interchange studies, etc. . . )  
with greater overall benefits

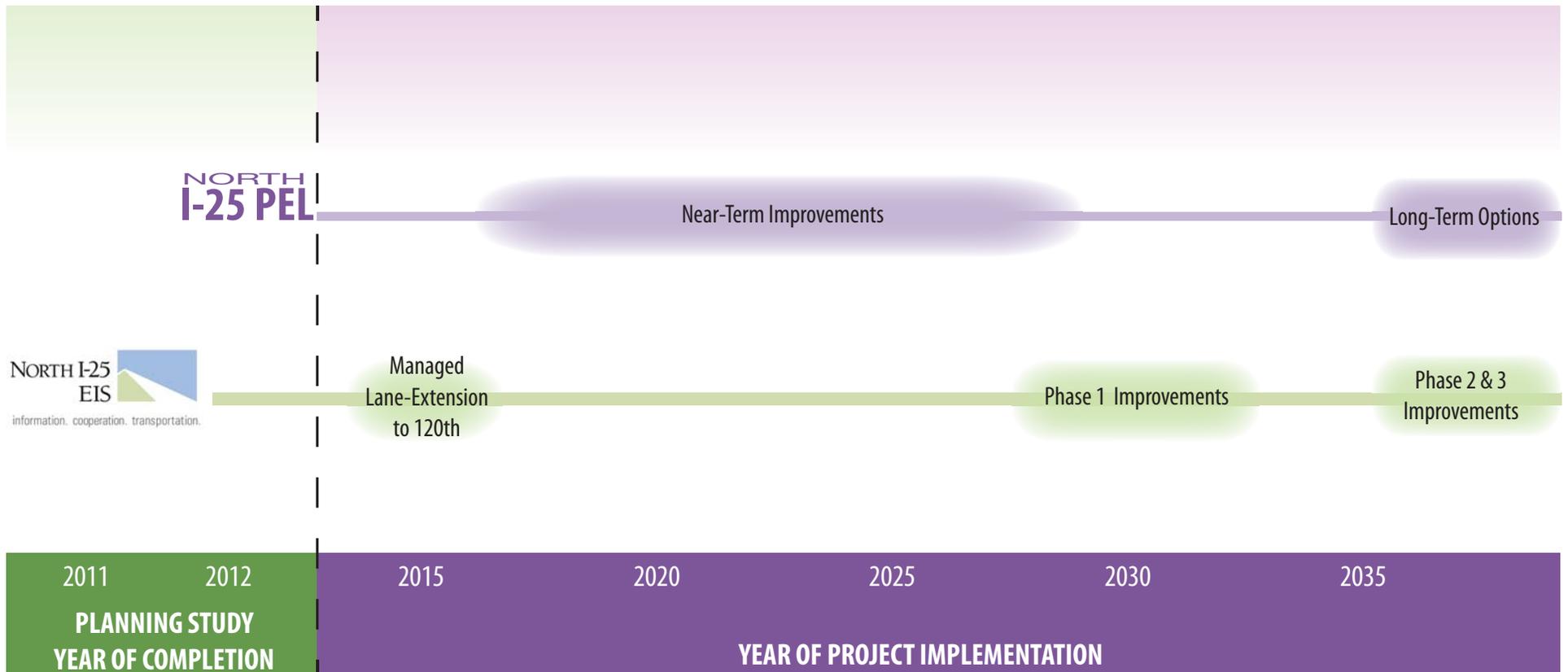
- **Not a National Environmental Policy Act (NEPA) process, but elements can be carried forward into NEPA**

- Purpose and need, alternatives screening, public involvement

- **Early involvement of resource agencies and public communities**

- **Requires comprehensive documentation to minimize reevaluation during the NEPA process**

