



CORRIDOR-WIDE PUBLIC MEETING SUMMARY

Date/Time: November 13, 2012/5:30 P.M.

Location: Commerce City Recreation Center

Attendees:

Don Satar	Anthony Toth	John K Moyers	William Bullock
Eligio Flores Jr.	Mike Reynolds	Ken Rich	Debra Bullock
Juan Veloz	Mark Schultz	Kenton Circle	Laura Brudzynski
Loretta Petty	David Alarcon	Larry Streno	Jeannie Mayhew
Bettie Cram	Laura Alarcon	Marv Witt	Peter Wall
Derek Offcier	Vincent Dolan	Paul Brown	Velvet Ardelt
Frank Sullivan	Tom Thomas	Ray Ruppert	Mickey Fletcher
Donna R. Gloster	Michelle Segarra	Patrick Fay	Tim Trujilla
Mac Mcfarlin	Sherry Sickles	Jackie Rodela	Aidan McGuire
Larry Burgess	Sherry Mamasian	W. Stock Show Assoc.	George Maxey
Manuel Martinez	Rafael Baueisda	Gary Pickett	Guillermo Serna
Matt Christenson	Marietta T Mosby	Larry Lovato	Jimmy Burds
Norman C Lane	Taniger Barnes	John Purschbacher	Jeremy Levy
Ralph Romero	Gene Leffel	Rosalie Pacheco	Gloria Ruby
Roberta Waggoner	Amy Coleman	Theresa Pacheco	Ronald LaPenna
Harold Waggoner	Cliff Carney	Sean Lechocky	Ronnie V Jones
Zach Bollier	Tom	Vicki Gonzales	Dominick Moreno
Gene Helena			

I. INTRODUCTION

The I-70 East environmental impact statement (EIS) project team conducted corridor-wide public meetings on November 13th and 14th as part of the project outreach process. These notes reflect the public meeting held on November 13th. The primary purpose of the public meeting was to update the public on the project's progress and review the alternatives under consideration.

The meeting started at 5:30 pm as an open house style meeting with discussion tables. The open house let people arrive at their convenience, get information that interests them, and provide feedback at any time during the meeting by completing a comment sheet or discussing their thoughts and concerns with a project team member.

The discussion tables allowed individuals to interact with each other, share their thoughts and opinions, and give them an opportunity to discuss their concerns with a project team member in more detail.

Spanish translation, childcare, food and drinks, and special needs assistance in compliance with ADA (Americans with Disability Act) were available at both meetings. At the sign-in table, all the meeting attendees were supplied with a handout which included alternatives descriptions,

maps, and comment sheets. Meeting attendees were then directed to the open house where exhibits explaining the project's process and progress were presented. These exhibits are available on the project website at www.I-70east.com.

II. SUMMARY OF COMMENT SHEETS

The following section details the comments received to date from the comment sheets distributed at the meeting.

1. What comments do you have on the alternatives presented?

- No-Action
 - This is what I want
 - Leaves a mess!
 - All are great
 - Not an option
 - This would be great
 - We need to take action
 - At best, it's a band-aid, certainly not a forward looking solution
 - Whichever plan moves I-70 as far North as possible
 - (For any scenario) Regarding Colorado Blvd entrance/exit ramps: Please consider keeping these ramps. The distance from 48th and Forrest to a usable ramp will increase dramatically. Plus I envision serious traffic problems at Vasquez & Quebec with no ramps at Colorado.

- Revised Viaduct North Option
 - With one less lane
 - Put a 8-lane highway instead of the underground
 - Too much change
 - With one less lane
 - Great move as far north as possible
 - I don't want either of these options
 - Somewhat of a good idea
 - If viaduct is the solution chosen, this is my preferred option despite its negative impacts on the school.

- Revised Viaduct South Option
 - No
 - Don't think it will be as attractive to new businesses
 - A good idea to keep our area the same
 - I'm not convinced this option provides benefits that justify its status as "most costly".

- Partial Cover Lowered
 - Good only for school and immediate houses but what about 20 years from now?
 - Great
 - I feel this is the best long term resolution
 - Love this - lowers noise - visually pleasing - creates area for residents and more attractive for new business
 - Will miss the neighborhood but may be a great idea
 - Very good

- I like this one very much!
- I'm very much in hopes this is the option selected. I believe this approach is the best solution in the near term as well as the future.
- Consider Flight for Life access for accident victims under the cover. You might think that they will only need to be carried 450 ft at most to a helicopter, but you assume the chopper lands at the correct end. This may not always be true.

