

Senate Bill 2016-0011  
Faster Fees  
January 26, 2016

1. Finally there is empirical evidence as to the impact of light rail on traffic volume
2. CDOT collects traffic counts annually at 5,154 locations throughout Colorado
3. Eight (8) of these 5,154 counting stations are along Santa Fe in Littleton, parallel to the SW LRT corridor line.
4. The SW corridor LRT began operations in July 2000.
5. The attached graph shows traffic counts jumping up dramatically at all 8 counting locations.
6. Traffic engineers are able to adjust raw counting data for some variables (day of week, month of year, etc). When this adjustment is made the adjusted number is referred to as AADT (Average Annual Daily Traffic)
7. 2014 AADTs were received from CDOT yesterday and have not yet been added to the graph. 2015 AADTs will be available in a few weeks.
8. The top line on the graph is the counting station on Santa fe near Platt River Drive (south of I-25). It shows an increase in traffic in 2000 compared with 1999 of 40.3%.
9. Assuming the 2000 count is an aberration due to disruption of commuting patterns, the 2001 count compared to 1999 shows a 26.1% increase in traffic
10. No where in this data is there any evidence of a decrease in traffic.
11. A quick look at counting data on US 6 and Colfax parallel to the West Corridor LRT reveals no noticeable impact on traffic with opening of that corridor.
12. The burden of proof rest on transit advocate who wish to claim a share of road revenue to produce "a reduction in traffic."
13. If "reduction in traffic" was actually (not an increase) achieved, that benefit should be compared with cost to serve as a metric for further diversions of road revenue.
14. This information will, one day, appear in an Independence Institute Issue Paper authored by yours truly.

Thank you for the opportunity to share this information with the Committee today.

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