

Draft C-470 Corridor Coalition—Options' Benefits Comparison Chart

Possible Solutions for Segment 1 (I-25 to Kipling)

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Points Rating*	Enhance Quality of Life and Promote Economic Vitality						Support Regional Partnerships	Achieve Public Support			Accelerate Project Delivery				SCORING SUMMARY
	Transportation Alternatives	Overall Safety	Trip Time Reliability	C-470 Mainline Operations	Adjacent Arterial Operations	Property Impacts	Project Execution	Public Acceptance of Funding Source	Overall Public Perception of the Option	Level of Public Involvement Anticipated	Capital Costs	Ability to Fund	Timing for Implementation	NEPA Process	
3 Most Favorable															
2 Moderate															
1 Least Favorable															
Option A 1 Express Lane, 2 General Purpose Lanes, and Auxiliary Lanes (each direction) <i>Information from C-470 EA</i>	<ul style="list-style-type: none"> Accommodates FasTracks' SW LRT Extension Improved reliability provides better opportunity for commuter bus service Approximately 50 feet of CDOT ROW remains south of highway for possible future transit enhancements 3 new trail grade separations 	<ul style="list-style-type: none"> Benefits include added active travel management (ATM), added auxiliary lanes, added capacity, and ability to use express lanes for emergency response Challenges are access to and from express lanes and congestion in general purpose lanes ATM utilize signs to mitigate speed differentials 	<ul style="list-style-type: none"> Most reliable trip time is in express lanes Least reliable (longest) trip time is in general purpose lanes 	<ul style="list-style-type: none"> 2025 Peak Hour LOS C in express lanes (LOS E to F in general purpose lanes) 0 hours over capacity in express lanes in 2025 (5 hours over capacity in general purpose lanes) 2025 Peak Hour travel time: 13–14 minutes in express lanes from I-25 to Kipling 2025 Peak Hour travel time: 28–29 minutes in general purpose lanes from I-25 to Kipling 	<ul style="list-style-type: none"> 3+ hours over capacity on adjacent arterials in 2025 Arterial volumes increase 20–25% compared to No Action in 2025 (Lucent to Yosemite) Minimal expected diversion 	<ul style="list-style-type: none"> 18 acres of ROW for mainline improvements No business relocations required Moderate ROW needed for arterial mitigation 	<ul style="list-style-type: none"> Regional partnerships required for project execution 	<ul style="list-style-type: none"> Source is tolls User choice: only express lane users pay toll Cost per express lane user is highest cost/user 	<ul style="list-style-type: none"> Toll lane added to currently non-tolled facility Arterial impacts are moderate 	<ul style="list-style-type: none"> Moderate public involvement needed 	<ul style="list-style-type: none"> Mainline costs equal for all options Opportunity to phase options 	<ul style="list-style-type: none"> Funded by toll revenues Revenues only generated from express lanes Toll projects provide best leverage potential partnering with other sources 	<ul style="list-style-type: none"> Expected to be implemented the fastest 	<ul style="list-style-type: none"> Likely EA Re-Evaluation Low cost and faster schedule 	Most Favorable = 6 Moderate = 8 Least Favorable = 0 Total Points = 34
Option B 3 All-Tolled Lanes with Auxiliary Lanes (each direction) <i>Option not analyzed in C-470 EA</i>	<ul style="list-style-type: none"> Accommodates FasTracks' SW LRT Extension Improved reliability provides better opportunity for commuter bus service Approximately 50 feet of CDOT ROW remains south of highway for possible future transit enhancements 3 new trail grade separations 	<ul style="list-style-type: none"> Benefits include added active travel management (ATM), added auxiliary lanes, and added capacity Challenge is higher congestion on adjacent arterials because of diversion 	<ul style="list-style-type: none"> Most reliable trip times expected in all lanes 	<ul style="list-style-type: none"> 2025 Peak Hour LOS D 0 hours over capacity in 2025 2025 Peak Hour travel time: 17–19 minutes from I-25 to Kipling All information is estimated (not analyzed in EA) 	<ul style="list-style-type: none"> Hours over capacity on adjacent arterials expected to be the highest in 2025 Arterial volumes expected to increase the most compared to No Action in 2025 Highest expected diversion 	<ul style="list-style-type: none"> 18 acres of ROW for mainline improvements No business relocations required The most ROW expected to be required for arterial mitigation because of diversion 	<ul style="list-style-type: none"> Regional partnerships required for project execution 	<ul style="list-style-type: none"> Source is tolls All C-470 users pay toll Cost per corridor user is low cost/user Vote likely required 	<ul style="list-style-type: none"> Non-tolled facility converted to all-tolled facility Arterial impacts are highest because of diversion 	<ul style="list-style-type: none"> Significant public involvement needed to convert to all-tolled facility Vote likely required 	<ul style="list-style-type: none"> Mainline costs equal for all options Opportunity to phase options Arterial mitigation costs and commitment for future off-system improvements are the highest 	<ul style="list-style-type: none"> Funded by toll revenues Revenues generated from all lanes Toll projects provide best leverage potential partnering with other sources Vote likely required 	<ul style="list-style-type: none"> Requires more time to implement due to all-toll conversion Vote likely required 	<ul style="list-style-type: none"> Supplemental EA or new EA/EIS Higher cost and longer schedule Vote likely required 	Most Favorable = 5 Moderate = 2 Least Favorable = 7 Total Points = 26
Option C 3 General Purpose Lanes with Auxiliary Lanes (each direction) <i>Information from C-470 EA</i>	<ul style="list-style-type: none"> Accommodates FasTracks' SW LRT Extension Improved reliability provides better opportunity for commuter bus service Approximately 50 feet of CDOT ROW remains south of highway for possible future transit enhancements 3 new trail grade separations 	<ul style="list-style-type: none"> Benefits include added active travel management (ATM), added auxiliary lanes, and added capacity 	<ul style="list-style-type: none"> Reliable trip times expected in all lanes 	<ul style="list-style-type: none"> 2025 Peak Hour LOS D 0 hours over capacity in 2025 2025 Peak Hour travel time: 17–19 minutes from I-25 to Kipling 	<ul style="list-style-type: none"> 3 hours over capacity on adjacent arterials in 2025 Arterial volumes increase 15% compared to No Action in 2025 (Kipling to I-25) Lowest expected diversion 	<ul style="list-style-type: none"> 18 acres of ROW for mainline improvements No business relocations required Moderate ROW needed for arterial mitigation 	<ul style="list-style-type: none"> Regional partnerships required for project execution 	<ul style="list-style-type: none"> Source is new tax or fee that likely requires vote Everyone in RTA area pays tax or fee whether they drive C-470 or not 	<ul style="list-style-type: none"> No toll lanes added Arterial impacts are the lowest 	<ul style="list-style-type: none"> Significant public involvement needed to implement new tax or fee Vote likely required 	<ul style="list-style-type: none"> Mainline costs equal for all options Opportunity to phase options 	<ul style="list-style-type: none"> Funded by new tax or fee that likely requires vote General purpose lanes project has the least leverage potential to partner with other sources 	<ul style="list-style-type: none"> Expected to take the longest to implement due to requirement for vote 	<ul style="list-style-type: none"> Likely EA Re-Evaluation Low cost and faster schedule Vote likely required to submit to DRCOG Long-Range Plan 	Most Favorable = 5 Moderate = 6 Least Favorable = 3 Total Points = 30

*Note: In comparison to the No Build option, all options compared above are considered more favorable than doing nothing.