# Chronology of Corridor Improvements

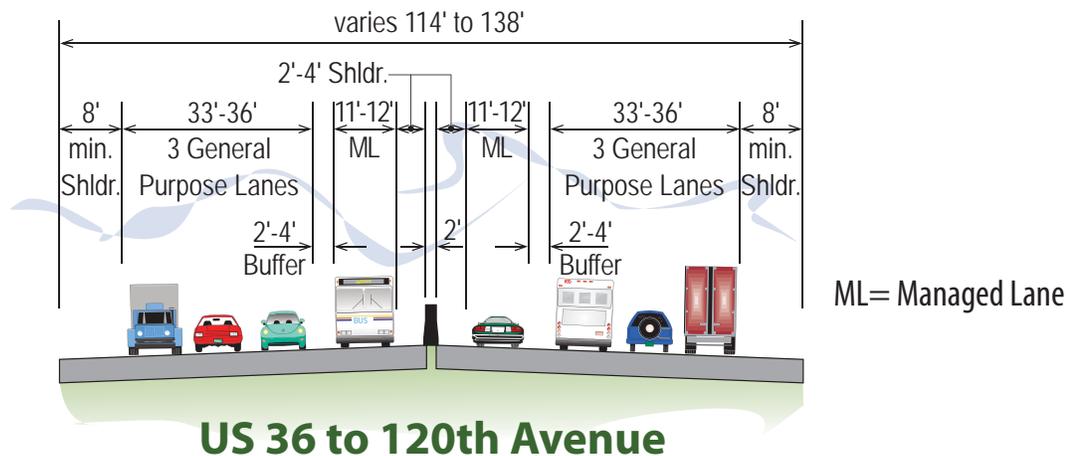


# Managed Lane Extension to 120th Avenue

## ■ North I-25 EIS- Wellington to Denver, Completed in 2011

- Phase 1 includes managed lanes from US 36 to 120th
- Phase 1 Cleared in Record of Decision December 2011

