



2030 Conditions May 18, 2006

The 2030 Conditions includes those projects within and adjacent to the project study area that already have committed funds for improvements and would be expected in the design year of the project (year 2030 for the South Broadway NEPA Process). These improvements would be made whether or not any improvements are made in conjunction with the South Broadway NEPA Process. Projects anticipated to be completed within this time frame for this project include:

T-REX (Southeast Corridor) Transportation Improvements

1. Completion of the T-REX highway and light-rail transit (LRT) improvements on I-25 from Broadway south.
2. Reconstruction of the I-25 viaduct structures over Broadway and the Consolidated Main Line (CML) railroad tracks.
3. Broadway to southbound I-25 on-ramp reconstruction (convert asphalt to concrete).
4. Transportation Management elements, including transportation systems management (TSM), travel demand management (TDM), and intelligent transport system (ITS) actions.

FasTracks Transit Expansion and Related Improvements

1. Quad-tracking from I-25/Broadway to Alameda Stations. (No quad-tracking to be constructed from Alameda to 10th/Osage stations.)
2. Extend platforms to accommodate 4-car trains at all Central Corridor light-rail stations (i.e., Evans, I-25/Broadway, and Alameda stations.)

RTD Service Plan Changes

1. Reconfiguration of existing 2-lane on-ramp to southbound I-25 from I-25/Broadway park-and-Ride.
2. Bus Route 11 (Mississippi Crosstown) to be routed to serve new Louisiana Station, then continuing to I-25/Broadway Station following the current alignment (Louisiana westbound to Logan northbound to I-25/Broadway station, then continuing westbound on Mississippi).
3. Bus Route 52 (W. 52nd Avenue/S. Pearl Street) to be discontinued south of Alameda and replaced by new Route 79 between Alameda Station and University Station with Route 79 [East Florida].

Growth Projections for the Redevelopment of the Gates Site contained in the 2030 DRCOG Regional Transportation Plan

These projections are updated in the Plan for the South Broadway NEPA Process and include:

1. Cherokee General Development Plan (GDP)
 - Two bike/ped bridges over the Consolidated Main Line railroad
 - Multi-modal bridge connecting the Cherokee development west of the Consolidated Main Line railroad to Santa Fe Drive (both directions) and crossing over the S. Platte River (including new traffic signals, new turn lanes, and accel/decel lanes on Santa Fe Drive)
 - Access from the multi-modal bridge to the S. Platte River bike path
 - Construction of Acoma Street
 - Construction of Bannock Street
 - 5-foot minimum sidewalks throughout
 - Grid system for internal streets
 - Dedicated right-turn lanes on Broadway at Ohio, Kentucky, and Tennessee (including 22-feet of reconstructed roadway on Broadway)
 - 30% total daily trips non-auto mode split
2. Lionstone General Development Plan (GDP)
 - Extend existing street grid north of Mississippi to Tennessee
 - Bike/Ped trail along Buchtel alignment extended from Mississippi to Tennessee
 - Ped/bike crossings of Broadway at Mississippi and Tennessee
 - Sidewalk improvements along Broadway (Kentucky to Arizona)
 - Traffic signal on Broadway at Tennessee
 - 5-foot minimum sidewalks throughout
 - Parking along Mississippi (Broadway to Logan) including bulb-outs
 - (Negotiating) 25% total daily trips non-auto mode split

