



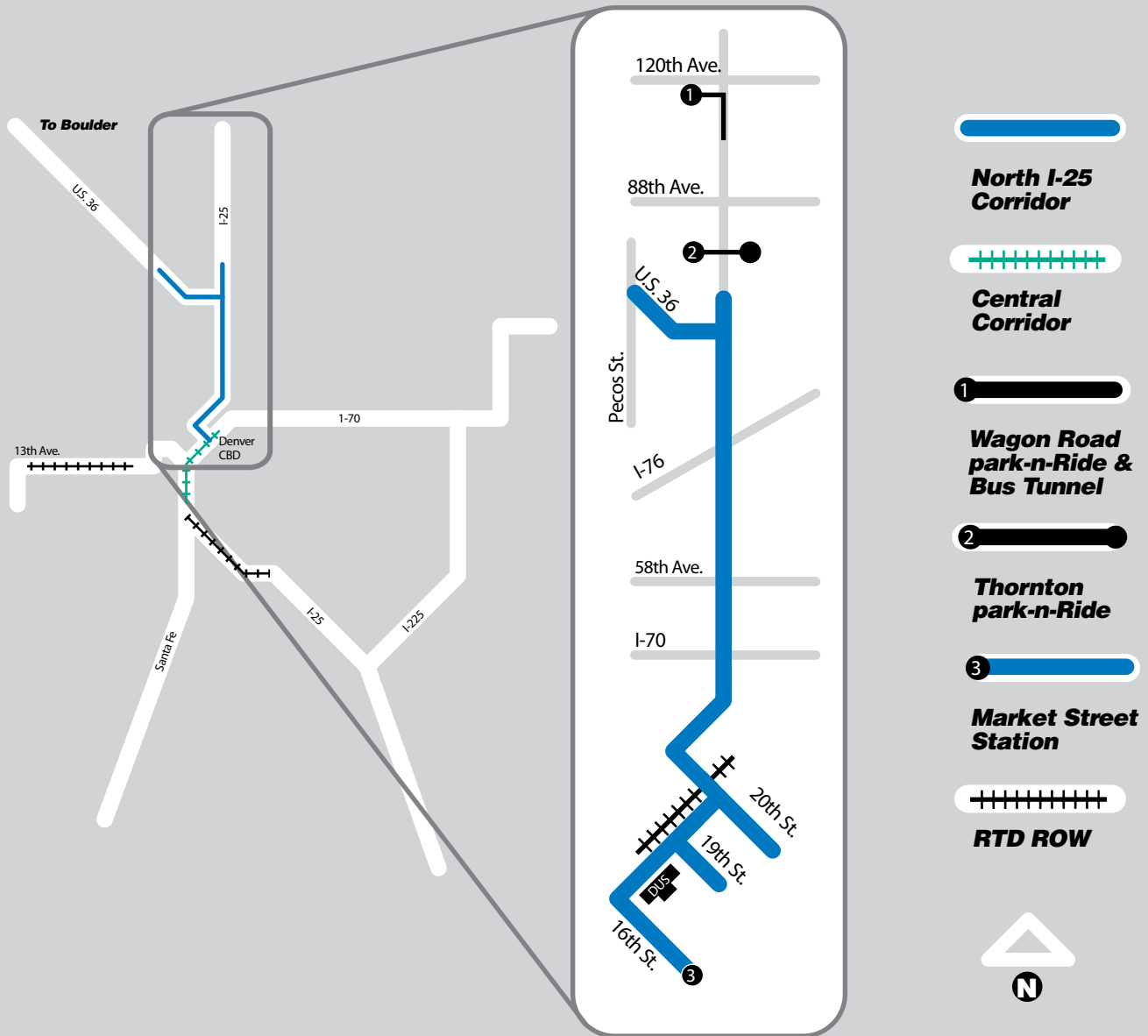
# Downtown Express (I-25 HOV)

**Coordination was required with the following groups and organizations to insure success of this project.**

Colorado Department of Transportation  
 City and County of Denver  
 Federal Transit Administration  
 Federal Highway Administration  
 Adams County  
 Denver City Council  
 Denver Mayor's Office  
 City of Northglenn  
 City of Thornton  
 City of Westminster  
 Huron Heights Neighborhood

