

## MEETING SUMMARY

### **I-70 East Preferred Alternative Collaborative Team (PACT) Swansea Recreation Center April 14, 2011**

#### **Objectives:**

- To understand and build agreement on the east of Quebec to Tower Road section of I-70 East
- To mutually understand the tradeoffs between Current Alignment North shift and South shift

#### **Meeting Overview**

The PACT agreed on a final version of the messaging for the public meetings in early May. The next meeting will focus on reviewing input from the two public meetings and from the community workshop and the business workshop, and confirming which alternative to continue to work on, and areas to continue to address before the final meeting in July.

---

#### **I. Corridor East of Quebec to Toward Road – Working Group Efforts**

The work product of the I-70 East Corridor Working Group was presented to the PACT for review and incorporation into its decision-making process. The working group met in January 2011 to study and make recommendations for the reconstruction from Quebec Street to Tower Road – the part of the highway reconstruction that is not affected by the PACT’s alignment decision.

Key issues that were identified:

- It is essential that a separated grade crossing be built at the intersection of Peoria Street and the DIA commuter rail line. (The meeting summary was clarified to reflect that funding for this intersection is funded through Denver Regional Council of Governments at \$25 million.)
- Ensure that future development be considered – as far north as 120th Avenue – because north-south traffic will ultimately impact I-70.
- A significant problem for vehicles, including substantial truck traffic, exists east of the I-70 / I-225 interchange, forcing eastbound traffic to navigate heavy traffic entering from I-225 in order to exit at Chambers Road and Airport Blvd./Peña Blvd.

#### **III. Messaging for Public Meetings**

The PACT reviewed the proposed text for display boards that will be used in the public meetings and workshops in May, reflecting the PACT’s focus on the Current Alignment. (*NOTE: The PACT’s input was taken and the boards were to be revised after the meeting.*)

The boards cover:

- Maps of the two alignments and options, and description of the NEPA/EIS process.
- The PACT process overview, including the makeup of the PACT and schedule of process.
- Request for input on what the PACT has done and will be doing in the near future.
- Additional details on the Current Alignment alternative and features and impacts along the viaduct corridor.
- Pros and cons for the Current Alignment alternative.
- Maps of the trade-offs between the Current Alignment North Shift and South Shift.
- Next steps in the PACT process.

The meetings will conclude with facilitated small group discussions with at least two PACT members listening to the input.

#### **IV. Current Alignment North and South Shift Tradeoffs**

The PACT discussed the tradeoffs between the Current Alignment North Shift and South Shift, to further understand the impact for various area conditions – community mobility, safety and health, economics, and highway and street functions. The PACT members reiterated that there is no perfect solution and that either shift will have advantages and disadvantages.

Key impacts, trade-offs and considerations include:

- Swansea Elementary School is acquired by the North Shift.
- Nestle-Purina and Manna Pro are acquired by the South Shift.
- Pilot Travel, Colonial Manor Inn impacted by North Shift.
- There are no specific standards for a school’s proximity to a highway.
- The state does not have condemnation authority if the acquisition is not related to a highway purpose – the south shift would not automatically mean that a new school would be built.
- The school could be redesigned as part of a mitigation strategy, perhaps putting the playground farther from the highway to minimize emissions and particulate matter at the playground.
- Highway planners would work with the school on the mitigation package.
- Denver Rescue Mission, north of I-70 west of Colorado Blvd., is an important community asset.

#### **V. Public Comment Session**

*Betty Cram, Elyria resident* – Betty Cram drew an analogy between the founding of Elyria in 1891 to the renewal that she said will occur with the reconstruction of I-70 in its current location. The original Elyria was an incorporated city with doctors, hardware and dry goods stores, with access to downtown and eastward for rodeos and eventually the airport. In Elyria there is will be new development at the former Asarco smelter site, other contaminated locations to be cleaned up, the potential for the National Western Stock Show. Perhaps there could be a river walk like in San Antonio. Respect for the history of the Riverside Cemetery. The re-alignment would damage current planning for redevelopment of Elyria.

#### **VI. Next Steps**

- Public Meeting – Commerce City: May 4; 5:30-8:00p.m.; Commerce City Recreation Center
- Public Meeting – Denver: May 7; 10:00a.m.-12:30p.m.; Swansea Recreation Center
- Invited Community Workshop: May 10, 6 p.m.-8 p.m., National Western Stock Show
- Invited Business Workshop: May 11, 9 a.m. – 11 a.m., Swansea Recreation Center
- Next PACT Meeting: May 12, 4 p.m. to 6:30 p.m. Swansea Recreation Center
- Subsequent PACT Meeting: June 9, 8:30 a.m.- 4:30 p.m.

## **APPENDIX A**

### **Attendance**

Anthony Thomas, Denver resident  
Art Ballah, Colorado Motor Carriers Association  
Don Hunt, Executive Director, Colorado Department of Transportation.  
Doug Bennett, Federal Highway Administration  
Drew Dutcher, Denver / Elyria resident  
Guillermo Serna, Commerce City resident  
Jeanne Shreve, Adams County  
Jimmy Burds, Commerce City Business and Professional Association  
Larry Burgess, Denver - Elyria/Swansea/Globeville Business Association  
Lesley Thomas, City of Denver  
Norma Frank, Adams County resident  
Pat Grant, National Western Stock Show  
Paul Garcia, Denver / Swansea resident  
Reza Akhavan, Colorado Department of Transportation  
Tom Acre, City of Commerce City  
Tony Brake, Aurora resident  
Jim Dileo, Colorado Department of Public Health and Environment  
Scott Jaquith, Commerce City resident  
John Lucero, Denver Office of Economic Development

### **Members not attending**

Tricia Allen, Adams County Economic Development  
Shaun Cutting, Federal Highway Administration - Program Delivery Manager  
Kate Kramer, Sand Creek Regional Greenway Partnership  
Amy Pallante, Colorado State Historic Preservation Office  
Bill Van Meter, Regional Transportation District FasTracks  
Brian McBroom, City of Commerce City  
Mac Callison, City of Aurora