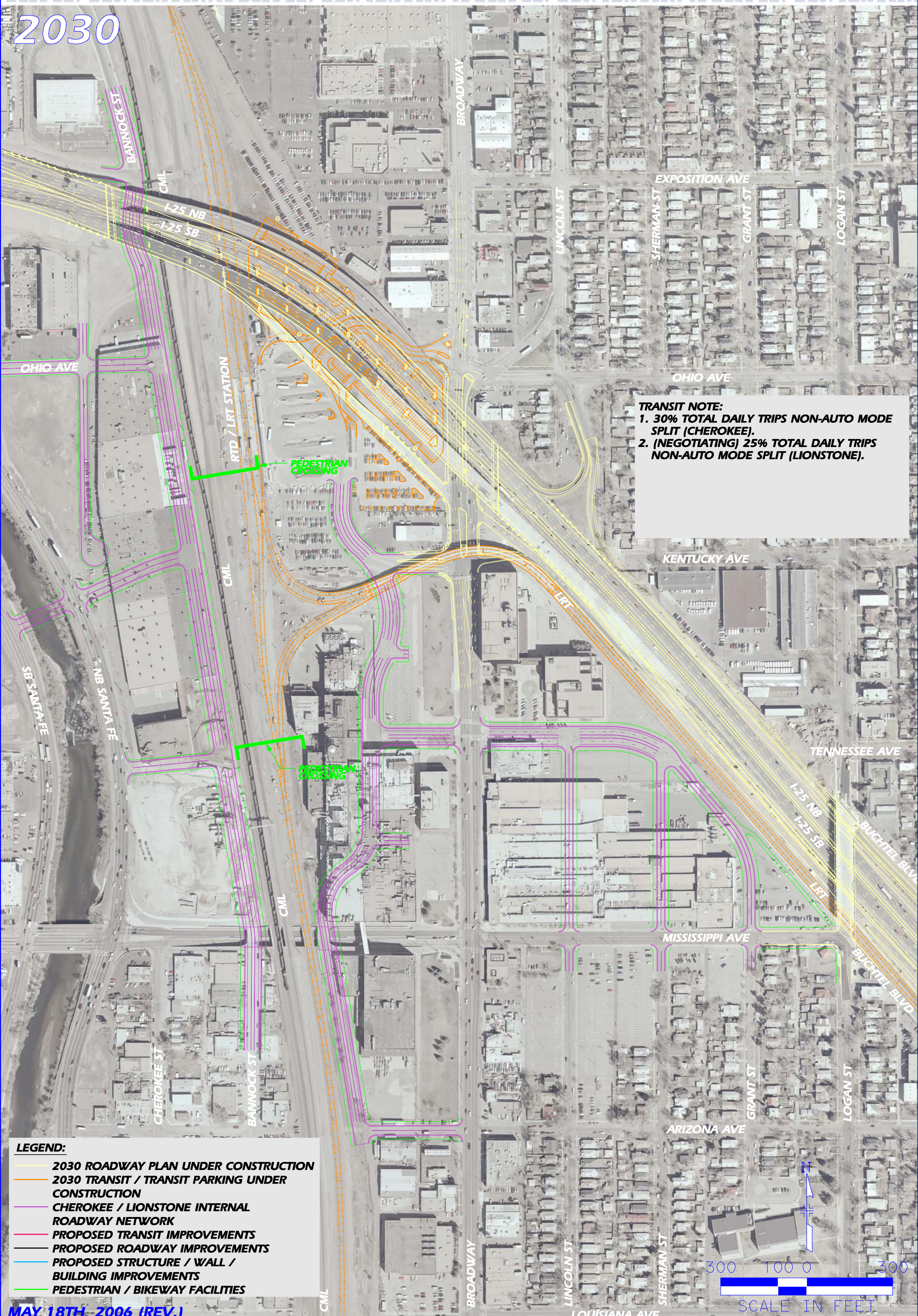
Other Nearby City & County of Denver Capital Improvement Projects

These projects are scheduled for implementation within the timeframe of the South Broadway NEPA Process improvements and include:

1. Iowa Underpass Improvements to provide a grade-separated crossing of the CML railroad and RTD light-rail tracks for bike route D-18 (Acoma to Santa Fe)
2. Bike/Pedestrian Improvements to complete landscape and streetscape (Logan to University)
3. Highway Park (over I-25) design/planning at Louisiana LRT Station
4. S. Broadway Reconstruction - convert asphalt to concrete (Evans to Yale)
5. S. Broadway Reconstruction - convert asphalt to concrete (Mississippi to Mexico)
6. S. Broadway intersection/TSM improvements (at Evans)



2030



TRANSIT NOTE:
 1. 30% TOTAL DAILY TRIPS NON-AUTO MODE SPLIT (CHEROKEE).
 2. (NEGOTIATING) 25% TOTAL DAILY TRIPS NON-AUTO MODE SPLIT (LIONSTONE).

- LEGEND:**
- 2030 ROADWAY PLAN UNDER CONSTRUCTION
 - 2030 TRANSIT / TRANSIT PARKING UNDER CONSTRUCTION
 - CHEROKEE / LIONSTONE INTERNAL ROADWAY NETWORK
 - PROPOSED TRANSIT IMPROVEMENTS
 - PROPOSED ROADWAY IMPROVEMENTS
 - PROPOSED STRUCTURE / WALL / BUILDING IMPROVEMENTS
 - PEDESTRIAN / BIKEWAY FACILITIES