Highland Neighborhood  
 Globeville Neighborhood  
 Lower Downtown  
 Downtown Denver, Inc.  
 DRCOG  
 Public Service  
 DEFEND  
 Metro Sewer  
 Denver Water Board  
 Burlington Northern Railroad  
 D&RGW Railroad  
 Union Pacific Railroad  
 Urban Drainage and Flood Control  
 Corps of Engineers  
 Denver Union Terminal  
 North Larimer Business District

State Engineers Office  
 State Health Department  
 Environmental Protection Agency  
 Denver Planning Board  
 AMTRAK  
 Denver Urban Renewal Authority  
 Glacier Park  
 Denver Wastewater  
 US West  
 Platte River Greenway Foundation  
 I-25 Interscape Program  
 Denver Parks and Recreation  
 Colorado State Patrol  
 Denver Police and Fire Department  
 State Historic Preservation Organization  
 Colorado Baseball Commission





# Downtown Express (I-25 HOV)

## Project Overview

The Downtown Express consists of 6.6 miles of bus/high-occupancy vehicle (HOV) lanes running from downtown Denver to US 36. Downtown Express lanes are reversible with vehicles moving with rush hour traffic southbound in the morning and northbound in the evening. A Traffic Management System (TMS), which includes changeable signs, traffic gates, and closed-circuit television, provides a safety feature to the barrier-separated lanes.

The project included expansion of two RTD park-n-Rides: Wagon Road park-n-Ride, located at I-25 and 120th Avenue, and Thornton park-n-Ride, located at I-25 and 88th Avenue. In addition, a bike and pedestrian path running along the south side of 20th Street, four acres of new parks on the east side of the Platte River, and two new community parks in the Highland Neighborhood on the west side of I-25 were also developed.

At the time the Downtown Express was the largest construction project ever undertaken by RTD; and it is also the first project that the Colorado Department of Transportation, the City and County of Denver, the Federal Transit Administration, the Federal Highway Administration and RTD constructed together.

On May 8, 2001, the bus/HOV lane was extended to Pecos Street and US 36 with the opening of the US 36 "Direct Connect." This \$148 million extension provides an additional 2.5 miles of barrier-separated, reversible HOV lane, allowing motorists to connect effortlessly from US 36 HOV lanes onto I-25 HOV lanes.

Construction to extend the bus/HOV lane north on I-25 to 78th Avenue was completed in October 2004. This extension provides an additional 2 miles of bus/HOV lane for I-25 traffic. On June 2, 2006, the Colorado Department of Transportation (CDOT) instituted a change in operations on the facility, converting the lanes to HOV/Tolled Express lanes, allowing Single Occupant Vehicles (SOV) access to the lanes by paying a toll.



## Project Status

Currently, during the morning and afternoon rush hours, the Downtown Express lanes carry approximately 8,800 cars and buses in each direction. This number includes 326 buses (with 10,600 passengers), 5,300 high-occupancy vehicles (with approximately 11,100 passengers), and almost 3,300 toll vehicles – for a total of over 25,000 passengers.



## Benefits of the Downtown Express

- Shortens commute time  
Bus/HOV commuters typically save as much as 5 to 10 minutes travel time during rush hour, with even greater savings when accidents or severe weather slow general auto traffic.
- Improves air quality  
The travel time savings is attracting commuters from their cars to buses and HOV's, which will reduce carbon monoxide and particulate pollution in downtown Denver.
- Increases I-25 capacity  
The two bus/HOV lanes can carry as many people as four general traffic lanes; increased HOV usage will reduce the number of cars in general.



## Project Cost and Funding Sources

- Capital Cost ..... \$228 million
- Funding
  - Federal Transit Administration..... \$70 million
  - Regional Transportation District ..... \$ 54 million
  - Colorado Department of Transportation and  
Federal Highway Administration..... \$ 84 million
  - City and County of Denver ..... \$ 20 million