## ■ Interim managed lane project using existing pavement



## ■ Anticipated completion date :

**2015-2025** (funding in the DRCOG 2035 Fiscally Constrained Plan)

**2015** (if USDOT TIGER Grant is successful)

## ■ Included as base case assumption for this PEL study

## ■ CDOT applied for USDOT TIGER IV grant for supplemental funding

- Award notification anticipated for June 2012

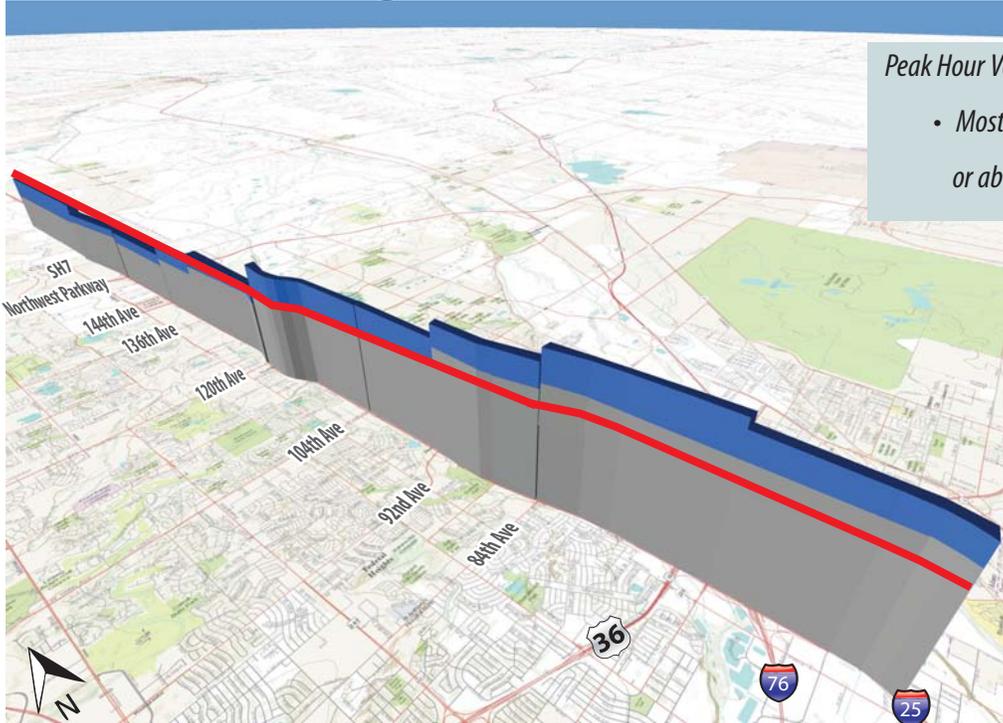
## North I-25 PEL Project Tasks

- Establish Purpose and Need**
- Identify Corridor Issues**
- Identify Long-Term Options**
- Identify and Evaluate Near-Term Alternatives**
- Estimate Costs of Near-Term Alternatives**
- Confirm Compatibility of Near-Term Alternatives with Long-Term Options**
- Recommend and Prioritize Near-Term Alternatives**

### Legend

<input checked="" type="checkbox"/>	Today's Meeting
<input type="checkbox"/>	Future Meeting

# Existing and Future Peak Hour Volumes



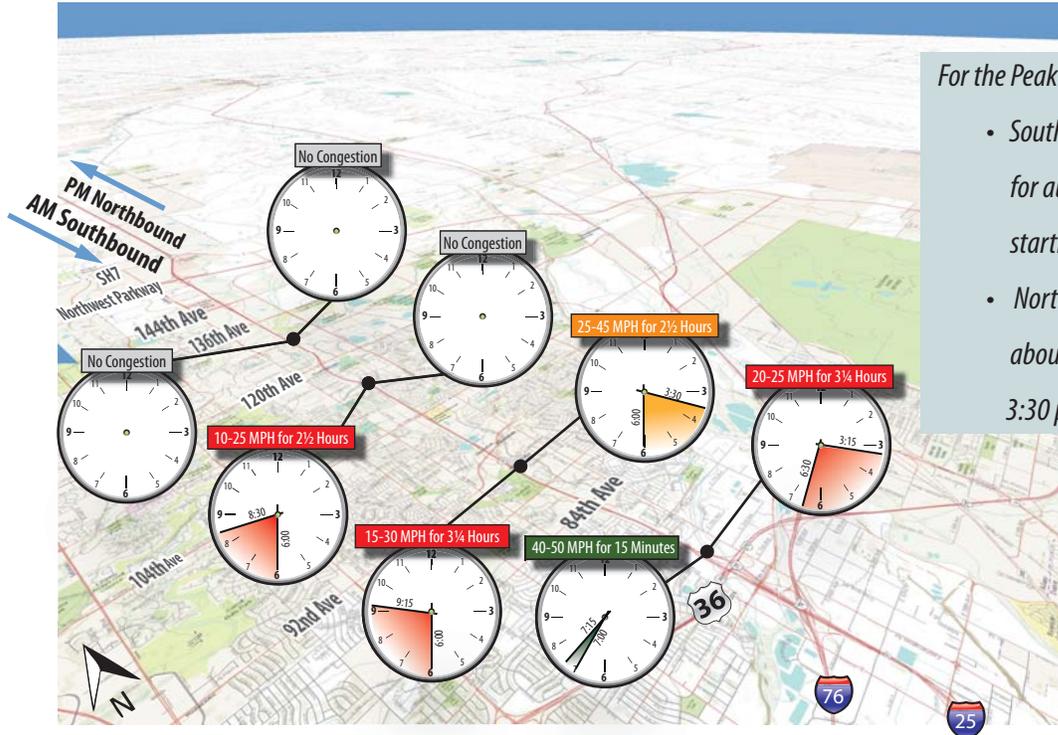
**Peak Hour Volumes:**

- Most of the corridor is expected to operate at or above its comfortable capacity by 2025.