2. Which alternative seems best to you and why?

- A "fourth" that allows for adding nature, lowering noise/traffic, does not (illegible) neighborhood but adds safety for pedestrians/bikers/etc.
- Whatever will move the people the quickest
- Revised Viaduct option
- Partial Cover Lowered option- noise control and resolution to current drainage problems in the area
- Lower/partial cover
- Current alignment
- The alternative that would be best for I-70 would be the Partial Cover Lowered. The reason for that would be more noise control and accidents would not cause cars to fly out of freeway landing on houses.
- I prefer Partial Cover Lowered. It's difficult for me to foresee a bright outcome for Swansea/Elyria as long as it remains in the shadow of a viaduct.
- The option moving north
- Partial Cover Lowered option. T-Rex is a good model for success

3. What do you think should be on the covered section of the Partial Cover Lowered Alternative?

- Greenery, xeroscape, natural elements
- Recreational application
- (illegible) allowing for community festivals - community garden park like atmosphere for community to gather.
- I would like to see a Plaza/gathering space, community garden or farmer market.
- I need to see and hear more before weighing in. I like concept Option 4, which introduces curves on 46th to reduce speeds in proximity to the school. It also allows for landscaping that blends into the existing school campus.
- Greenbelt

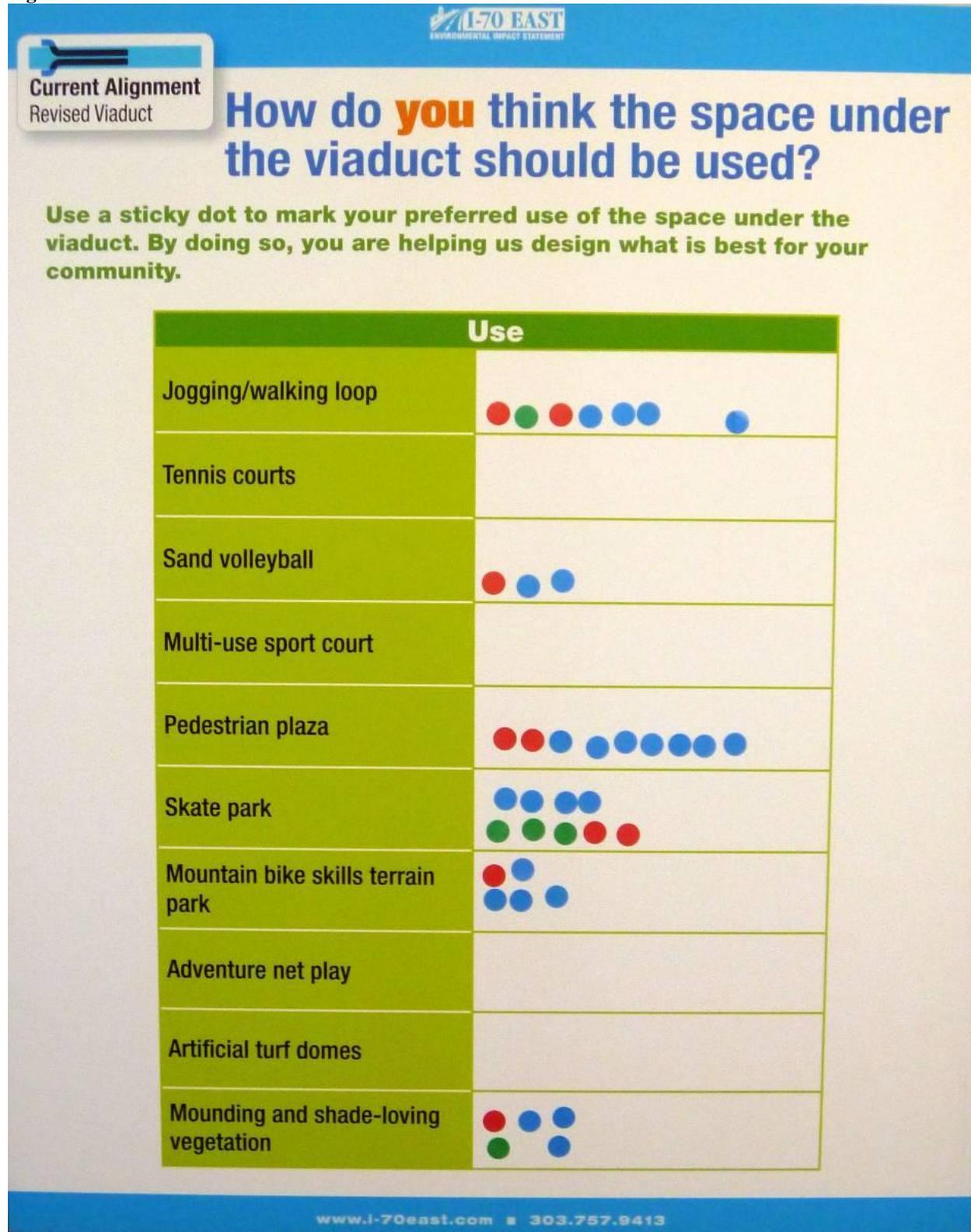
Red and green dots were available at the November 13th meeting, while the blue dots reflect the votes received at the November 14th meeting (note: the green and red do not indicate positive or negative votes) As shown in Figure 1, York St. to Josephine St. plus Columbine St. to Clayton St. received the highest vote for the cover location. The plaza/gathering space received the highest support as a design element to be incorporated on the cover followed by a jogging/walking loop and a community garden.

