



## DRAFT Purpose and Need

The City of Lone Tree and Douglas County are conducting the Advancing Lincoln Avenue study to develop and implement a long-term vision for the Lincoln Avenue corridor between Park Meadows Drive and Oswego Street, including the interchange with Interstate 25 (I-25), to ensure those who work in, live in, and commute through the area have safe and reliable travel options. Lincoln Avenue is a key regional arterial in Douglas County and is a critical travel corridor for the communities of Lone Tree, Parker, and Highlands Ranch.

For more than a decade, the local agencies have invested in improvements to the Lincoln Avenue corridor, including making significant improvements at the I-25 interchange ramps. With continued growth on the horizon, a long-term vision is needed for the corridor, with more multimodal connectivity and safer conditions for all travel modes. The section of Lincoln Avenue between Oswego Street and Park Meadows Drive is the gateway to Lone Tree's City Center and the heart of significant existing and planned developments; health facilities; shopping; residential areas; employment centers; and regional road, transit, and trail systems. Managing transportation demand for all modes is vital to reducing congestion, improving air quality, and supporting economic activity in the area.

### Purpose

The purpose of the Advancing Lincoln Avenue project is to provide safe, reliable, and efficient travel in the Lincoln Avenue corridor, including its interchange with I-25, while balancing regional mobility with existing and proposed local land use and property access. Improvements are needed to improve safety and operations, reduce traffic congestion, and enhance multimodal mobility and connectivity to integrate travel options for various Lincoln Avenue corridor users.

### Improve Operations on Lincoln Avenue and through the I-25/Lincoln Avenue Interchange.

Operational deficiencies along Lincoln Avenue, specifically at the I-25/Lincoln Avenue interchange ramps and closely spaced adjacent intersections at Park Meadows Drive and Havana Street, cause queuing and congestion on both Lincoln Avenue and I-25. The current configuration does not provide enough storage to serve the peak traffic movements, causing traffic backups in the study area. Queuing, along with high through traffic demand, results in significant congestion, travel delays, and unreliable travel on both Lincoln Avenue and I-25. Anticipated development of the planned Lone Tree City Center and surrounding mixed use districts and communities will result in additional traffic demand and queuing at intersections serving these developments. The corridor operations need to be improved for both regional through-traffic and traffic accessing local destinations.

**Address Existing and Projected Congestion.** Since 2012, traffic volumes in the Lincoln Avenue corridor have increased by 50 percent due to local and regional growth in the communities of northern Douglas County. As the primary arterial connecting Lone Tree, Parker, and Highlands Ranch with each other and I-25, Lincoln Avenue's future projected traffic demands will exceed current roadway capacity. Traffic congestion causes travel delays for both local and regional travelers. Congested corridor conditions negatively affect the multimodal transportation network by compromising access and connectivity to other modes of travel.

**Enhance Multimodal Travel and Connectivity.** The project area is an important location for bicycle and pedestrian travel to existing and future employment centers, Lone Tree's City Center, community facilities including the Sky Ridge Medical Center, transit, open space, and regional trails. However, conditions on Lincoln Avenue and other missing links in the multimodal network hinder connectivity and create barriers to these destinations. Bicycles and pedestrians having to negotiate travel along or across



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Lincoln Avenue are currently hampered by inadequate or non-existent bicycle and pedestrian facilities and are especially challenging through the I-25 interchange.

Within the study area, Lincoln Avenue provides access to existing Regional Transportation District (RTD) bus and light rail stations and is a route for both RTD and Bustang bus service. Local governments and RTD have invested millions of dollars to recently expand light rail and provide multimodal travel options for residents and workers, but access to and from stations is challenged by the poor operations of Lincoln Avenue and an incomplete network of multimodal connections.

**Improve Safety.** Current conditions in the Lincoln Avenue corridor present safety concerns for local and regional travelers. The closely spaced intersections and interchange configuration create conflicts between vehicles changing lanes on Lincoln Avenue and mixing of high and low speed travelers. Pedestrians and bicyclists who navigate the Lincoln Avenue corridor are confronted with difficult crossings of high-volume intersections and free-flowing highway ramps, leading to a risk of collisions with vehicles and an uncomfortable experience.