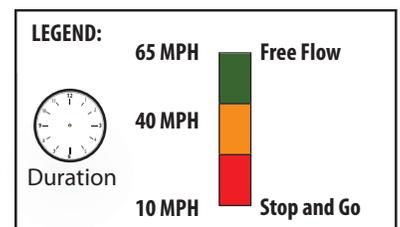
Source: CDOT & Project Team Traffic Counts and DRCOG 2025 Regional Travel Demand Model

# Duration of Peak Period Congestion



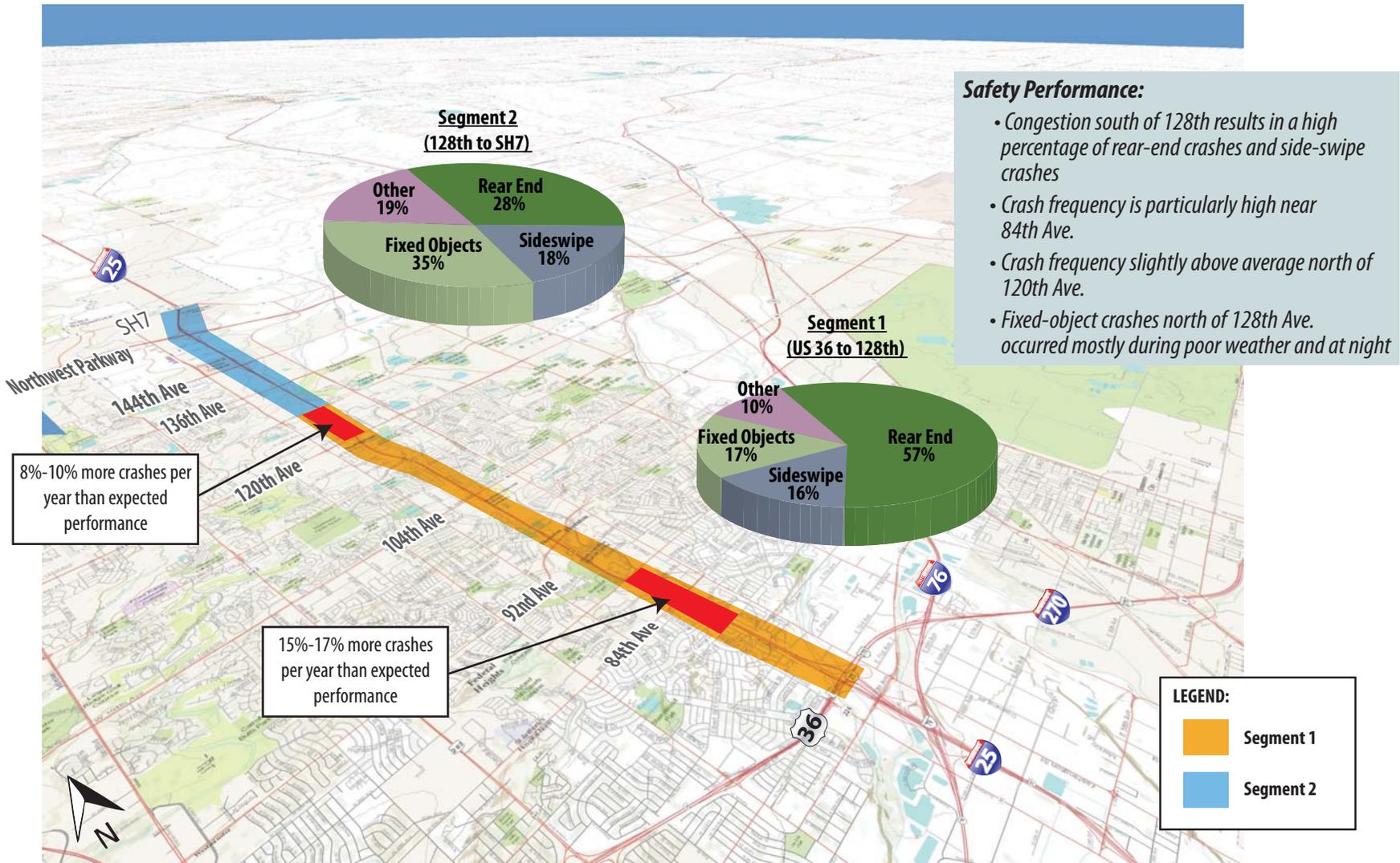
**For the Peak Period Congestion:**

- Southbound traffic is typically stop-and-go for about 3 hours in the morning, starting at 6:00 am, between 120th and US 36.
- Northbound traffic is typically stop-and-go for about 3 hours in the afternoon, starting at 3:30 pm, between US 36 and 120th.