4. What do you think should be under the viaduct adjacent to 46th Avenue?

- No permanent structure that needs constant care - allow natural elements
- More lanes and access roads
- Don't want this option
- Skate park for kids and other things for the children in the area
- Nothing. There is no sun we could no grow anything the place would just be wasted and dead.
- Retail. Put the buildings and their parking lots in the shadow of the viaduct, which provides some shelter from winter snowfall. Lights for the parking lots can be integrated into the overhead structure.
- More lanes as access roads
- Highway maintenance facilities

The red and green dots were available at the November 13th meeting while the blue dots reflect the votes received at the November 14 meeting. (note: the green and red do not indicate positive or negative votes) As shown in Figure 2, the skate park received the highest support in the community followed by the jogging/walking loop.

Figure 2



5. Do you have any comments on the elimination of the Realignment Alternative?

- Good decision
- Don't feel it will work
- *Strongly* against realignment alternative
- NO
- I-70 should be moved to 54th/58th Ave corridor and continue west until meeting I-76. Present scope is insufficient to cure division of Globeville/Elyria and make a better more humane Denver.
- No
- It good to know that it is no longer in process for it does not meet nor make sense to use for this project.
- None
- We like I-70 where it is

6. What do you think of the Swansea Elementary School Options?

- More costly but over time a major improvement to the overall neighborhood
- Great
- Great for increasing outside area for kid and making a garden! Fantastic!
- Seems good
- That is fine as long as they do not remove or destroy the elementary and houses around.
- I'm in agreement with DPS; Viaduct North isn't particularly desirable.
- Not important

7. Any other comments or questions?

- The plan for rebuilding a new elevated highway in the I-70 Elyria-Swansea area should be seriously considered above the other plans. In comparison to a recessed road, this would save many homes and several hundred million dollars of taxpayers' money. Less land space would be needed and the construction time greatly shortened, if the highway was elevated again. This would be good.
- Thanks for all the hard work - please continue to allow and use public input
- Entrance and exit will be needed at Colorado Blvd. This will release congestion at Steele/Vasquez intersection.
- This is a great opportunity to rehab Denver proper- and bring in more tax \$'s from new business and possibly more high rises - lofts down the road. Make this attractive!
- I thank you for keeping us informed of projects and anything coming towards our way. I also appreciate time and effort put into these meetings. Great work!
- Thank you, thank you, thank you for all your patient hard work through this long process. I'm hopeful we'll see excavation of the trench in the near future!

III. SUMMARY OF DISCUSSION TABLES

The public meetings included several discussion tables (each facilitated by a project team member). All the discussion tables were open for all topics except two that were marked for CDOT right-of-way acquisition and City and County of Denver. Below is a summary of the discussions at these tables.

- Preference on Partial Cover Lowered
 - seems like a good idea

- better visual
- community togetherness
- Less noise, better for school

- Concerns on Partial Cover Lowered
 - Consider Hydraulic/Drainage in the design
 - -Use gravity if possible, it works better than pumps (power outages = flood)
 - Look at Chicago; lots of lanes, speed limits and tolls
 - Look at double-decker like Oakland

- Additional comments and suggestions
 - Keep I-76/I-270 eliminated
 - emergency access concerns
 - too much money