

Planning for Green Space

The map below strikingly shows the public “green space” (open space, parks, and other conserved lands) that nearly surrounds the Jefferson Parkway. Development of nearby privately-owned vacant land has been and is underway regardless of the beltway’s completion.



Not Just for Cars

Continuing the CDOT initiative, the Jefferson Parkway will be a multimodal facility. The JPPHA intends to provide multi-use trails along the Parkway and to carefully design crossings of existing trails. Pedestrian/bicycle safety will be a key factor in the design phase. The Parkway will also provide adequate median width to accommodate future rail transit, high occupancy lanes or bus rapid transit.

Urban Roadway Systems

The purpose, need for, and effects of urban beltways are topics of much discussion. Critics cite urban sprawl. Supporters cite more efficient travel and economic development. Surprisingly little research has been conducted on beltways, though nearly every major city in the United States has built one or more since 1960. Early beltways were constructed to bypass central business districts (CBDs) and the congestion on the radial highways connecting to CBDs. As the economy and population of areas grew, the beltways were used as routes between suburbs, becoming a ‘which came first’ question. One study found that “contrary to popular belief, the geographic area, population and employment of no-belt or partial-belt cities have increased faster than in [cities with beltways]”.² In 1950, North Carolina adopted the Radial-Loop Thoroughfare system and has used it as their guiding principle in urban planning. Urban loops provide for lateral movement between suburban areas where new development is occurring and also divert traffic from local roads and streets.^{2,3} The majority of metro Denver is served by a beltway with a growing number of cars - cars that would be driving I-25, I-70, or worse, local roads; in this case, the local roads in Jefferson County.

2. *Beltways: Boon, Bane, or Blip*; David Hartgen, UNC Charlotte, 1999.
3. *North Carolina Urban loops*; Marion Poole, Ph.D., P.E. Raleigh, NC, 2006.

Population Projections

Colorado’s State Demographer projects that Colorado will add one million new residents *per decade* for the next several decades. A high percentage of these residents will locate in the metropolitan areas along the Front Range. The north-south and east-west highways in the Denver metro area are already congested. The Regional Transportation District’s FasTracks program will absorb some of these trips. Other trips will be diverted from I-25 and I-70 to the existing 80-mile beltway. Without the Jefferson Parkway, however, the additional trips will be carried by city streets in Broomfield and Arvada.



The Jefferson Parkway Public Highway Authority

Established May 22, 2008

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Who We Are

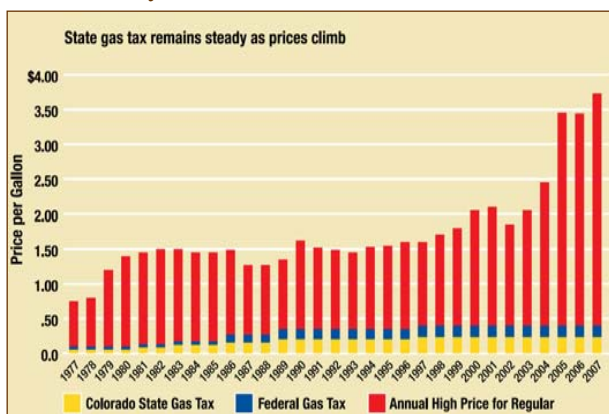
The founding members of The Jefferson Parkway Public Highway Authority (JPPHA) are Jefferson County, the City of Arvada and the City and County of Broomfield. The JPPHA was formed to complete the thirteen mile un-built portion of the Denver metropolitan beltway. Currently, eighty miles are open to traffic, thirteen miles are not built, and seven miles are regional arterial roadways in Jefferson and Broomfield counties.

Mission

The mission of the JPPHA is to complete the un-built portion of the beltway as a toll road. JPPHA will finance, design, build, operate, and maintain this facility, known as the Jefferson Parkway.