Source: CDOT Doppler Radar Speed Sensor Data

# Safety Performance - Crashes



**Safety Performance:**

- Congestion south of 128th results in a high percentage of rear-end crashes and side-swipe crashes
- Crash frequency is particularly high near 84th Ave.
- Crash frequency slightly above average north of 120th Ave.
- Fixed-object crashes north of 128th Ave. occurred mostly during poor weather and at night

Source: CDOT Safety and Traffic Engineering Branch, Safety and Crash Data

## Transit

### Existing Services in Study Area



#### 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

Source: RTD

### Service/Facilities at or Near Capacity

#### Wagon Road Park-n-Ride



Capacity:  
1,540 vehicles

Utilization: 100%

#### Express Routes Serving Downtown Denver

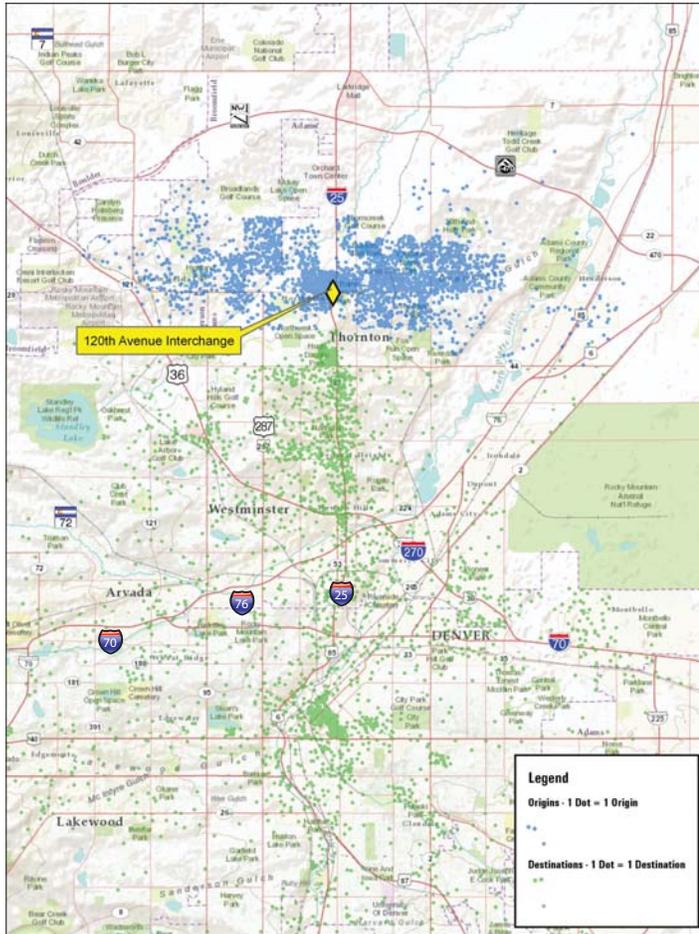


Average Express Boardings per hour: 41.4

120X:	53.1
122X:	71.0

# Current Corridor Travel Characteristics

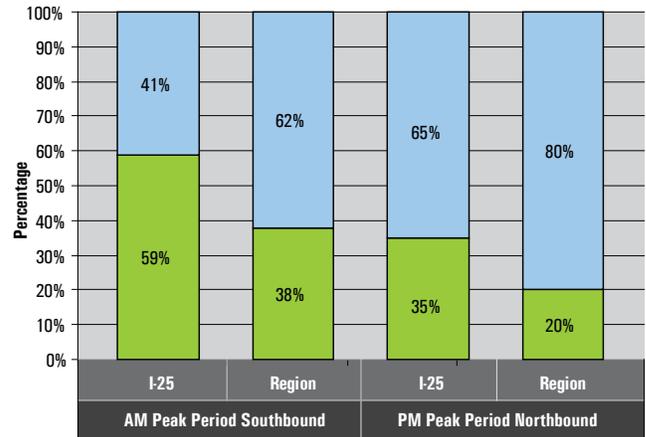
## Origin & Destination Analysis



- 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
- The 120th Avenue interchange is representative of interchanges in the corridor, but similar maps for the other interchanges are available in the Transportation flip chart.

Source: DRCOG Base Year 2010 Regional Travel Demand Model, AM Peak Period Southbound Conditions

## Commuter Share



- There are a high percentage of commuters on I-25, meaning travelers are generally familiar with the corridor.



## Traffic Composition



- There are very few through trips, and a high percentage of local trips.

Source: DRCOG Base Year 2010 Regional Travel Demand Model, AM Peak Period Southbound Conditions