Quiet Crisis

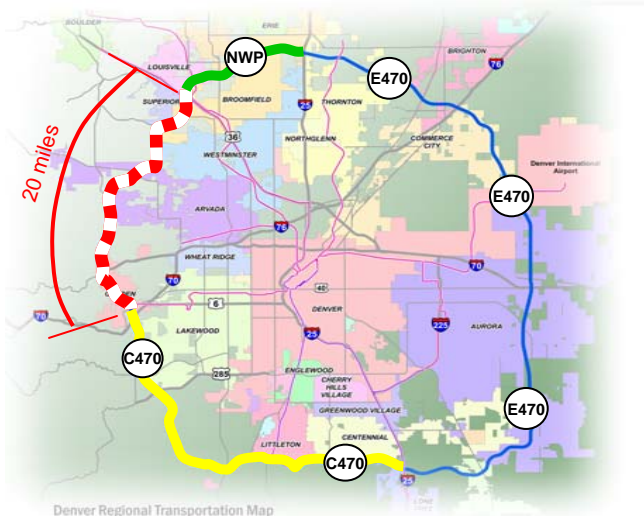
Colorado's transportation system faces a quiet crisis. The chart below demonstrates that gasoline tax revenue has eroded to less than a third of its value in the last decade. Current funding levels are insufficient to keep the highway system in its current condition, so new capacity projects are completely unfundable. The Governor's Transportation Panel recommended a \$1.5 Billion annual increase in funding just to maintain the current system. Clearly, new roadway connections such as the Jefferson Parkway cannot be funded by CDOT.



1. A Report to Colorado, Governor Ritter's Transportation Finance and Implement Panel Report, 2008.

History of Denver's Beltway

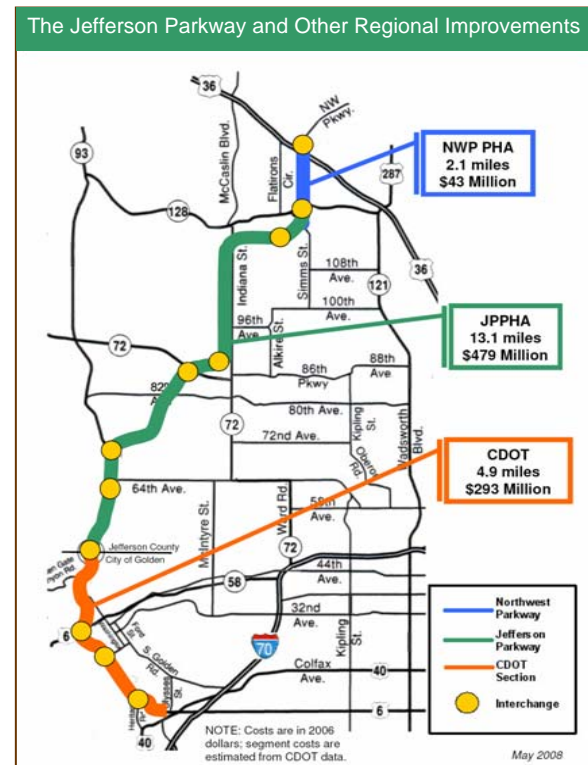
The Denver metropolitan beltway dates back to the 1960's when an urban beltway was initiated by CDOT to serve the southwest quadrant of the metro area. This highway ultimately became C-470. Most, if not all, counties and municipalities in the Denver region, as well as the Denver Regional Council of Governments (DRCOG), included the beltway in their long range transportation plans. In the 1990's, the E-470 Public Highway Authority was formed and over several years built the entire eastern portion of the beltway as a toll road. The Northwest Parkway Public Highway Authority constructed the first nine miles of the northwest section of the beltway which opened to traffic in 2003.



Also in 2003, Arvada, Broomfield and Jefferson County initiated a local effort to complete the beltway's remaining 20 miles but postponed that effort at CDOT's request. CDOT then initiated the Northwest Corridor EIS and put forth extensive effort to gain consensus from local governments. However, due to lack of funds to construct the project and the inability to reach consensus, CDOT announced their termination of the EIS on June 2, 2008. Instead of an EIS, CDOT reported its findings in the Northwest Corridor Transportation Environmental and Planning Study in July 2008.

JPPHA Plan

In September 2008, the JPPHA selected the consultant team of Parsons Brinckerhoff and Stantec to provide project management, engineering and environmental services. Legal, public relations, and financial advisors were also selected. Within the next twelve months, the team will develop a phased construction and finance plan and seek private sector partners. Private financing will enable implementation of the project. Future toll revenues will be used to operate and maintain the Parkway and to reimburse the founding members. The Authority will work with the Northwest Parkway Public Highway Authority and CDOT for the sections north and south of the Jefferson Parkway, respectively. CDOT's Northwest Corridor Transportation and Environmental Planning Study will greatly assist the JPPHA in its efforts.



For more information, visit us at www.JPPHA.org