**LEGEND:**  
Local Trips - Travelers who both access I-25 and exit I-25 within the study area.

Through Trips - Travelers who use I-25 for the entire length of the study area.

Regional Trips - Travelers who either a) enter I-25 north of the study area and exit within it, or b) access I-25 in the study area and continue south beyond US-36.

# Environmental Considerations

## Resources Evaluated:

- Air Quality
- Environmental Justice
- Floodplains
- Hazardous Material Sites
- Historic Sites
- Land Use (Existing and Future)
- Noise
- Parks and Trails
- Wetlands
- Wildlife



# 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 Project Purpose and Need

DRAFT

## ■ 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 are compatible with long-term options and the recently constructed interchange structures.

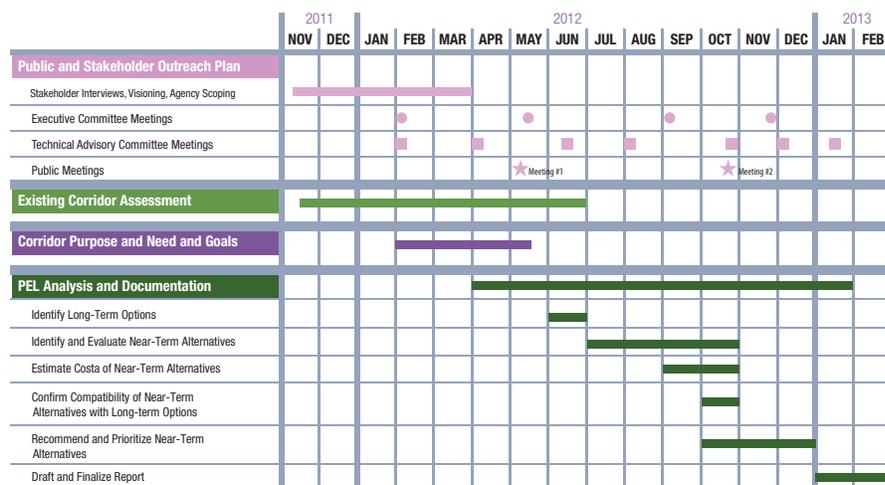
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## ■ Needs:

- Mobility Problem: Congestion resulting from high traffic volumes and incidents
- Safety Problem: Higher than expected crashes due to traffic congestion
- Multimodal Problem: Over capacity multimodal facilities

# Next Steps / Schedule

- Solicit Public Input
- Identify Long-Term Options
- Identify and Evaluate Near-Term Alternatives
- Estimate Costs of Near-Term Alternatives
- Confirm Compatibility of Near-Term Alternatives with Long-Term Options
- Recommend and Prioritize Near-Term Alternatives
- Conduct Public Meeting October 2012 (specific date to be determined)



*Please tell us  
what you think!*

**THANK  
YOU!**

NORTH  
I-25 PEL

